

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Technical/Policy Committee Meeting

Wednesday, May 9, 2018

10AM – 2PM

City of Grants Public Library
1101 First Street
Grants, NM

AGENDA

- I. Call to Order and Introductions.....Jeff Irving, *NWRTPO Chair*
- II. Agenda – Review & Approval.....Jeff Irving
- III. Minutes of 4/11/18 – Review & Approval.....Jeff Irving

ACTION ITEMS:

- IV. NWRTPO Regional Work Program Amendment #3.....Robert Kuipers

DISCUSSION / PRESENTATION ITEMS:

- V. Annual RTPO Member Survey, and Trainings Attended by Members.....Robert Kuipers
Providing a summary of survey results and RTPO member and staff training in FFY-2017.
- VI. Northwest NM Regional Transportation Plan Update.....Robert Kuipers
Undertaking annual updates to our Regional Transportation Plan this quarter (www.nwnmcog.com → Programs – RTPO Regional Transportation Planning → Important Documents → NWRTPO Planning Documents → NW Regional Transportation Plan)
- VII. NWRTPO Call For Projects, FFY18 –19.....Robert Kuipers
Call for projects commences June 2018. Members are asked to review and update all projects currently in the RTIPR with new PFFs due July 31.
- VIII. RTP / TAP / CMAQ Update.....Robert Kuipers, Neala Krueger
PFF's due July 31, 2018; Applications & PIF's due to NWRTPO Oct. 26, 2018; Applications due to NMDOT Nov. 30, 2018
- IX. NWRTPO Regional Work Program Status Report.....Robert Kuipers
- X. Reports, Updates & Announcements:
 - RTPO Report: Regional News & Updates.....Robert Kuipers
 - BUILD (*Better Utilizing Investments to Leverage Development*) Grant opportunity: major funding opportunity (replacing TIGER Grants) with webinars coming May 24, **May 29**, and May 31 – all commencing at 12 noon our time. Information emailed to members 4/20 and 4.25.
 - RTPO Orientations are now complete through 2020; although in the event of elected leader turn-over, an orientation can be provided to any member government at any time requested.
 - Local Member Issues, Reports & Updates.....NWRTPO Members

- **State DOT Reports**
 1. Planning/Government-to-Government Unit (Neala Krueger)
 2. Tribal Liaison (Ron Shutiva)
 3. District 5 (District 5 Staff – Stephen Lopez)
 4. District 6 (District 6 Staff – JoAnn Garcia)
 5. Santa Fe Administration /Central Regional Division

XI. New Business/Open Floor – Members & Guests

- GGEDC (*Greater Gallup Economic Development Corp.*) Presentation for west Gallup Super Freight Center; seeking State Planning & Research program funds.

XII. Review Calendar & Announcements / Training & Funding Opportunities

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

XIII. Next Meetings

- June 13: San Juan County Fire Operations Center, 209 South Oliver Drive, Aztec, NM
- July 11: Ashiwi College & Career Center, 67 Rt. 301 North – off Hwy. 53, Zuni, NM
- August 8: Laguna Public Works Dept., I-40 Exit 114 to NM124 Roundabout, then east on old US-Rt. 66, left on L-55 Rodeo Road and north to first parking lot, Laguna, NM



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

NWRTPO | Northwest Regional Transportation Planning Organization

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday April 11, 2018

10:00 a.m. – 2:00 p.m.

Gallup East Side Fire Station

3700 Church Rock Street, Gallup, NM

ATTENDANCE:

Local & Tribal Governments:

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

Technical Agencies:

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

NWRTPO Administration:

Northwest Regional Planning Organization	Robert Kuipers
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Guests:

<u>TOTAL ATTENDANCE:</u>	6 Members, 1 alternate member, 4 NMDOT, 1 RTPO Staff, 0 guests – TOTAL: 12
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- I. **Call to Order and Introductions:**.....Jeff Irving, NWRTPO Chair
- Jeff Irving called the meeting to order at 10:20 am, welcomed those in attendance, and proceeded with introductions and approval of agenda and minutes. The meeting was hosted by City of Gallup with special thanks for coffee, snacks and lunch provided.
- II. **Review & Approval of Agenda:**.....Jeff Irving
- No discussion or changes to the agenda were made.
 - Motion to approve agenda made by Don Jaramillo, Grants; seconded by Royce Gchachu, Zuni; all in favor, none opposed.
- III. **Approval and Review of Minutes for February , 2018 Meeting:**.....Jeff Irving
- Motion to accept meeting minutes made by Royce Gchachu, Zuni; seconded by Alicia Santiago, Gallup; all in favor, none opposed.

ACTION ITEMS:

- IV. **FFY18-19 Meeting Schedule:**.....Robert Kuipers, RTPO Staff

BACKGROUND

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

CURRENT WORK

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

ANTICIPATED WORK

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

ATTACHMENTS

- Current Public Notice meeting schedule through April, 2017.

BUDGET IMPACT

- None.

ACTION ITEM

- Members to approve annual meeting schedule for public notice at this meeting 4/11/18.

Discussion:

- Meeting locations and schedule approved by members for May, 2018 thru April, 2019; motion by Larry Joe, Northern Navajo; 2nd by Stan Henderson, Gallup; all in favor.
- Most members will retain the same location as last year; some members are finalizing a new location, and must inform RTPO staff no later than 4/19/18. Public notice will be submitted to regional media on 4/20/18.

DISCUSSION / PRESENTATION ITEMS:

V. Annual RTPO Member Survey, and Trainings Attended by Members:.....Robert Kuipers

BACKGROUND:

- **Why?** On an annual basis, the NWRTPO issues a member survey to enable members to assess the RTPO's performance, and make recommendations; this includes tracking the trainings and webinars that RTPO members have participated in.
- **Purpose.** This annual exercise helps assess, track and fine tune the RTPO's service and performance, along with staff and member training and professional development. It also provides RTPO members an opportunity to recommend regional priorities going forward.
- **Discussion/Finalization.** Members are asked to complete and submit the survey (which has a section for reporting training) emailed from Survey Monkey 12/29/17. Please report both trainings and webinars.

WORK TO DATE

- Staff updated the survey to include RTPO quality of staff service feedback, ideas for generating resources in rural, and recommendations for advancing our five Regional Transportation Plan goals.

ANTICIPATED WORK

- Members are requested to complete and submit the survey using hard copies **by or before May 1**, as the Survey Monkey web template is now closed, and report on trainings and webinars attended during FY17 (10/16 – 9/17)

ATTACHMENTS

- Hard Copy – Member Satisfaction Survey for FY17

BUDGET IMPACT

- none

ACTION ITEM

- no policy action – members are requested to complete the survey at this meeting; or complete and submit no later than 5/1/18 to rkuipers@nwnmcog.org / or directly to Mr. Kuipers at the COG office – 106 W. Aztec – just east of Gallup City Hall.

Discussion:

- Members agreed to a May 1 deadline for getting survey / training information to RTPO staff

VI. NWRTPO Call For Projects, FFY18 – June thru FFY19 - March:.....Robert Kuipers

BACKGROUND:

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

WORK TO DATE

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

ANTICIPATED WORK

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

ATTACHMENTS

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

BUDGET IMPACT

- none

ACTION ITEM

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

Discussion:

- Bob K. covered the upcoming biennial Call for Projects process and distributed hard copies of our guidance outlining the process.
- Members request that once the new PFF updates are complete (from NMDOT) have staff email them to members along with PIF templates.
- Bob K. will follow up with JoAnn Garcia – DOT Dist. 6 Liaison on a date for late August, to conduct the PFF Review / Consultation meeting at the District Office.
- Steve Lopez – DOT Dist. 5 Liaison will follow up with Larry Joe -Northern Navajo, and Bob K. on the date set for the DOT Dist. 5 PFF Review / Consultation meeting.

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

BACKGROUND

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

- **Discussion/Finalization.** RTPO staff and DOT Liaisons will cover the process based on what we are aware of at this time, anticipating minor edits / additions before DOT finalizes the applications and process by the end of this month.

WORK TO DATE

- NMDOT Planning Bureau staff are finalizing the application and PFF forms and process.
- The CMAQ opportunity will include multimodal preventive strategies, as opposed to strictly air quality mitigation, since there are now surplus funds available to / through the state.

ANTICIPATED WORK

- RTPO staff will keep members informed as the PFF's and applications along with process are finalized.
- RTPO members may anticipate developing proposals, with finalized forms and process by the early part of May.

ATTACHMENTS

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

BUDGET IMPACT

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

ACTION ITEM

- Information item only

Discussion:

- Neala Krueger and Bob clarified to members that all TAP, RTP, and CMAQ complete funding application packages are due to NMDOT by November 30, 2018

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

BACKGROUND

Why? Due to a NMDOT Office of Inspector General (OIG) Audit and subsequent findings, NWRTPO staff met with NMDOT Planning Bureau staff to develop a corrective action plan (CAP).

Purpose. As part of our CAP RTPO staff will provide monthly reports showing line item budget expenditures and staff hours in comparison with the approved Regional Work Program (RWP) Budget.

Discussion/Finalization. Based on this monthly analysis and report, staff will better manage time and funding investment, and assess where and when to seek a RWP amendment if needed.

WORK TO DATE

- RTPO staff met with NMDOT staff on 12/7/16 to review a draft corrective action plan, detailing specific actions and controls in a number of areas to assure stronger compliance to the RWP budgeted time and financial allocations.
- The Corrective Action Plan has been finalized and is now being executed.
- RTPO staff have provided reports at monthly meetings: January – December 2017
- In Quarter 2, RTPO staff submitted Amendment #1 to modify our hours per function and annual RTPO FFY17 budget, as approved by the RTPO Committee (February 2017). A copy of the FHWA/NMDOT approval of this amendment was attached. RTPO staff submitted amendment #2 to the NMDOT Planning Dept. for our biennial work program in Quarter 4 approved at our August, 2017 and December, 2017 RTPO meetings, adjusting hours based on our experience and expectations.

ANTICIPATED WORK

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

ATTACHMENTS

- RWP & Budget Monthly Report

BUDGET IMPACT

- None.

ACTION ITEM

- This is a monthly report item only.

RTPO Regional Work Program	Original FFY17-FFY18 Staff hours	Total Hours FFY17:	FY18 Staff hours Amend #2	FFY-18 Q-1 Totals:	Jan.	Feb.	March	FFY-18 Q-2 Totals:	April	May	FFY-18 Running Totals:
Function 1 – 12% (Long Range Planning & Implementation)	300	250.25	250.0	4	14	14.5	35.5	64			68 Balance: 182
Function 2 – 10% (Technical Support & Data Management)	100	165.5	200.0	72	0	1	0	1			73 Balance: 127
Function 3 – 19% (Project Development & Monitoring)	400	410.75	400.0	31.75	16	26	26.5	68.5			100.25 Balance: 299.75
Function 4 – 12% (Other Activities & Projects)	400	288.25	250.0	60.75	9	15.5	4.5	29			89.75 Balance: 160.25
Function 5 – 33% (General RTPO Support)	400	714.25	700.0	152.25	57	47	27	131			283.25 Balance: 416.75
Function 6 – 14% (RTPO Administration)	400	332.25	300.0	133.75	44.75	8.5	77	130.25			264 Balance: 36
PROGRAM TOTAL	2000.0	2,161.25	2100.0	454.5	140.75	112.5	170.5	423.75			878.25

Discussion: no discussion, members are accustomed to these reports. Staff will address the balance in Function 6 by a) programming additional carry over funding, or b) conducting an informal (less than 20% function change / less than 10% total budget change); or c) formal (20% and greater function or 10% and greater total budget change) budget amendment.

IX. Reports, Updates & Announcements:

BACKGROUND	
<ul style="list-style-type: none"> • Why? Update RTPO members on news, training, funding, and other items of special interest • Purpose. Keep RTPO members up to date on critical information from NWRTPO and NMDOT sources 	
Informational Items	
Regional News & Updates <ul style="list-style-type: none"> • RTPO Report • Member Reports 	
Member Special Reports: <ul style="list-style-type: none"> • None submitted prior to the meeting 	
NMDOT Reports: <ul style="list-style-type: none"> • G to G Liaison: Neala Krueger • Tribal Liaison: Ron Shutiva • District 6: JoAnn Garcia & staff; District 5: Steve Lopez • DOT Planning Unit – Govt. to Govt. Weekly Updates 	
Training & Funding Opportunities: <ul style="list-style-type: none"> • CMAQ (<i>Congestion Mitigation & Air Quality</i>) grant / funding opportunity anticipated for the Spring of 2018 (reference agenda citation). 	
New Business / Open Floor: <ul style="list-style-type: none"> • No formal requests submitted 	

IX. REPORTS, UPDATES and ANNOUNCEMENTS:

A) RTPO Report – April 2018

- **Local Plan Development:** RTPO staff are assisting the City of Gallup, along with Wilson & Co. Engineering, for development of a Community Transportation Safety Plan. RTPO staff assisted the City of Grants, along with Wilson & Co. Engineering, for development of a Thoroughfare Plan along with mid to long range transportation planning.
- **Statewide Annual Joint Meeting of RTPO's MPO's and NMDOT:** This meeting took place at MR-COG in Albuquerque on 3/29/18; a report will be forthcoming.
- **Legislature Transportation Day:** Transportation Day at the Legislature took place 2/13/18 at the Legislature Roundhouse. NWRTPO staff assisted in the morning set up and first several hours of statewide RTPO booth staffing, with Mary Ann Burr from the Southeast RTPO, until our other colleagues from other statewide RTPO's showed up for their shift. COG Deputy Director Evan Williams provided support for all our member government projects at the 2018 N.M. Legislative Session, and kept us informed on legislative trends, funding and forthcoming priorities.
- **BIA Navajo Region Transfer of TTP to NDOT:** RTPO staff attended a public outreach meeting at Crown Point Chapter on 2/21/18, where NDOT and BIA staff covered a transition of the federal Tribal Transportation Program and annual funding associated (annual average \$54 million) from the Navajo Area BIA to NDOT. The BIA will remain responsible for their roads, but will only be funded for maintenance going forward, while the TTP funding will now go to NDOT. As a result, NDOT has offered positions and hired some of the BIA staff, in order to build capacity to manage this significant funding increase for transportation development on the Navajo Nation.
- **FFY 19 -20 NWRTPO Call For Projects Cycle Begins:** The NWRTPO will commence another Call for Projects cycle that runs from June, 2018 through March, 2019. Members have been informed and provided initial Call for Projects guidance for updating the RTIPR for both new and existing projects.
- **CMAQ (Congestion Mitigation & Air Quality) Funding:** An opportunity for CMAQ funding will be forthcoming for rural regions and RTPO's in the Spring of 2018. This funding will be less restricted by air quality mitigation, and will support preventive options such as multi-modal trails, school bus retrofits, and transition to natural gas for transit fleets.
- **NWRTPO Annual Member Survey:** RTPO members must complete the annual survey via hard copies and submit (email / drop off completed survey) to RTPO staff by or before May 1. This survey will allow members to provide feedback and recommendations regarding RTPO function, process and services. The survey also collects information about trainings members have attended over the past year. This survey is a contractual

requirement for the NWRTPO, so members are instructed to submit this as survey soon as possible against the May 1 deadline.

- **GIS Data Gathering, Mapping and Compiling Work:** RTPO staff will continue to reach out to our three Pueblos – Laguna, Acoma and Zuni regarding the opportunity to include their transportation mapping and data into our regional portfolio, based on what each Pueblo is willing to share. COG staff continue to provide technical assistance and GIS mapping for development of 66 new miles of recreational trails in the Zuni Mountains in McKinley and Cibola Counties during the course of FFY18 – FFY19; and continue contributing GIS mapping for regional transportation infrastructure.
- **2018 NMDOT Rail Plan Update:** RTPO staff continue reaching out to our members to take advantage of a window of time this year to include our local govt. interests in the NMDOT Rail Plan update, by simply informing DOT Rail staff of (near future) local rail opportunities that may have potential for plan inclusion.

Additional Information:

- **Member Appointments Needed:**
 - **Cibola County:** Need to replace Anna Larson for primary representative – recommending Gary Porter, so Judy Horacek can remain alternate
 - **McKinley County:** Need a new Alternate Member
 - **Pueblo of Laguna:** Need a new Alternate Member; do not have any documentation for Ray Lucero as primary representative
 - **Ramah Navajo:** Recommend Shane Lewis to Primary Rep., need to ID new Alternate Rep.

B) Local Member Reports & Updates:

1. Pueblo of Acoma:

- **Absent** – previous meeting report follows:
- CMGC projects are all complete with final close out at the end of January; FHWA would like to present a “case study” on Acoma’s CMGC success.
- There will be a kick-off meeting soon for Pinsbaari Drive Corridor Development Plan, for multi-modal enhancements to this corridor
- Acoma is now the second Native American Tribe in the nation to achieve “Self-declaration” for FEMA assistance, related to 181 FEMA sites resulting from October 2016 major flooding for the Pueblo. FEMA is now in Acoma assessing all these sites, with \$6.5 million available for restoration.
- The Pueblo is closing out their BIA Legacy Projects
- Exit 96 – McCarty Bridge is almost complete (NMDOT project)
- Waiting to hear on INFRA funds for Mesa Hill Bridge and Haaku Road to the old Pueblo.

2. Pueblo of Zuni:

- Routine road maintenance
- Re-construction of “Old Gallup” Road
- Interested in next (\$1.5 billion) TIGER grant cycle
- Omnibus Bill - \$34.6 million nation wide for transportation
- Congress provided \$1 million and directed BIA to improve school bus routes

3. McKinley County:

- Johnson Road Project: \$800 K NMDOT funding + \$200 K NDOT match, 3 phases of construction; first two miles graveled and working on next section at this time for a) waterline crossings, b) base course, and c) complete chipseal.
- LGRF: improvement to six County roads; working on Right of Way certifications at this time
- Working on Right of Way for Deer Springs Road and Manuelito Chapter road
- Improving Red Lake Chapter roads with NDOT

4. Gallup:

- Gallup Safety Plan kick-off meeting with DOT and engineering staff to take place right after this meeting
- LTAP – May 30 – ADA compliance training at the El Morro Event Center

5. Milan:

- Absent – previous meeting report follows:
- 2nd Street phase 2 is complete
- Motel Drive phase 5 is in construction at this time

6. Ramah:

- Absent – submitted meeting report as follows:
- BIA Projects Update: BIA125 MP 0 – 4.4, BIA125 MP 18 – 24.5, BIA 195 @ 30% design. BIA145 and BIA113 are pending public involvement meeting to determine proposed alignment. BIA125 MP 18 – 24.5 Public Involvement Meeting scheduled for May 2 at Ramah Chapter.
- Submitted project location maps for TAP scope of work for Mt. View and Pine Hill ADA compliance studies.
- NWRTPO Membership update pending as soon as an alternate member is identified.
- Working toward MOA's with McKinley County and Cibola County for road responsibilities.
- Ongoing general maintenance for area roads, cattle guards and signage, pot holes and base course patching (incl. school bus routes). Cleaning and replacing roadway signs.
- Ramah RTPO Rep. Shane Lewis attended TTP Training April 10-11 at Isleta Golf Course, Albuquerque

7. Cibola County:

- Absent – previous meeting report follows:
- Maintenance: Fence Lake, Candy Kitchen, Marquez – CR1: blade and shape road surface; Broadview, Murry Acres, RalphCard Road: dirt removal from ditches
- Preliminary MOU with Forest Service for road maintenance on Forest lands
- RAC \$ @ \$74K: some road sections are Forest Service and some are County – exploring which type of agreement form they need. Considering three roads: Zuni Canyon (FR49 & 50 / CR49) Lobo Canyon Road, and CR19-B.

8. Grants:

- Riverwalk trail: almost done with Right of Way; construction to follow
- 2nd St. project – construction for 2019; followed by 1st Street in 2020
- 1st Street phase 3 and 2nd Street phase 5 at 90% design; looking for construction \$.

9. Pueblo of Laguna:

- Absent – submitted meeting report as follows:
- L22 Casa Blanca Road: project complete
- L26 Rainfall Road and trail design: 100% complete – pending BIA review meeting.
- L24 Rainfall Road: design being changed to two phases, to focus on a) road improvements; and b) concrete box culvert under I-40 separately.
- L26 Deer Dancer Road & L243 Acorn Road: both at 60% design – required ROW amendments around NM124.
- M137 San Jose Bridge Replacement project: construction phasing will improve one lane at a time to allow uninterrupted access.
- M154 Paguate Wash Bridge: PER request for engineering services published in April; proposals are due in May.
- L503 Veterans Road: mill, overlay and striping to be bid in May; added two additional routes
- M108 San Jose bridge - Seama: PS&E complete, pending ROW amendments approval from Tribal Council.
- Planning & design RFP for L248 Bluejay Road, and L248 Blue Star Loop; project planned to commence in June, 2018.
- NMDOT projects within the Pueblo lands:
- TIF Projects:
 - NM124 & L22 Casa Blanca Road intersection PER completed @ 30%; progress and options to be presented to NMDOT Dist. 6.
 - I-40 108 Interchange corridor study in progress, will be completing 30% review.
- NMDOT projects within the Pueblo lands:

- o Interstate 40-108 interchange corridor study were published – proposals received and will be awarded at Tribal Council meeting – Jan. 13 (TIF project)
- o NM State Road 6 – CN6100910 & CN6100911 OGFC and punchlist planned for April, 2018.
- o TAP trails – Bay Tree Rd to L22 Casa Blanca Road has been bid and awarded. Working on a project addendum – the design of a wash crossing.

10. Northern Navajo:

- LGRF: selecting Chapter projects – will have to narrow it down to one
- Working on Five Year Transportation Plans for various regions of Navajo Nation
- Assisting CLUPs (community land use planning committee) at various Chapters to develop plans for transportation infrastructure and trails
- Mr. Joe covered the transfer of BIA TTP funds to Navajo DOT (\$54 million annually); as a result, NDOT created jobs for many of the staff that lost their positions in the BIA transportation admin. out of Gallup.

11. Eastern Navajo:

- Also working on Five Year Transportation Plans for regional Navajo Chapters
- Also assisting CLUPs (community land use planning committee) at various Chapters to develop plans for transportation infrastructure and trails
- Trying to create regional road inventories with Chapters, and updating Chapter road maps
- Working on TTP priorities with Chapters
- Navigating Right of Way for many area roads
- Mapping school bus routes

C) State DOT Reports:

1) Planning / Govt. to Govt. Unit Liaison – Neala Krueger:

- March 29 – MPO/RTPO/NMDOT annual joint meeting took place at MR-COG in Albuquerque.
- DOT is updating award forms and change forms for TAP, RTP, CMAQ and HSIP; Jessica Griffin – DOT Planning Bureau Chief will be acting HSIP Coordinator, until the position is filled. New HSIP Manual to be released in June. NMDOT is also updating the process for HSIP funding requests.
- NMDOT is updating the Public Participation Plan – will be following up with MPO's and RTPO's to inventory what type of advertising or meeting amenities successfully attract the public.
- TLPA (*Tribal & Local Public Agency*) Handbook manual update should be completed in July; training will follow
- A State Energy Road Map is now available at NMDOT
- A representative from Volkswagen will report at the next RTPO Quarterly meeting (to be hosted by the NWRTPO some time in June) on funding application opportunities, resulting from an emissions lawsuit settlement
- DOT is currently updating the Planning Procedures Manual.

2) NMDOT Tribal Liaison – Ron Shutiva:

- Absent – previous meeting report follows:
- Concerns have been expressed about safety on US-550 – Ron brought to Governor's attention; still awaiting supportive feedback from NDOT, and concern about lack of follow up from Councilman Begay
- Tribal Transportation Unity Caucus Meeting Jan. 17-18, 2018 in Chandler, AZ to inform Washington DC on tribal needs – Ron was able to attend.
- National Tribal Transportation Program Coordinating Committee met Jan. 27 – Feb. 2 at NDOT; Christy VanBuren is the new TTPCC representative for New Mexico.
- Ron hosted a Tribal Transportation Planners Roundtable last week; hope to meet on a quarterly basis; now planning a tribal safety summit for the Spring of 2018.
- Ongoing concerns on US64 for Shiprock School Zone safety issues
- New national TTAP program (*Tribal Technical Assistance Program*) based in University of Virginia
- March 27-28: TERO (*Tribal Employment Rights Office*) meeting in Acoma.

3) DOT District 5 – Steve Lopez:

- A US64 Corridor Study will be forthcoming for Teec Nos Pos to Shiprock, that should support safety enhancements in the future – including the Shiprock school zone

4) DOT District 6 – JoAnn Garcia:

- Requesting City of Gallup information for Projects # CN6100981 and CN6100982
- Reminded members to get in the reimbursement requests for NM Capital Outlay funding no later than 6/15/18
- April 25 the statewide DOT Districts will meet with the DOT Project Oversight Division to cover the status of LGRF projects.

5) Central Regional Design / FHWA / Other: not present

X. New Business / Open Floor – Members & Guests

- Orientations – Orientations are now complete for all RTPO member governments until FFY20; however - an orientation can be provided at any time, at the request of any member

XI. Review Calendar & Announcements

- FHWA Office of Planning, Environment & Realty / Human Environment Digest: week of 3/12, nothing thereafter
- Govt. to Govt. Updates: Weeks of 3/12 and 4/2 – emailed to members as they came out.
- NADO Rural Transportation News: Forwarded to members 4/3.
- 2018 National Work Zone Awareness Week (and Fact-sheet): forwarded to members 4/2.
- Save the Date: Designing for Pedestrians (Focus City) Workshop March 29-30: emailed to members 4/2, providing links to the power-point presentations from this workshop
- Applying for National Park Service Assistance: emailed this April 12 webinar opportunity to members 4/2, providing guidance to applying for NPS support / assistance with outdoor recreation and natural resource conservation under the “Rivers, Trails and Conservation Assistance Program”, as it may apply to our Recreational Trails projects.
- AARP Challenge Grants: emailed to members 4/2 regarding potential funding for multi-modal projects supporting senior citizen mobility, access and quality of life.
- Funding Opportunities: forwarded news of a variety of funding opportunities to members on 3/19, to share with their colleagues; along with news of an “American Indian Tourism Conference” to be held at Isleta Resort / Casino Sept. 17-20, 2018
- USDOT Infrastructure Booklet: link to the “President’s Initiative for Rebuilding Infrastructure in America” emailed to members 3/15 so we can anticipate what opportunities may be coming down the pipe.
- CMAQ (Congestion Mitigation & Air Quality) Funding Opportunity: There is a funding opportunity coming in the Spring of 2018 for CMAQ projects, which may include such things as multi-modal trails, school bus retrofits, and transition to natural gas for transit fleets.
- Open Mtng.s Act / Inspection of Public Records Act Training: this Training hosted by NM Attorney General to occur 2/27 in Aztec, and 8/24 in Gallup – emailed to members on 2/22
- N.M. TRIP Report: A great resource for RTPO members to be aware of – good data analysis of transportation infrastructure. Forgot to hand out at February meeting – will provide hard copies at April meeting.
- Updated ARF to include DUNS number: emailed to members 11/30/17

XII. Next Meetings:

- **May 9:** City of Grants Public Library, 1101 First Street (corner of 1st St. & Roosevelt), Grants, NM
- **June 13:** San Juan County Fire Operations Center, 209 S. Oliver Drive, Aztec, NM
- **July 11:** Ashiwi College & Career Center, 67 Rt. 301 North – off NM-53, Zuni, NM

XIII. Adjournment

At 1:00 PM: Stan Henderson - Gallup, motioned for meeting to adjourn, seconded by Royce Gchachu - Zuni; passed by consensus, none opposed.

MEETING ACTIONS:

RTPO Members:

- Members are requested to report training / webinars attended in FY17 (*incl. LTAP / TTAP, NHI, FHWA, FTA, BIA and Other*) and complete the annual survey hard copies distributed at today's meeting **by or before April 30. This is an annual contractual requirement from NMDOT for all RTPO's statewide!!**
- Members will **inform RTPO staff and confirm meeting locations for their jurisdiction and hosting date by / before April 20!!!**
- Give consideration to the CMAQ grant opportunity – applications coming in Spring of 2018.
- Prepare for the upcoming Call for Projects cycle: **members will be required to submit new PFF's for all projects already cited in the RTIPR, along with any new projects they are interested in.**

RTPO Staff:

- Follow up with RTPO members for FY17 training attended and annual NWRTPO member survey.
- Distribute the schedule developed that provides annual or multi-year deadlines for all RTPO deliverables including reports – quarterly and annual, RTIPR Call for Projects cycle, Regional Work Program updates or amendments, and governing document updates (*Bylaws, Open Meetings Act Resolution, Title VI Plan, Public Participation Plan, Official Membership Roster*)
- Continue to update the Reg. Trans. Plan tracker instrument and pursue relevant information.
- Maintain appointment forms as members transition.
- Keep members informed on CMAQ (Congestion Mitigation / Air Quality) grant opportunity
- Keep an eye on federal funding for public transportation, and inform our regional 5310 & 5311 providers and RTPO members of any pending changes
- Continue collaborating with Northern Pueblos RTPO for development of the RISTRA / Panoramic real-time / transparent project development status website.

NMDOT Staff:

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



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

**Agenda Item #IV: FFY-18 NWRTPO Regional Work
Program & Budget Amendment #3**

Subject: RTPO Approval & Authorization of FFY 18 RWP and Budget

Prepared by: Robert Kuipers

Date: 5/1/18

BACKGROUND

- **Why?** Each year the NWRTPO Tech. & Policy Committee must review, discuss and approve the annual Regional Work Program that governs the services provided by RTPO staff.
- **Purpose.** Insure that the work program categories and allotted time commitments best serve the work and interests of the NWRTPO for the federal fiscal year ahead (October 2017 – September 2018)
- **Discussion/Finalization.** RTPO members will review, discuss, edit if necessary through discussion, and approve / authorize the work categories and time allocations for the forthcoming year.

WORK TO DATE

- RTPO staff have reported work activities on a monthly basis, and are proposing a RWP with adjusted work program time allocations for FFY-18, based on experience with time demands for the six program function categories.

ANTICIPATED WORK

- RTPO members will review and discuss the proposed RWP and work function time allocations to authorize the RWP for FFY-18 (Oct., 2017 – Sept., 2018)

ATTACHMENTS

- RTPO Amendment Request Form with proposed new staff time allocations for the RWP work function categories for FFY-18.

BUDGET IMPACT

- No impact on final budget other than changes to time and funding allocated to support the various work program function categories for the upcoming FFY-18.

ACTION ITEM

- Policy action to approve and authorize amendment 3 for the NWRTPO Regional Work Program for FFY-18.



MPO/RTPO Work Program Amendment Request Form

This form is for MPO/RTPO Planners to submit a request for an amendment to either an approved Unified Planning Work Program (UPWP) or Regional Work Program (RWP). Please refer to the appropriate section in the Planning Procedures Manual (PPM) for information regarding Work Program amendments and the Month-by-Month Work Program Timeline (calendar) for due dates.

Please complete the following information and submit the completed form to your NMDOT Government to Government Planning Liaison via email. Include a copy of a complete, revised work program narrative and budget.

Date:	4/25/18
Entity:	Northwest RTPO
Contact Name:	Robert Kuipers, RTPO Program Manager
UPWP/RWP Amendment #: (FFY/Quarter)	3 (FFY18/Q3)
Control #:	P617010

Staff Hours (indicate Task # or Budget Category. Add rows as needed)	Original FFY18 Budgeted	FFY18 Amend- ment #2	Revised Amount – Amendmt. #3	Percent Change from FY18 original	Brief Description of Change
Function 1	300	250	200	-33.3%	Reduced hours again based on expected work this FFY18 and actuals to date.
Function 2	100	200	200	100%	Increased due to Carrie House's skill set in supporting mapping and data work. Additional hours are needed to do this work.
Function 3	400	400	400	0	Same, most of work related to our Call for Transportation Projects will occur end of this FFY18 and early FFY19.
Function 4	400	250	200	-50%	Reduced hours again based on expected work this FFY18 and actuals to date.
Function 5	400	700	600	50%	Increased due to actuals to date in FFY18 and hours per tasks needed to finish out the fiscal year.
Function 6	400	300	500	25%	Increased due to actuals to date in FFY18 and hours per tasks needed to finish out the fiscal year.
PROGRAM TOTAL	2000	2100	2100		

Budget Line Items being changed (indicate Task # or Budget Category. Add rows as needed)	Current Budgeted	Revised Amount	Percent Change	Brief Description of Change
A. Personnel	\$84,658.00	\$70,000.00	-17%	Significant Change, due to expense items changes and creating a new category called Fringe benefits that split these from the Personnel category. An organization change to QuickBooks structure that effects the RTPO Program.
B. Fringe Benefits	\$0.00	\$14,354.00	100%	
C. Travel	\$6,000.00	\$5,000.00	-17%	Due to overall budget constraints, staff has reduced this line-item. Removed Training from expense category title and moved sub-item "Registration" done to Other.
D. Supplies	\$0.00	\$1,500.00	100%	New Category, broken out from Office Expenses. Based on actual costs YTD.
E. Contractual	\$0.00	\$12,500.00	100%	New Category, renamed from Purchased Services and included CPA contract as the increase. Based on actual costs YTD.
F. Other	\$636.00	\$18,000.00	3045%	Expanded Category, moving Facility Expenses and Office Expenses sub-items into this category per Federal Grant guidance. Based on actual costs YTD.
G. Equipment	\$0.00	\$0.00	0%	New Category but \$0.00 budgeted this year.
Office Expenses	\$11,000.00	\$0	-100%	Eliminated to bring it costly to Federal Grants common budget categories.
Facility Expenses	\$10,560.00	\$0	-100%	Eliminated to bring it costly to Federal Grants common budget categories.
Purchased Services	\$4,500.00	\$0	-100%	Eliminated to bring it costly to Federal Grants common budget categories.
PROGRAM TOTAL	\$121,354.00	\$121,354.00	0%	Based on \$15,104 in carry-over funds from FFY17

Include a copy of a complete, revised work program narrative and budget with this proposal

Please indicate if amendment is administrative or formal, based upon requirements in the PPM

Amendment Type (Administrative/Formal)	Explanation
Formal Amendment	Making changes to line-items above the allowed percentage.

Approval by MPO/RTPO Boards:

Review Committee/Board	Date Approved
Technical Committee/Board:	5/9/2018
Policy Committee/Board:	

For NMDOT use only.

Received by Liaison (name):	
Date:	
Recommendation of Liaison:	
Received by SPB Chief on date:	
Action (Amend #):	



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

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

Subject: Annual NWRTPO Member Survey and Training Report

Prepared by: Robert Kuipers

Date: 1/3/18

BACKGROUND

- **Why?** On an annual basis, the NWRTPO issues a member survey to enable members to assess the RTPO's performance, and make recommendations; this includes tracking the trainings and webinars that RTPO members have participated in.
- **Purpose.** This annual exercise helps assess, track and fine tune the RTPO's service and performance, along with staff and member training and professional development. It also provides RTPO members an opportunity to recommend regional priorities going forward.
- **Discussion/Finalization.** Members were asked to complete and submit the survey (which has a section for reporting training) emailed from Survey Monkey 12/29/17. Please report both trainings and webinars.

WORK TO DATE

- Staff updated the survey to include RTPO quality of staff service feedback, ideas for generating resources in rural, and recommendations for advancing our five Regional Transportation Plan goals.

ANTICIPATED WORK

- Members are requested to complete and submit the survey and report on trainings and webinars attended during FY17 (10/16 – 9/17)

ATTACHMENTS

- Hard Copy – Member Satisfaction Survey for FY17
- Survey Results Presentation

BUDGET IMPACT

- none

ACTION ITEM

- no policy action – members were requested to complete the survey at the 4/11 meeting; or complete and submit no later than 4/25/18 to rkuipers@nwnmcog.org / or directly to Mr. Kuipers at the COG office – 106 W. Aztec – just east of Gallup City Hall.

FFY-2017 Annual Member Survey

1) Training:

Name:	NMDOT – LTAP, Local or Tribal	N.H.I.	F.H.W.A.	BIA / Other:
Nick Porell			1	
Larry Joe	0	0	0	0
Dave Deutsawe			3	2
Monica Felipe			1	5
Ray Lucero	0	0	0	0
Royce Gchachu			3	
Shane Lewis			3	7
Bob Kuipers			5	5
TOTALS:			16	19

2) RTPO Orientation Requested this year:

- Northern Navajo, Pueblo of Acoma, Pueblo of Laguna, Ramah Navajo

3) Rate RTPO Services:

- S.J. – Very Good, N.N. – Good, P. o A. – Great / Good, P. o L. – Excellent, P. o Z. – Excellent, R.N. – “9”,

4) Presentations you’re interested in:

- BUILD Grant
- Funding Opportunities
- Land Use Planning
- FHWA, BIA, and NMDOT regulation, process and certifications: Environmental, Utility, ROW, Quality Assurance / Control, Land Certs, etc.
- Cost Benefit Analysis for transportation projects
- LTAP Cradle to Grave Project Development training

5) Issues or Ideas for Improving RTPO Service:

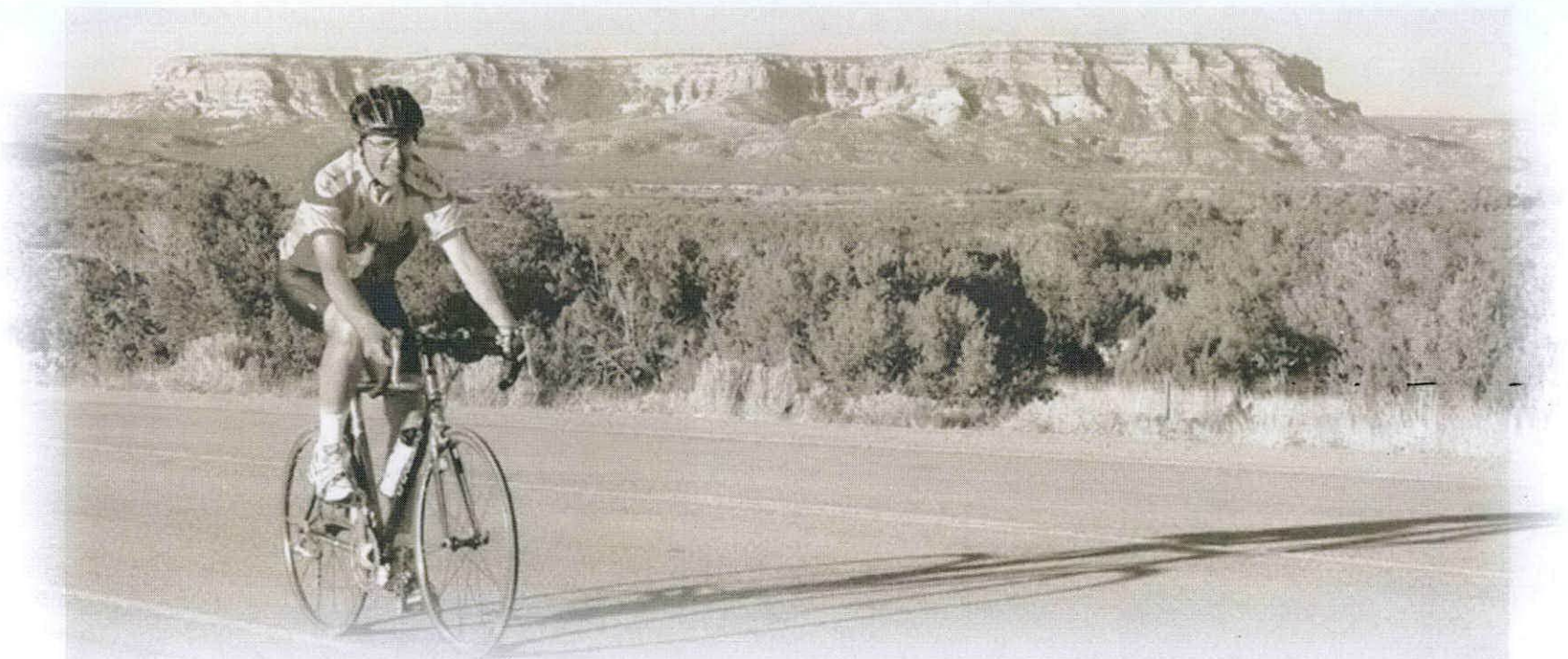
- Consider more meetings on Navajo Nation (as possible)
- Look for more substance to meetings, beyond updates / reporting, emphasize information / news supporting building, maintaining and funding transportation infrastructure (*trends, resources, ideas, etc.*)
- Assistance with grant writing (especially for major infrastructure projects)

6) Ideas / suggestions for Data / Performance driven rural resource positioning.

- Collaborative Efforts with regional MPOs
- FHWA: CMGC (*Construction Manager / General Contractor*) method for accelerated project delivery
- Implement innovative project delivery methods
- Incorporate safety data, emerging from corridor studies, safety audits, etc.

7) Ideas for forward strategies / actions / focus relating to the five (5) NWRTPO RTP Goals:

- Navajo Nation and State(s) / N.M. need to do a MOU on data sharing – especially for crash / accident data not currently shared
- Goal 5: greater tribal presence at all transportation functions
- Sharing best practices between all RTPO members (funding, grant writing, project delivery)
- Tribal representation from our region (recently – Royce Gchachu) on the Tribal Transportation Self Governance Program within the FHWA, helps strengthen tribal positioning for resources (question 6 above) and supports goal #5.

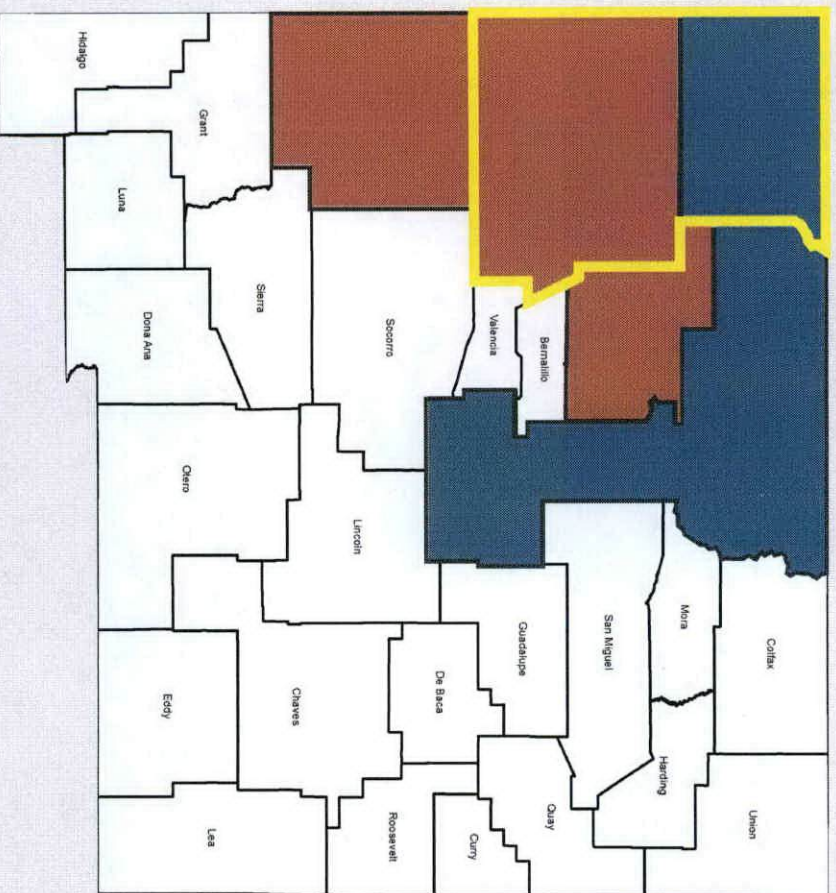


NORTHWEST NEW MEXICO REGIONAL TRANSPORTATION PLANNING ORGANIZATION

NWRTPO

Jeff Irving (McKinley County) *Chair*
David Deutsawe (Pueblo of Acoma) *Vice-Chair*
Robert Kuipers *Planner*
Evan Williams *Deputy Director/Program
Manager*

NWRTPO NMDOT DISTRICTS



NWRTPO MEMBERS

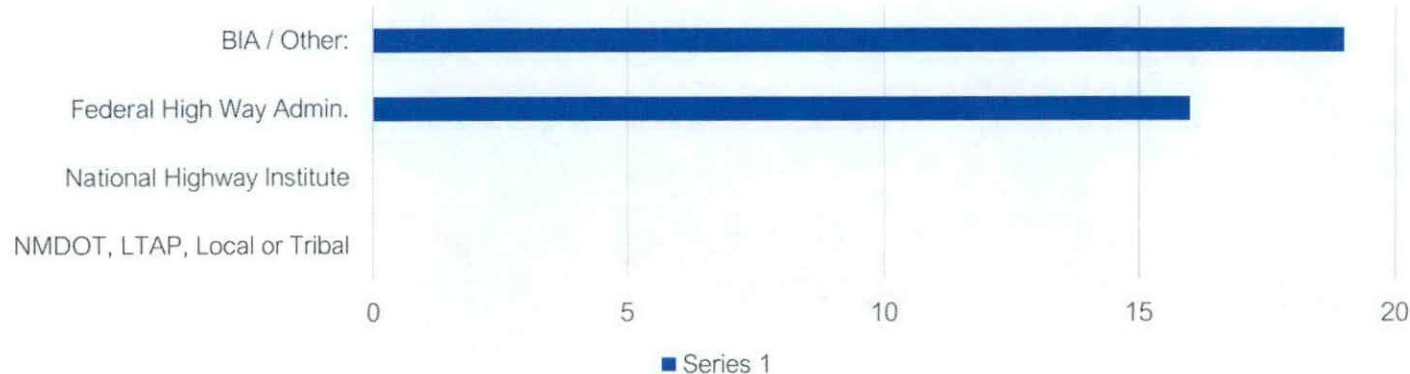
ENTITY	MEMBER
Acoma Pueblo	Dave Deutsawe, Vice-Chair
Laguna Pueblo	Ray Lucero
Zuni Pueblo	Royce Gchachu
Navajo Nation	Rosilyn Smith (Eastern) Larry Joe (Northern)
Cibola County	Judy Horacek
Mckinley County	Jeff Irving, Chair
San Juan County	Nick Porell
City of Gallup	Stan Henderson
City of Grants	Don Jaramillo
Village of Milan	Jack Moleres
Ramah Navajo	Shane Lewis

NWRTPO NMDOT LIAISON

DIVISION	LIAISON
Planning Division	Jessica Griffin Rosa Kozub
Government to Government	Neala Krueger
Tribal Liaison	Ron Shutiva
District 6 Engineers	Larry Maynard Joann Garcia
District 5 Engineers	Paul Brasher Stephen Lopez

NWRTPO Training

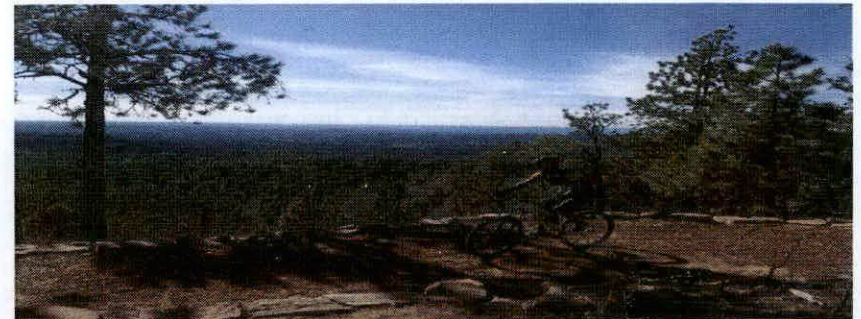
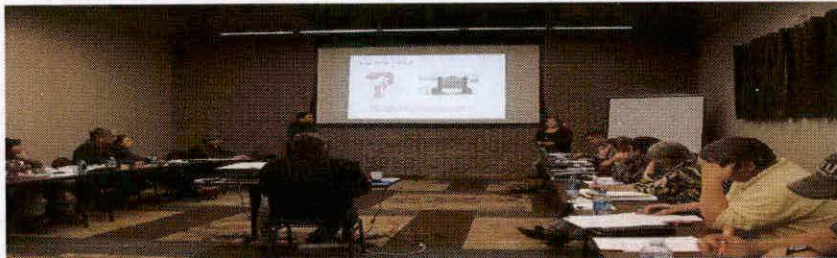
**Please enter the number of training events you attended
during FFY17 (Oct. 2016 – Sept. 2017)**



RTPO members and staff attended 16 FHWA training events or webinars, and 19 BIA or “Other” training events or webinars

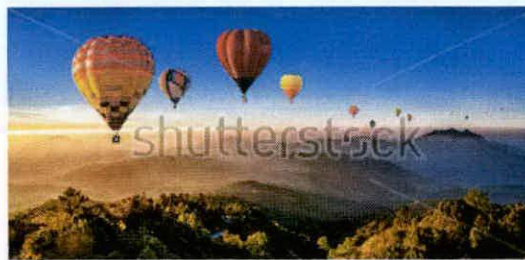
NWRTPO Services:

- 1) **Rate RTPO Services** over the past year: Six (6) responses ranging from good through excellent.
- 2) **Members interested in an orientation for elected leaders in FFY-2018:** Northern Navajo, Pueblo of Acoma, Pueblo of Laguna, Ramah Navajo
- 3) **Presentations members are interested in:**
 - BUILD grant
 - Funding opportunities
 - Land Use Planning
 - Cost Benefit Analysis – transportation projects
 - LTAP Cradle to Grave Project Development Training
 - FHWA, BIA, and NMDOT regulation, process, and certifications: Environmental, Utility, ROW, Quality Assurance Review / Control, Land Certificates, etc.

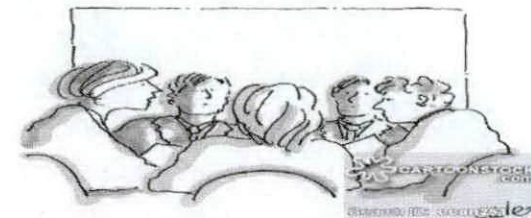


Issues or Ideas for Improving RTPO Service

- Consider opportunities for more meetings on the Navajo Nation (as possible)
- Look for more substance to meetings – beyond updates / reporting; emphasize information / news that supports funding, building and maintaining transportation infrastructure (*trends, resources, ideas, innovation, opportunities, cross-jurisdictional partnerships, etc.*)
- Assistance with grant writing (especially for major infrastructure projects).



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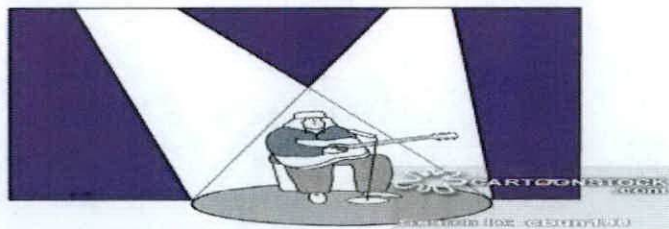


"Agreed. We fund only those proposals we can understand."



Ideas / Suggestions for Data / Performance Driven Rural Resource Positioning

- Consider collaborative efforts with regional MPO's
- FHWA: CMGC *Construction Manager / General Contractor* method for accelerated project delivery
- Implement innovative project delivery methods
- Incorporate safety data, emerging from corridor studies, safety audits, etc.



"This next song is about a close call and a near success. It's called
The Grant That Got Away."



Ideas for forward strategies / actions / focus relating to our five (5)
NWRTPO R.T.P. Goals:

- Navajo Nation and State(s) / N.M. need to do a MOU on data sharing
– especially for crash / accident data not currently shared
- Goal 5: greater tribal presence at all transportation functions
- Sharing best practices between all RTPO members (funding, grant writing, project delivery)
- Tribal representation from our region (recently Royce Gchachu) on the Tribal Transportation Self Governance Program within the FHWA; helps strengthen tribal positioning for resources (question 6 above) and supports Goal #5

NORTHWEST REGIONAL TRANSPORTATION PLANNING ORGANIZATION

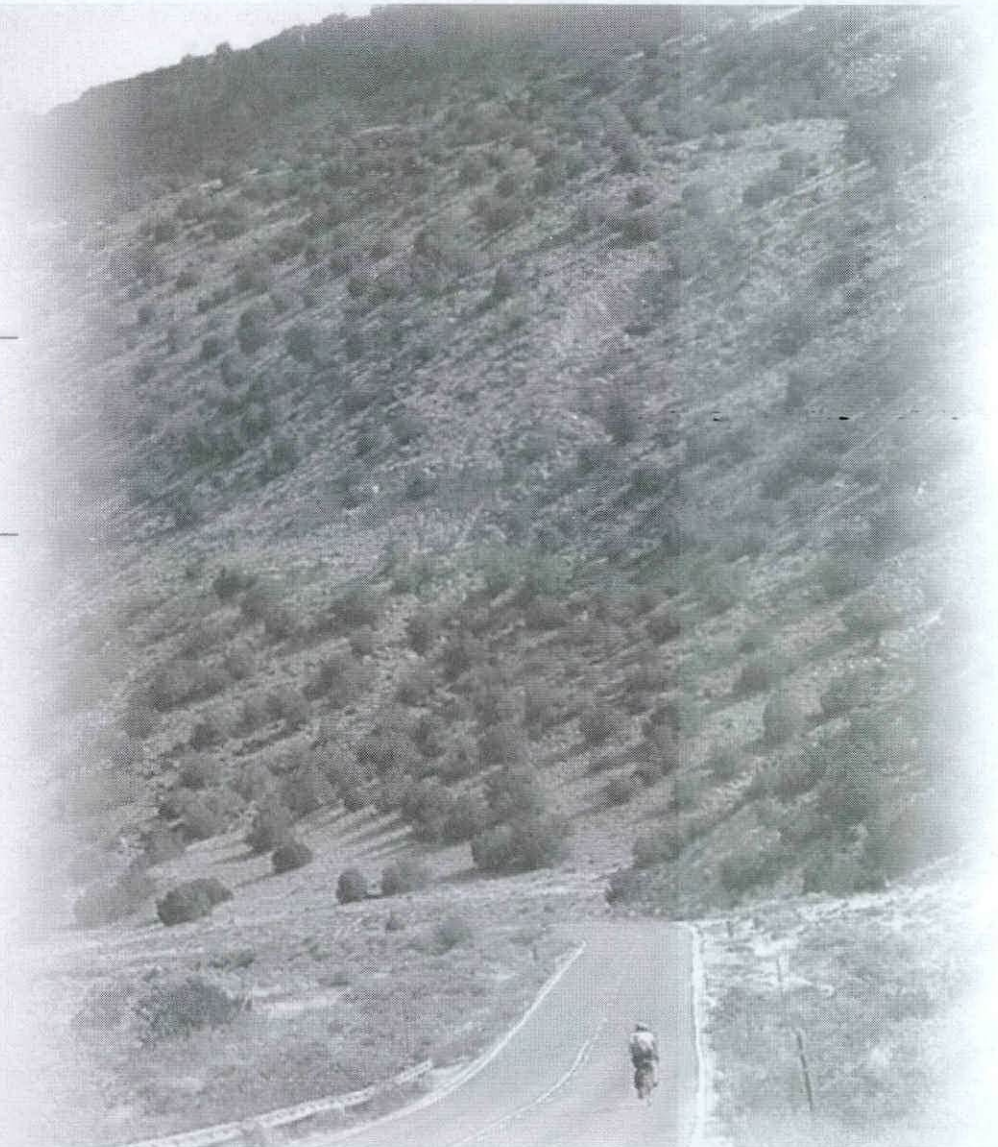
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A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Agenda Item #VI:

Northwest Regional Transportation Plan (RTP)

Subject: Review and Discussion of RTP

Prepared by: Robert Kuipers

Date: 4/10/17

BACKGROUND

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

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

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

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

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

WORK TO DATE

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

ANTICIPATED WORK

- Complete revision updates to the RTP;
- Continue research and work on performance measures, data, and evaluation.

ATTACHMENTS

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

BUDGET IMPACT

- None.

ACTION ITEM

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

NWRTPO – Guidance for annual Regional Transportation Plan Update

NWRTPO May 9 meeting – Grants, NM

Introduction: The NWRTPO Regional Transportation Plan has five major sections as follows:

1) Existing and Future Conditions:

- This section describes our region including:
 - Major transportation economic and infrastructure initiatives and opportunities
 - Population Demographics
 - Major industries and economy
 - Land Use and Communities
 - Safety
 - Public Health
- Members should consider any updates for new information or priorities, and any completed projects or outdated activities that could be removed.

2) Transportation System Overview:

- This section describes our region's transportation system including:

○ Key Roadway Routes, Scenic Byways, Airports, Rail Lines, Public Transportation	○ Roadway systems, public transit, and lane miles by tier ○ Freight
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- Members should consider where edits / updates are needed, and if there are new contributions for their governmental regions

3) Regional Goals & Strategies:

- This section outlines our regional vision and establishes five goals, with related key issues, implementation strategies and performance measures.
 - Goal 1: Operate with Transparency and Accountability
 - Goal 2: Improve Safety for All System Users
 - Goal 3: Preserve and Maintain our Transportation Assets for the Long Term
 - Goal 4: Provide Multimodal Access and Connectivity for Community Prosperity
 - Goal 5: Respect New Mexico's Cultures, Environment, History, Health and Quality of Life
- Members should review the goals, key issues, implementation strategies / performance measures, and decide where updates, edits, or removals are needed. Members should pay special attention as to how these goals and strategies connect to their jurisdictions, when considering update or editorial contributions.
- Members should consider if these five goals continue to capture our local and regional foundational priorities, and desired forward direction, for multimodal mobility and multi-capacity access.

4) Next Steps:

- This section describes the RTPO's Project Development Process from Project Feasibility Forms, to Project Identification Forms, to the RTIPR to the STIP.
- Members should check against their own perspective for accuracy

5) Appendices:

- There are six (6) Appendices as follows:
 - 1) Public Involvement Process
 - 2) Public Outreach Report
 - 3) Public Comments Summary
 - 4) Alternative Projects Flowcharts
 - 5) Resiliency (Working Draft)
 - 6) Resolutions
- Staff will review these appendices to insure that they remain up to date, and welcome review / comments / updates from members regarding any of the contents.

Find the NWRTPO Regional Transportation Plan at: www.nwnmcog.com → Programs – RTPO Regional Transportation Planning → Important Documents → NWRTPO Planning Documents → NW-Regional Transportation Plan

N.W. Regional Transportation Plan

Opportunities for Guiding Project Development

1) Goal 1: Operate with Transparency and Accountability:

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

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

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

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

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

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

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

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

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

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

Goal 1: Operate with Transparency and Accountability:

Strategy 1.1 Employee Excellence and Customer Service:

Annual Performance Measures:

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

Strategy 1.2 Partnerships and Coordination:

Annual Performance Measures:

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

Strategy 1.3 Financial Stewardship:

Annual Performance Measures:

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

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

Annual Performance Measures:

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

Implications for Project Development:

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

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

Goal 2: Improve Safety for All System Users:

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

Annual Performance Measures:

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

Implications for Project Development:

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

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

Strategy 3.1 Asset Management.

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

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

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

Strategy 3.3 Incorporate Priority Tiers and Minimum Standards.

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

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

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

Annual Performance Measures for all 4 Strategies:

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

Implications for Project Development:

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

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

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

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

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

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

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

Strategy 4.3 Land Use-Transportation Coordination.

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

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

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

Annual Performance Measures for all 4 Strategies:

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

Implications for Project Development:

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

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

Strategy 5.1 Operations and Demand Management First:

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

Strategy 5.2 Require and Respect Local Plans:

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

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

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

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

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

Annual Performance Measures for all 4 Strategies:

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

Implications for Project Development:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



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Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item VII: NWRTPO FY18-19 Call for Projects

Subject: Biennial process for submitting new projects to the RTIPR

Prepared by: Robert Kuipers

Date: 2/7/18

BACKGROUND

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

WORK TO DATE

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

ANTICIPATED WORK

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

ATTACHMENTS

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

BUDGET IMPACT

- none

ACTION ITEM

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

NORTHWEST REGIONAL TRANSPORTATION PLANNING ORGANIZATION (NWRTPO)



Northwest New Mexico Call for Transportation Projects Guide

NWRTPO PROJECT SUBMISSION SCHEDULE & PROCESS

June 2018



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Northwest New Mexico Call for Transportation Projects Guide

Items Included:

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

Call for Transportation Projects

Description and Overview.

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



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

To find out if your project is on the RTIPR, please feel free to contact our office or review through our website at: http://www.nwnmcog.com/uploads/1/2/8/7/12873976/nwrtpo_rtipr_2017-2022.pdf

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

http://www.nwnmcog.com/uploads/1/2/8/7/12873976/northwest_rtp_2015_final.pdf

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

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

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

http://dot.state.nm.us/content/dam/nmdot/planning/FFY18-19_TAP-RTP_Guide.pdf

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

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

Role of the Prioritization Process:

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

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

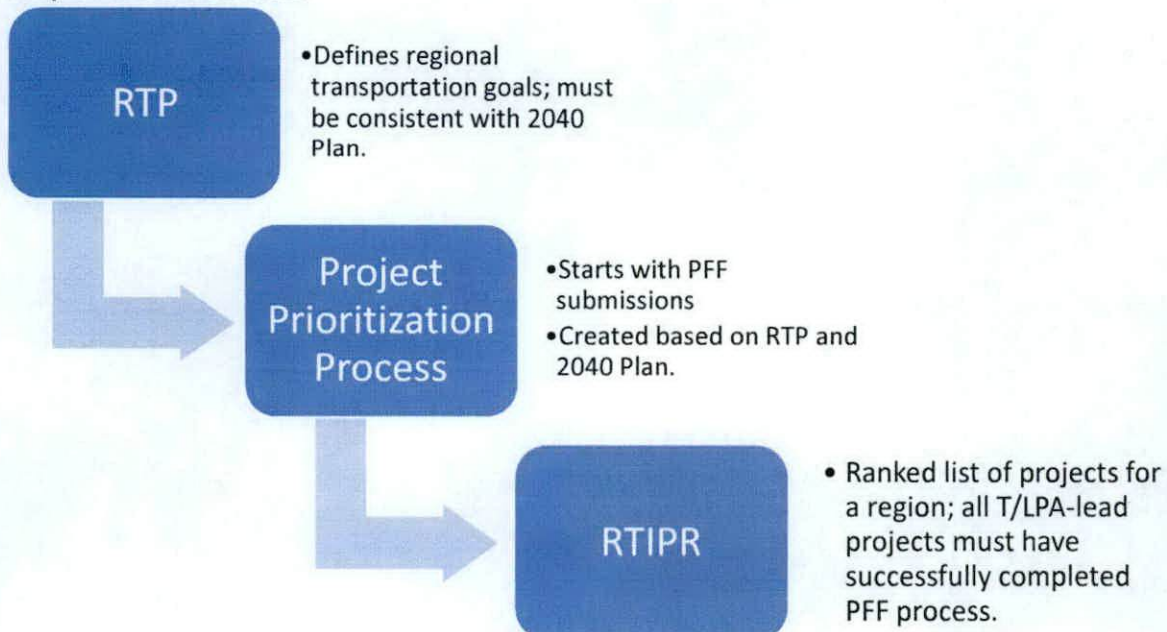
Role of the RTIPR:

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

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

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

Simple Process Flowchart:



Northwest RTPO Prioritization Process:

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

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

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

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

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

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

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



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Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #VIII: TAP, RTP, CMAQ Update

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

Prepared by: Robert Kuipers

Date: 3/8/18

BACKGROUND

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

WORK TO DATE

- NMDOT Planning Bureau staff are finalizing the application and PFF forms and process.
- The CMAQ opportunity will include multimodal preventive strategies, as opposed to strictly air quality mitigation, since there are now surplus funds available to / through the state.

ANTICIPATED WORK

- RTPO staff will keep members informed as the PFF's and applications along with process are finalized.
- RTPO members may anticipate developing proposals, with finalized forms and process by the early part of May.

ATTACHMENTS

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

BUDGET IMPACT

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

ACTION ITEM

- Information item only

DOT Guidance for TAP, RTP and CMAQ

- Applications will be for FFY20 – 21; if design and planning / clearances are needed, then it may be advisable to request / program funds for design / clearances in FFY20, and construction in FFY21. NMDOT will try to exercise some flexibility in working out process / timing details with each applicant.
- There will be some minor changes to Project Feasibility Forms, in order to capture better information; the new PFF's and guidance for TAP / RTP applications ("Active Transportation and Recreational Programs Guide Federal Fiscal Years 2020 and 2021") as well as guidance for CMAQ applications ("Congestion Mitigation / Air Quality") are anticipated by the end of April, and should be available by or before our May 9 meeting.
- The NWRTPO deadline scheduling coincides well with the NMDOT as follows:
 - Project Feasibility Forms due July 31, 2018
 - Applications (TAP, RTP, CMAQ) with related PIF's (*Project Identification Forms*) due Oct. 26, 2018 to RTPO, for RTPO / DOT review and advisement
 - Final Application packages due to NMDOT Coordinators Nov. 30, 2018
 - TAP – Gabrielle Chavez
 - RTP – Shannon Glendenning
 - CMAQ – Wade Patterson
- Complete application packages should include (although the NMDOT may exercise some edits to some of the forms – again, well in advance of deadlines):
 - PFF signed by NMDOT District Representative (in our case Dist. 6 for most of us and Dist. 5 for Larry Joe / Northern Navajo)
 - PIF
 - Completed TAP / RTP / or CMAQ Application
 - Resolution of Sponsorship from your respective local govt. which references commitment of a) 14.56% match and b) ability to cover upfront costs for reimbursement thereafter, and c) acknowledgement of maintenance responsibility.
 - Letters of support from any entity whose Right of Way is infringed upon by the project
 - Map of project area
 - Additional documentation supporting scoring factors which may include:
 - Any other local plans the project is cited in (max 6 points @ 2 points per plan) (i.e. ICIP, Reg. Trans. Plan, Bike & Ped. plans, Econ. Dev. plans, Comp. plans, Land Use Plans, Corridor Studies, SRTS plans, RSA's / Safety plans, NM Mainstreet Plans)
 - Economic Vitality: 0 – 3 points
 - Safety & Security: 0 – 3 points
 - Access / Mobility / Integration / Connectivity: 0 – 3 points
 - Protection / Enhancement of Environment:
 - ✓ Promotes Environmental Conservation: 0 – 3 points
 - ✓ Improves Quality of Life for Residents: 0 – 3 points
 - ✓ Achieve Community's Land Use Goals: 0 – 3 points
 - Efficient System Management: 0 – 3 points
 - System Preservation: 0 – 3 points
- All new projects will be included in the RTIPR, if they qualify to move from PFF to PIF per RTPO / NMDOT review.



Active Transportation and Recreational Programs Application Guide

Includes:

Recreational Trails Program

Transportation Alternatives Program

For Projects in Federal Fiscal Years 2020, 2021, plus



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1. Introduction and Goals

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

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

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

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

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

This call is for eligible projects beginning in Federal Fiscal Year (FFY) 2020 or 2021. Applicants should identify the desired years for their proposed projects. As NMDOT reviews, scores and programs projects, it may seek to adjust funding years in order to accommodate anticipated project timeline delays and/or support the highest ranking applications. Proposed changes to funding years will be discussed with applicants prior to awarding funds.

2. Quick-Reference Funding Guide

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

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

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

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

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

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

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

3. Program Information

A. What is the Transportation Alternatives Program?

Background

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

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

Funding

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

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

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

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

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

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

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

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

B. What is the Recreational Trails Program?

Background

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

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

Funding

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

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

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

Non-motorized: \$424,659

Motorized: \$424,659

Diverse: \$566,213

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

4. Funding Requirements

A. What are the phasing and agreement requirements?

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

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

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

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

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

Alternatively, some projects may be further along in the project development process and may be eligible for construction funding without also applying for a planning/design/certifications phase, and beginning as early as FFY20; however, this is an exceptional circumstance, and any project applying for construction funds only **must receive prior approval from the appropriate Regional Design Center**. Often, these projects previously received Federal funds for the design phase of the project and therefore were designed to the standards required for Federal funds.

B. Who can apply for funding?

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

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

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

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

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

C. What is the match requirement?

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

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

D. How will my agency receive the funds?

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

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

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

E. How long are the funds available?

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

F. What are the funding limitations?

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

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

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

G. Other Considerations

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

Applicants are encouraged to consider the following questions prior to submitting an application for TAP or RTP funding:

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

Projects must comply with all applicable Federal and State requirements from project design through implementation/construction, administration, and close-out. NMDOT will inform MPO/RTPO staff when and where the aforementioned trainings will take place. Finally, NMDOT may require local government assistance and/or

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

5. Application Process and Project Selection

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

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

MPOs and RTPOs will distribute this Guide and provide a schedule of specific dates and deadlines for their region. An entity interested in applying for funds will first request a Project Feasibility Form (PFF) from their MPO/RTPO. The PFF must be filled out and returned to the MPO/RTPO planner before the PFF deadline set by the MPO/RTPO. The MPO/RTPO planner will then schedule a PFF meeting to be attended by the project's responsible charge, the MPO/RTPO planner, appropriate NMDOT staff (District staff, Planning Liaison, Environmental staff, etc.), and potentially others involved in the project. If a project is deemed feasible at the PFF meeting, the District representative will sign off on the PFF.

Once an entity has an approved PFF, they can begin preparing their application packet, as itemized in Section 5B below. For projects located in RTPO areas, once a PFF is approved by the appropriate District representative, it must be included on the RTPO's Regional Transportation Improvement Program Recommendations (RTIPR) according to the RTPO's adopted procedures. If the RTIPR update timeline does not allow for approval prior to application, applicant should include a draft RTIPR showing the project's inclusion and noting the RTPO's RTIPR schedule for adoption. ***Complete application packets must be submitted to the appropriate MPO/RTPO before the specific application deadline set by the MPO/RTPO.***

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

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

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

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

<u>Month</u>	<u>Year</u>	<u>Activity</u>
April-Nov	2018	Call for projects open
April-July	2018	<p>PFFs due to RTPO planner (or to MPO planner if MPO is using PFF process); RTPO planner (and MPO planner if MPO is using PFF process) sets own deadline for receiving PFFs</p> <p>RTPO (or MPO) planner schedules PFF meetings with RTPO (or MPO)/NMDOT liaison/District/Environmental/responsible charge</p> <p>MPO planner screens all potential applicants for feasibility, phasing, etc. (if not using PFF process)</p> <p>RTPO/MPO planners set own deadline for completing PFF meetings (or MPO-specific feasibility screening process)</p> <p>Projects in RTPO areas whose PFF is signed off on by the appropriate District representative at the PFF meeting must be included in the RTPO's RTIPR</p>
Aug-Oct	2018	<p>Responsible charge completes application</p> <p>Complete applications due to MPO/RTPO planner according to deadline set by MPO/RTPO</p>
Nov	2018	MPO/RTPO planner vets applications for completeness
Nov 30	2018	<p>Deadline for MPO/RTPO planners to submit complete applications to appropriate NMDOT Program Coordinator</p> <p><u>Late or incomplete applications will not be accepted.</u></p>
Dec-Jan	2018-2019	Program Coordinators review applications for completeness and prepare packages for Selection Committee (TAP) and Recreational Trails Advisory Board (RTAB) (RTP)
Feb	2019	TAP Selection Committee rates, ranks, and selects projects; RTAB rates and ranks projects and makes recommendations to NMDOT
March	2019	NMDOT sends award letters and award forms. Award forms must be returned to NMDOT Program Coordinators by the deadline provided on the form.
Mar-April	2019	Projects added to MPO TIPs and STIP Preview
April	2019	All entities receiving TAP/RTP funds will be required to attend an orientation workshop outlining critical deadlines and processes.
April-August	2019	TIPs/STIP public review and approval
October 1	2019	2020-2025 STIP becomes active

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

B. What needs to be included with my application?

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

- Project Feasibility Form (PFF) signed by District representative – see Appendix I (MPOs that conduct a different process for determining feasibility do not need to include a signed PFF)
- Project Prospectus Form (PPF) – see Appendix I
- TAP/RTP Application Form – see Appendix I
- Resolution of Sponsorship indicating 1) proof of match, 2) budget to pay all project costs up front (funding is by reimbursement), and 3) acknowledgement of maintenance responsibility – see Appendix IX; alternatively, an official letter signed by the entity's chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not located entirely within the jurisdiction of the sponsoring agency. The letter(s) must also address which entity will take on the maintenance responsibility of the proposed project.
- Basic map of project location (not required for non-infrastructure projects)
- Any additional documentation in support of scoring factors – see section 5D.

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

C. How are applications selected?

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

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

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

D. Application Scoring Factors

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

1. Planning

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

Eligible Planning Documents:

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

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

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

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

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

0 points: The application does not meet the factor.

2. Economic Vitality

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

Application Question:

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

3. Safety and Security

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

Application Question:

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

4. Accessibility and Mobility through Integration and Connectivity

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

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

Application Question:

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

5. Protection and Enhancement of the Environment

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

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

Application Question:

Please provide information as to how your eligible project will:

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

Please cite and provide supporting documents or studies as necessary.

6. Efficient System Management and Operations

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

Application Question:

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

7. System Preservation

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

Application Question:

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

E. Application Scoring Matrix

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

F. Best Practices and Feedback for Applicants

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

Attributes of Higher-Scoring Applications:

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

Attributes of Lower-Scoring Applications:

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

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

Finally, when projects are included in planning documents or studies, it demonstrates community support for that project, and shows how a project helps meet the goals of a community or region. Adopted plans go through robust public involvement processes, and are formally adopted by councils, commissions, or agencies. To provide the greatest benefit to communities, as well as to help ensure successful projects, NMDOT's goal is to fund projects that meet local needs and desires and that have broad community support.

6. Appendices

I. Forms

To apply for TAP and/or RTP funds, eligible entities must complete the NMDOT Project Prospectus Form (PPF) and then the TAP/RTP Application Form, which is a supplement to the PIF. Projects located in an RTPPO area (or an MPO area that used the PFF process) must also include a Project Feasibility Form (PFF) signed by the appropriate NMDOT District representative.

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

Project Feasibility Form (PFF)

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

Project Prospectus Form (PPF)

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

TAP/RTP Application Form

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

II. NMDOT Resources

Tribal/Local Public Agency (T/LPA) Handbook

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

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

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

Right-of-Way (ROW) Handbook

http://dot.state.nm.us/content/dam/nmdot/Infrastructure/ROW_Handbook.pdf

III. Sample Programmatic Boilerplate Agreement

Agreements for non-infrastructure, programmatic projects such as SRTS coordinators, plans, trainings, etc. will be handled directly by the program-specific coordinator at NMDOT. A sample boilerplate programmatic Grant Agreement is linked below. Please be aware the Grant Agreements change from time to time, and the agreement your entity receives may vary from this boilerplate.

Sample Grant Agreement

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

IV. Sample Design/Construction Boilerplate Agreement

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

Sample Cooperative Project Agreement – Design

Sample Cooperative Project Agreement – Construction

[http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/2016 Construction Agreement.pdf](http://dot.state.nm.us/content/dam/nmdot/Infrastructure/PINF/2016%20Construction%20Agreement.pdf)

V. Eligible and Ineligible Projects and Activities

Eligible projects and activities under TAP include:

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

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

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

Ineligible projects and activities under TAP include:

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

Eligible projects and activities under RTP include:

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

Ineligible projects and activities under RTP include:

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

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

VI. RTP Project Categories

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

Category 1: Non-motorized, single use

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

Category 2: Non-motorized, diverse use

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

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

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

Category 4: Motorized, single use

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

Category 5: Motorized, diverse use

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

VII. State and Federal Requirements and Guidelines

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

Americans with Disabilities Act (ADA) Requirements

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

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

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

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

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

ADA/Accessibility Guidelines and Resources

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

Buy America

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

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

Design Guidelines and Resources

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

Design Guidance Publications

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

Project Reporting

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

VIII. New Mexico MainStreet Program

If your TAP/RTP project is located in a community with any of the three following designations, you are required to coordinate with the NM MainStreet Program on project development.

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

Please review the map linked below to see whether your project is within one of these communities. If so, please contact Rich Williams, Director of NM MainStreet at: rich.williams@state.nm.us or 505-827-0168. The following link has up-to-date information: <http://gonm.biz/community-development/mainstreet-program/>

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

IX. Sample Resolution of Sponsorship

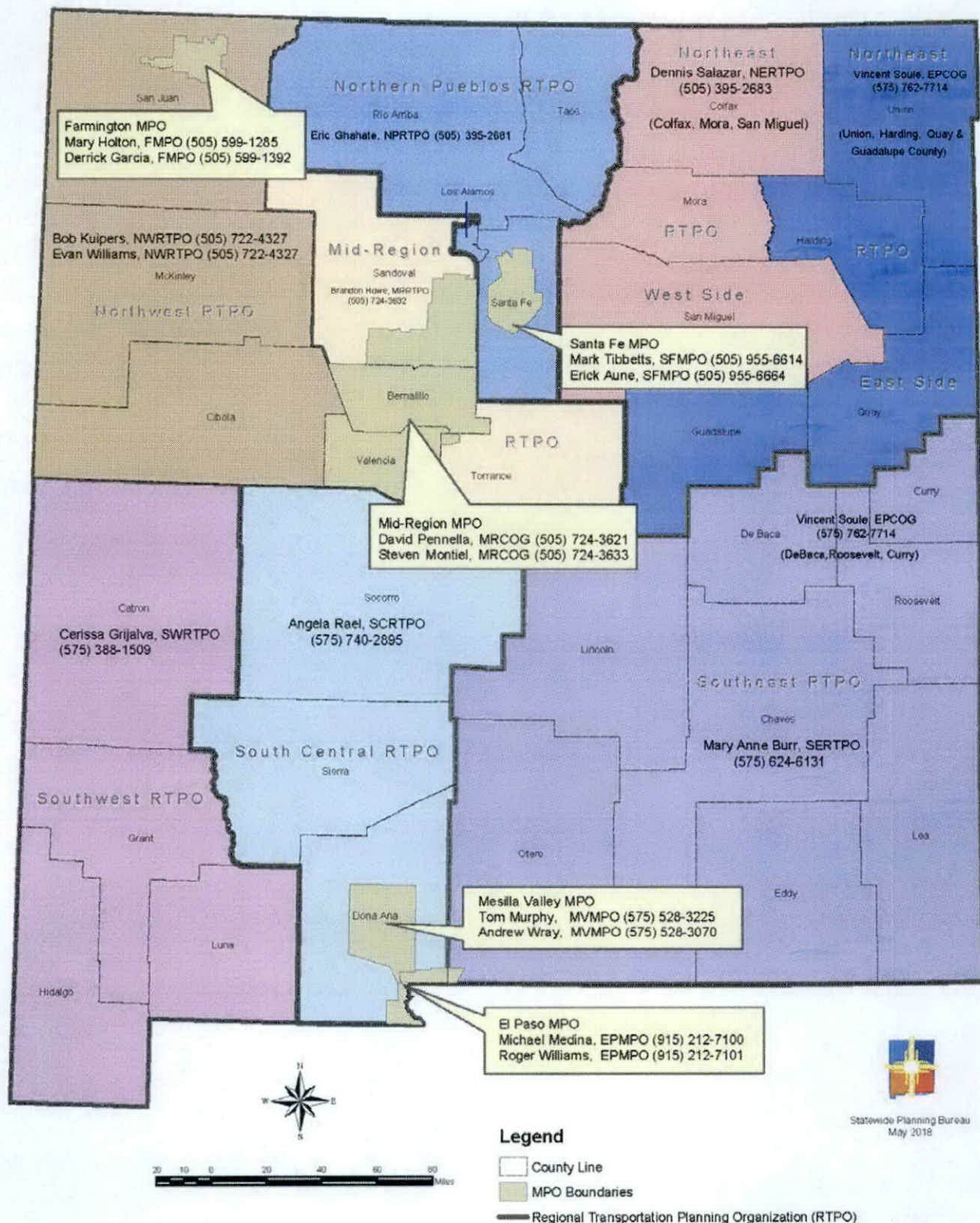
Applicants may reference the sample Resolution of Sponsorship linked below. If an entity opts to submit an official letter (from and signed by the appropriate official) in lieu of the Resolution of Sponsorship, the letter must include the same information as this sample Resolution of Sponsorship.

Sample Resolution of Sponsorship

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

X. MPO and RTPO Contact Information

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



XI. NMDOT District Offices and Regional Design Centers

District 1:

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

District 2:

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

District 3:

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

District 4:

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

District 5:

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

District 6:

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

North Regional Design Center (D4 & D5):

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

Central Regional Design Center (D3 & D6):

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

South Regional Design Center (D1 & D2):

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

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

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



<NAME> RTPO/MPO

PROJECT FEASIBILITY FORM (PFF)

For assistance, contact XXXXX, RPO Planner, at phone number or email

GENERAL INFORMATION

Preparation Date _____

Project Title: _____

Requesting Entity: _____

Governing Body Approval:

YES ___ NO ___ PENDING ___

Responsible Charge: _____

Phone: _____

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):

ROADWAY TRANSPORTATION ALTERNATIVE BRIDGE SAFETY OTHER

Route Number and/or Street Name: _____

Project Termini: _____ Beginning Mile point ____ Ending Mile point ____

Total length of proposed project: _____

Project Phases to be included in request (Circle/boldface/underline all that apply):

PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):

System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition
Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

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

Begin typing here. Box will expand as needed.

PROJECT COSTS:

Column A			Column B
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost: \$			Total Project Cost: \$
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	%	\$	
Total Federal Share	%	\$	
	100%		

DISTRICT REVIEW:

By:	Date:	Recommended:	Yes	No
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T/LPA REVIEW:

By:	Date:	Recommended:	Yes	No
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Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.
 - Does the T/LPA have an approved plan on file with the NMDOT?
 - If the T/LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
 - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).
- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
 - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brands specific items on this project? If so, PIF/certification is required.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind/soft match; entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.
- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.

- Does the T/LPA have the capability to pay all costs up front?
 - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
 - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
 - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specs unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

GRANT AGREEMENT

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

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

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

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

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

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

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

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

<<parties' names and addresses>>

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

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

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

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

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

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

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

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

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

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

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

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

DEPARTMENT OF TRANSPORTATION

Date: _____, 2015

By: _____
Cabinet Secretary or Designee

<<Grantee's name>>

Date: _____, 2015

By: _____
Title: _____

Approved as to form and legal sufficiency.

Date: _____, 2015

By: _____
Assistant General Counsel
Department of Transportation

Approved as to form and legal sufficiency.

Date: _____, 2015

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

Exhibit A

SCOPE OF WORK, TRAINING, REIMBURSEMENT AND REPORTING

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

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

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

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

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

"Enforcement Activity" means <<insert>>.

"Program Manager" means <<insert>>.

"Agency Coordinator" means <<insert>>.

"Payroll Administrator" means <<insert>>.

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

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

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

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

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

Exhibit B

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

RESOLUTION OF SPONSORSHIP

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

Resolution No. _____

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

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

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

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

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

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

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

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

- 1. The <name of sponsoring agency>, authorizes <agency representative> to submit an application for FFY18/19 New Mexico <name of funding program (RTP or TAP)> funds in the amount of \$____,____ from the New Mexico Department of Transportation (NMDOT) on behalf of <name of sponsoring agency>.**
- 2. That the <name of sponsoring agency>, assures the NMDOT that if <name of funding program (RTP or TAP)> funds are awarded, sufficient funding for the local match and for**

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

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

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

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

PASSED, ADOPTED, AND APPROVED this _____ day of _____, 20____.

<name of sponsoring agency>

<agency representative>, <title>

ATTEST:

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



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Agenda Item #IX:

NWRTPO Regional Work Program Status Report

Subject: RWP Monthly Report

Prepared by: Robert Kuipers

Date: 3/8/18

BACKGROUND

Why? Due to a NMDOT Office of Inspector General (OIG) Audit and subsequent findings, NWRTPO staff met with NMDOT Planning Bureau staff to develop a corrective action plan (CAP).

Purpose. As part of our CAP RTPO staff will provide monthly reports showing line item budget expenditures and staff hours in comparison with the approved Regional Work Program (RWP) Budget.

Discussion/Finalization. Based on this monthly analysis and report, staff will better manage time and funding investment, and assess where and when to seek a RWP amendment if needed.

WORK TO DATE

- RTPO staff met with NMDOT staff on 12/7/16 to review a draft corrective action plan, detailing specific actions and controls in a number of areas to assure stronger compliance to the RWP budgeted time and financial allocations.
- The Corrective Action Plan has been finalized and is now being executed.
- RTPO staff have provided reports at monthly meetings: January – December 2017
- In Quarter 2, RTPO staff submitted Amendment #1 to modify our hours per function and annual RTPO FFY17 budget, as approved by the RTPO Committee (February 2017). A copy of the FHWA/NMDOT approval of this amendment was attached. RTPO members approved amendment #2 for our biennial work program at our 12/13/17 mtng; adjusting hours based on FY17 experience and expectations for FY18, which is now approved from the NMDOT Planning Dept. and the NM FHWA Office.

ANTICIPATED WORK

- Ongoing reports to the NWRTPO members at monthly meetings.
- RWP amendment requests may be anticipated, as time and budget demands may vary as the fiscal year progresses.
- Our annual Quality Assurance Review (QAR) occurred on April 12th, 2017; which provided a good check-up on how the RTPO is performing.

ATTACHMENTS

- RWP & Budget Monthly Report

BUDGET IMPACT

- None.

ACTION ITEM

- This is a monthly report item only.

RTPO APER Budgeted Staff Hours Summary

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

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

Staff Hours Summary FFY18													
Function	Budgeted Hours Amdmt. 2	Change	Q1 totals	Q2 totals	April	May	June	Q3		Q4	Total Actual hours	Hours Remaining	Percentage budgeted differs from actuals*
1	250	0	4	64.00	5.5			5.5			73.50	176.5	-70.60%
2	200	0	72	1.00	3.75			3.75		0	76.75	123.25	-61.63%
3	400	0	31.75	68.50	7.25			7.25		0	107.5	292.5	-73.13%
4	250	0	60.75	29.00	8.5			8.5		0	98.25	151.75	-60.70%
5	700	100	152.25	131.00	121			121		0	404.25	295.75	-42.25%
6	300	0	133.75	130.25	12.5			12.5		0	276.5	23.5	-7.83%
TOTAL	2100	100	454.5	423.75	158.5			158.5		0	1036.75	1,063	-50.63%
*if budgeted hours differ from actual hours by more than 20% in any function, provide a narrative explanation below													

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

RTPO APER Budget Summary by Line item

Explanation:

FFY18 Budget Summary by Line Item									
Line Item	Budgeted	Amendment #2	Q1	Q2	Q3	April	Actual	Balance	Percentage budgeted differs from actuals*
a. Personnel	\$ 67,843.00	\$ 70,000.00	\$ 12,630.23	\$ 18,674.50	\$ 5,248.46	\$ 5,248.46	\$ 36,553.19	\$ 33,446.81	-52.22%
b. Fringe Benefits	\$ 13,931.00	\$ 14,658.00	\$ (386.02)	\$ 3,064.17	\$ 244.47	\$ 244.47	\$ 2,922.62	\$ 11,735.38	-19.94%
c. Travel	\$ 6,000.00	\$ 5,000.00	\$ 836.54	\$ 865.61	\$ 307.62	\$ 337.62	\$ 2,009.77	\$ 2,990.23	-40.20%
d. Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
e. Supplies	\$ 975.00	\$ 2,400.00	\$ 497.15	\$ 274.03	\$ 116.49	\$ 116.49	\$ 887.67	\$ 1,512.33	-36.99%
f. Contractual	\$ 4,760.00	\$ 12,450.00	\$ 2,537.74	\$ 5,872.87	\$ -	\$ -	\$ 8,410.61	\$ 4,039.39	-67.56%
g. Construction	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -			
h. Other	\$ 10,741.00	\$ 18,896.00	\$ 4,999.85	\$ 3,459.81	\$ 2,266.96	\$ 2,266.96	\$ 10,726.62	\$ 8,169.38	-56.77%
G. Equipment	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
TOTAL	\$ 104,250.00	\$ 123,404.00	\$ 21,115.49	\$ 32,210.99	\$ 8,184.00	\$ 8,214.00	\$ 61,510.48	\$ 61,893.52	-49.84%
*if any line item differs from actual amount by more than 20%, provide a narrative explanation below									

Northwest New Mexico Council of Governments

Program: RTPO

Expense Report, April 2018

	TOTAL
Ordinary Income/Expense	
Expense	
a. Personnel	
50000 · Payroll Expenses	333.00
50001 · Wages & Salaries	4,915.46
Total a. Personnel	5,248.46
b. Fringe Benefits	
50002 · Employee FB	858.87
50004 · Payroll Taxes	-614.40
50102 · Worker's Compensation	0.00
Total b. Fringe Benefits	244.47
c. Travel	
60108 · Registration	30.00
60200 · Travel & Per Diem	53.11
60201 · Vehicle/Mileage Costs	254.51
Total c. Travel	337.62
e. Supplies	
60100 · Office Supplies	116.49
Total e. Supplies	116.49
h. Other	
Facility Expenses	
60404 · Rent Expense	255.00
60600 · Insurance Expense	574.26
60700 · Facility Maintenance	124.19
60701 · Utility	161.50
Total Facility Expenses	1,114.95
60101 · Duplicating & Copying	361.00
60102 · Postage and Delivery	24.23
60103 · Telephone & Telecom	177.02
60104 · Subscription & Dues	556.04
60107 · Advertising	23.63
60112 · Service Charge(s)	10.09
Total h. Other	2,266.96
Total Expense	8,214.00
Net Ordinary Income	-8,214.00
Net Income	-8,214.00



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

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

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 2/7/18

BACKGROUND

- **Why?** Update RTPO members on news, training, funding, and other items of special interest
- **Purpose.** Keep RTPO members up to date on critical information from NWRTPO and NMDOT sources

Informational Items

Regional News & Updates

- RTPO Report
- Member Reports

Member Special Reports:

- None submitted prior to the meeting

NMDOT Reports:

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

Training & Funding Opportunities

- Funding Opportunities: BUILD, NPS Rt. 66 Cost Share Grant, NM-FUNDIT, Rural Community Development Initiative
- Training: Open Meetings Act / IPRA Compliance – 8/24/18 – El Morro Event Center, Gallup; 2018 NM ICIP Training: 5/17/18 – San Juan College, Farmington; 5/24/18 - Albuquerque

New Business / Open Floor:

- G.G.E.D.C. – requesting NWRTPO support letter for N.M. S.P.R. (*State Planning & Research*) funds through the NMDOT, supporting planning toward a Super Freight Center.



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Monthly Report – April 2018

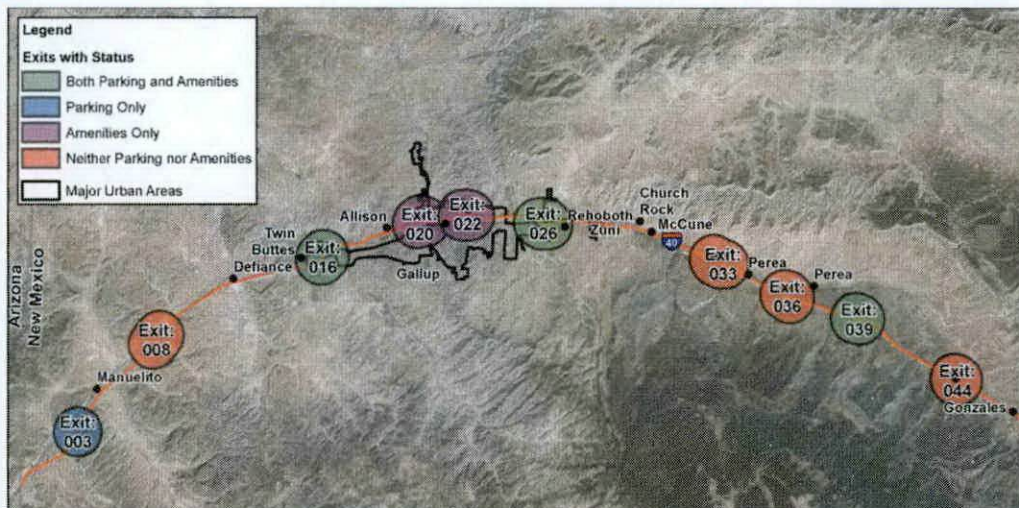
- A. **Local Plan Development:** RTPO staff are assisting the City of Gallup, along with Wilson & Co. Engineering, for development of a Community Transportation Safety Plan. RTPO staff assisted the City of Grants, along with Wilson & Co. Engineering, for development of a Thoroughfare Plan along with mid to long range transportation planning.
- B. **Statewide Annual Joint Meeting of RTPO's MPO's and NMDOT:** This meeting took place at MR-COG in Albuquerque on 3/29/18; a report will be provided at this meeting.
- C. **FFY 19 -20 NWRTPO Call For Projects Cycle Begins:** The NWRTPO will commence another Call for Projects cycle that runs from June, 2018 through March, 2019. Members have been informed and provided initial Call for Projects guidance for updating the RTIPR for both new and existing projects. Further discussion is anticipated for this May 9 meeting.
- D. **TAP/ RTP / CMAQ (Congestion Mitigation & Air Quality) Funding:** An opportunity for CMAQ funding is now available for rural regions and RTPO's in the Spring of 2018. This funding will be less restricted by air quality mitigation, and will support preventive options such as multi-modal trails, school bus retrofits, and transition to natural gas for transit fleets - etc. CMAQ, TAP (*Transportation Alternatives Program*) and RTP (*Recreational Trails Program*) funding opportunities and application process will be discussed at our 5/9/18 meeting.
- E. **NWRTPO Annual Member Survey:** RTPO members were encouraged to access the annual survey; The survey link was emailed to members via Survey Monkey on 12/29/17. Eight (8) of our 12 members responded to the survey – some members were excused as they are new to the RTPO this year. This survey allowed members to provide feedback and recommendations regarding RTPO function, process and services, and collected information about trainings members have attended over the past federal fiscal year (Oct. 2016 – Sept. 2017). This survey is a contractual requirement for the NWRTPO; results will be shared at our 5/9/18 meeting in Grants.
- F. **New Annual Mtng. Schedule:** The new annual meeting schedule for May, 2018 – April 2019 has been completed and submitted to area newspapers for publication; it will be shared and discussed as needed at our 5/9/18 meeting.
- G. **4 Corners Counties Collaborative Meetings:** RTPO staff continue to support meetings that include all interested / participating counties within Arizona, New Mexico, and Utah, that are part of Navajo Nation lands, along with BIA and Navajo Nation representatives. This group continues to seek ways to find more cost and time efficient transportation development and maintenance through cross-jurisdictional agreements.
- H. **GIS Data Gathering, Mapping and Compiling Work:** RTPO staff will continue to reach out to our three Pueblos – Laguna, Acoma and Zuni regarding the opportunity to include their transportation mapping and data into our regional portfolio, based on what each Pueblo is willing to share. COG staff continue to provide technical assistance and GIS mapping for development of 66 new miles of recreational trails in the Zuni Mountains in McKinley and Cibola Counties during the course of FFY18 – FFY19; and continue contributing GIS mapping for regional transportation infrastructure.



New Mexico
Super Freight Center & Statewide Rest Area
Pilot Project: Gallup, McKinley County, NM

Request: New Mexico Department of Transportation invests \$200,000 in funding from the \$4 million dollars targeted in House Bill 2 for statewide rest areas to complete Phase II of the Freight-Related Economic Opportunity Study, including an I-40 market feasibility study and preliminary engineering for 1-3 sites in the pilot area of McKinley County, NM. This funding will support the planning and creation of a new generation Super Freight Center & Statewide Rest Area.

Quick Background: The new federal surface transportation law, Fixing America's Surface Transportation (FAST) Act, created new requirements for freight truck drivers. The FAST Act indicates that truck drivers are required to stop for ten hours after driving for eleven consecutive hours. These changes were recognized by the New Mexico House of Representatives, who passed House Memorial 96 (HM96) to study emerging opportunities for statewide trucking accommodations. HM96's main objective was to capitalize on the presence of three major truck freight routes that cross New Mexico: I-10, I-25, and I-40 to develop multi-service locations for truck drivers reaching their eleven-hour limit. The expected outcome could provide enhanced economic and employment opportunities for New Mexico. As a result, the NMDOT hired Bohannon Huston to complete an opportunity study, entitled "Freight-Related Economic Opportunity Study", which resulted in preliminary feasibility and potential sites along Interstate routes new or expanded trucking accommodations (NMDOT, 2016). A picture of Gallup and McKinley County area sites that are feasible are shown below.



This study was used by the City of Gallup, McKinley County, and Greater Gallup Economic Development Corporation, who were eager to move this from feasibility stage to implementation; realizing that this concept could easily be developed by competing States along Interstate 40. Working together this association, received a grant from NM Gas Company to produce a conceptual design (shown on next page).

Next Phase: To continue to move this concept forward statewide and in the McKinley County area, we would propose that a \$200,000 investment be made available for the following scope-of-work:

1. **Market Feasibility Study (\$75,000):** a study that will provide economic and market data information to support the project investability. This study would be done and useable for any community or site identified along I-40.
2. **Preliminary Engineering & Site Plans (\$125,000):** this work would be done for 1-3 top sites identified in McKinley County as a pilot. The County and its partners would use this work to acquire the most viable property, and then issue an Request-for-Proposal for a developer and operator of the project, as a true public-private partnership with the County or City remaining the owner. Another model (done in other States) would be the State acquires and becomes owner; allowing recurring leases and income from the project to be reinvested in NMDOT.

Again, we would see this all being for public benefit and that NMDOT could administer this or contract with McKinley County. The Greater Gallup area shows tremendous potential and was biggest advocate for moving this concept forward. This Freight Super Center & Statewide Rest Area would also be an asset for closures or emergencies on I-40. Many of the I-40 rest areas (in D6) are either being targeted for closure or under capacity (Manuelito Visitor's Center).

U.S. Department of Transportation

Federal Highway Administration

1200 New Jersey Avenue, SE

Washington, DC 20590

202-366-4000

MAP-21 - Moving Ahead for Progress in the 21st Century

This MAP-21 fact sheet has been superseded by a [FAST Act fact sheet](#).

State Planning and Research (SP&R)

Program purpose

The State Planning and Research Program funds States' statewide planning and research activities. The funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carryout transportation research activities throughout the State.

Statutory citation(s): MAP-21 §52005; 23 USC 505

Funding features

Funding is provided for SP&R by a 2% set-aside from each State's apportionments of four programs: the National Highway Performance Program (NHPP); the Surface Transportation Program (STP); the Highway Safety Improvement Program (HSIP); and the Congestion Mitigation Air Quality Improvement Program (CMAQ) Program.

Of the funds that are set aside, a minimum of 25% must be used for research purposes, unless the State certifies that more than 75% of the funds are needed for statewide and metropolitan planning and the Secretary accepts such certification.

In addition, transportation planning, research and development, and technology transfer activities are eligible for funding under the Surface Transportation Program.

Eligible activities

Eligible activities include—

- Engineering and economic surveys and investigations
- Planning of future highway programs and local public transportation systems and planning of the financing of such programs and systems, including metropolitan and statewide planning
- Development and implementation of management systems, plans and processes under the NHPP, HSIP, CMAQ, and the National Freight Policy
- Studies of the economy, safety, and convenience of surface transportation systems and the desirable regulation and equitable taxation of such systems

- Research, development, and technology transfer activities necessary in connection with the planning, design, construction, management, and maintenance of highway, public transportation, and intermodal transportation systems
- Study, research, and training on the engineering standards and construction materials for transportation systems described in the previous bullet, including the evaluation and accreditation of inspection and testing and the regulation and taxation of their use
- Conduct of activities relating to the planning of real-time monitoring elements
- Implementation by the Secretary of the findings and results of the Future Strategic Highway Research Program^[1]

Federal share: The Federal share of the cost of a project carried out with SP&R funds shall be 80% unless the Secretary determines that the interests of the Federal-aid highway program would be best served by decreasing or eliminating the non-Federal share.

SP&R funds may be used by States as the non-Federal share for the Local Technical Assistance Program and the University Transportation Centers program.

^[1] This is subject to three-fourths of the States agreeing on a percentage of SP&R funds to be made available to the Secretary for such purpose.

Fw: Rural Community Development Initiative (RCDI) Grant Opportunity and Webinar

RK

Robert Kuipers

Today, 12:44 PM

Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.u +20 more



Reply all |

Sent Items

Rural Community Devel...

124 KB



Show all 1 attachments (124 KB) Download

Save to OneDrive - Northwest New Mexico Council of Governments



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RTPO members:

With appreciation to Ron Shutiva - as we're all looking for funding; here is another opportunity.

Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Monday, April 30, 2018 11:04 AM

To: Robert Kuipers; Eric Ghahate (ericg@ncnmedd.com)

Subject: FW: Rural Community Development Initiative (RCDI) Grant Opportunity and Webinar

Forgot to include y'all on the email.

Later,

Ron D. Shutiva

NMDOT - Native American Tribal Liaison

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

Santa Fe, NM 87504-1149

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

Email: Ron.Shutiva@state.nm.us

From: Shutiva, Ron, NMDOT

Sent: Monday, April 30, 2018 11:03 AM

To: 'Apachito, Inez'; 'Armijo, Sylvia'; 'Arviso, Angela'; 'Benally, Karen'; 'Bozic, Sheri'; 'Chavez, John'; 'Christy Vanburen (christy.vanburen@ohkay.org)'; 'Claw, Dorothy M.'; 'Deutsawe, David'; 'Duran, Shawn'; 'Edward Escudero'; 'Eriacho, Michael'; 'Fisher, Bill'; 'Gachupin, Carla'; 'Garcia, Bruce'; 'Garcia, Lillian'; 'Hatch, Alan'; 'Hausam, Sharon'; 'Joe, Larry'; 'Kathy Ashley'; 'Kathy Trujillo (poi90016@isletapueblo.com)'; 'Lewis, Shane'; 'Lopez, Marcus'; 'Lujan, Vernon'; 'Madrid, John'; 'Morgan, Joseph'; 'Peralta, Dennis'; 'Platero, Virginia'; 'Radford, Chamisa'; 'Royce R. Ghachu (royce.gchachu@ashiwi.org)'; 'Sandoval, Duane'; 'Sandy, Joan Marie'; 'Shawna Ballay'; 'Smith, Rosilyn'; 'Valerio, Mary Lou'; 'Vanoni, Laura'; 'William Garcia (wgarcia@pojoaque.org)'; 'Yazzie, Merrill J.'

Subject: FW: Rural Community Development Initiative (RCDI) Grant Opportunity and Webinar

FYI ~ Please share info with your tribal departments. ~

Ron D. Shutiva

NMDOT - Native American Tribal Liaison

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

Santa Fe, NM 87504-1149

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

Email: Ron.Shutiva@state.nm.us

From: Trujillo, Lynn - RD, Washington, DC [<mailto:Lynn.Trujillo@wdc.usda.gov>]

Sent: Monday, April 30, 2018 8:10 AM

To: Trujillo, Lynn - RD, Washington, DC

Cc: Williams, Nathan - RD, Albuquerque, NM

Subject: Rural Community Development Initiative (RCDI) Grant Opportunity and Webinar

Good morning-

The Notice of Solicitation of Application (NOSA) for the Rural Community Development Initiative (RCDI) program has been published in the Federal register. <https://www.gpo.gov/fdsys/pkg/FR-2018-04-26/pdf/2018-08785.pdf>. The deadline for applications is June 25, 2018. There will also be a webinar on the program on May 10, 2018 at 12:00 pm (MDT). See the invite below to register for the webinar.

For question regarding the RCDI grant application, please contact the NM State Office, Community Facilities Program.

Thank you,

Lynn

Lynn Trujillo

National Native American Coordinator--RHS

USDA Rural Development

One Sun Plaza

100 Sun Avenue N.E., Suite 130
Albuquerque, New Mexico 87109
Office: 505-761-4959
Fax: 855-543-9500
Cell: 505-219-5944
Email: lynn.trujillo@wdc.usda.gov

www.rd.usda.gov/nm

www.rd.usda.gov | "Committed to the future of rural communities"



Rural Community Development Initiative (RCDI)

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

Login

[Join Meeting](#)

<https://cc.readytalk.com/r/1kgimvey3eap&eom>

Streaming audio available through your computer.

Meeting Description:

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

Details

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

Add to your Calendar



[Outlook Calendar](#)



[Lotus Notes Calendar](#)



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

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

Number of Respondents: 18,850.

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

Total Burden Hours: 13,081.

Ruth Brown,

Departmental Information Collection Clearance Officer.

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

BILLING CODE 3410-20-P

DEPARTMENT OF AGRICULTURE

Animal and Plant Health Inspection Service

[Docket No. APHIS-2018-0011]

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

AGENCY: Animal and Plant Health Inspection Service, USDA.

ACTION: Notice; extension of comment period.

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

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

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

- **Federal eRulemaking Portal:** Go to <http://www.regulations.gov/#/docketDetail;D=APHIS-2018-0011>.

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

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

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

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

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

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

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

Michael C. Gregoire,

Acting Administrator, Animal and Plant Health Inspection Service.

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

BILLING CODE 3410-34-P

DEPARTMENT OF AGRICULTURE

Rural Housing Service

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

AGENCY: Rural Housing Service, USDA.

ACTION: Notice.

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

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

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

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

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

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

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

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

Paperwork Reduction Act

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

SUPPLEMENTARY INFORMATION:

Fw: NMDOT Govt to Govt Update - Week of 04/23/18


RK Robert Kuipers

   Reply all | 

Fri 4/27/2018 3:39 PM

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; ffillerup@sjcounty.net; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.org;
mfelipe@puebloofacoma.org; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>;
Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>;
Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Evan Williams 

RRFB-FHWA_approval.pdf 
37 KB

FW: RRFB Approval for t... 
66 KB

2 attachments (103 KB) Download all Save all to OneDrive - Northwest New Mexico Council of Governments

RTPO members and DOT colleagues:

Here is the latest report from our Govt. to Govt. Dept. at NMDOT.

Note that related to the BUILD grant, I have emailed all our members a number of the guidance documents for this grant opportunity (which includes amounts that may accommodate some of our larger -more expensive projects).

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

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

Sent: Friday, April 27, 2018 1:22 PM

To: Andrew Wray; Dave Pennella; Roger Williams (rwilliams@ELPASOMPO.ORG); Mark S. Tibbetts (mstibbetts@santafenm.gov); Michael Medina (mmedina@elpasompo.org); Steven Montiel; Murphy, Tom; Holton, Mary; Eric Ghahate; jarmijo@sccog-nm.com; Mary Ann Burr; Priscilla Lucero, SWCOG; Gaiser, Sandra; Erick Aune (ejaune@santafenm.gov); Cerisse Grijalva; Sandy Chancey; arael@sccog-nm.com; Holton, Mary; Christina Stokes (cstokes@elpasompo.org); vsoule@epcog.org; Evan Williams;

Jeffrey Kiely; Garcia, Derrick; Dennis Salazar; Michael McAdams (mmcadams@las-cruces.org); Dominic Loya (dloya@las-cruces.org); Robert Kuipers; Christina Stokes; Brandon Howe; Keith Wilson
Cc: Haas, Tamara P, NMDOT; Griffin, Jessica, NMDOT; Sandoval, Michael, NMDOT; Duran, Yolanda, NMDOT; Shutiva, Ron, NMDOT; Sittig, Paul, NMDOT; Herrera, Jolene M, NMDOT; Sandoval, Sean, NMDOT; Watts, Danial, NMDOT; Vargas, John, NMDOT; Maes, Rebecca, NMDOT; Baker, John J, NMDOT; Patterson, Wade, NMDOT; Trujillo, Marcos B., NMDOT; Craven, William, NMDOT; Rael, Melissa A, NMDOT; Herrera, Melissa, NMDOT; Kazmi, Arif, NMDOT; Harris, David C, NMDOT; Segura, Damian, NMDOT; Rodolfo Monge-Oviedo (rodolfo.monge-oviedo@dot.gov); Reeves, Sally, NMDOT; Glendenning, Shannon, NMDOT; Olinger, Kevin, NMDOT; Ramos, Linda, NMDOT; Herrera, Isabel, NMDOT; Nelson, David, NMDOT; Krueger, Neala, NMDOT; Chavez, Gabrielle, NMDOT
Subject: NMDOT Govt to Govt Update - Week of 04/23/18

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

Announcements

USDOT announced a call for project applications for the new BUILD Transportation Discretionary Grant program (replacing the TIGER grant). Please visit the links below for additional information. The application period for FFY18 grants closes on July 19, 2018. Please share this information with your member agencies.

- Notice of Funding Opportunity: <https://www.transportation.gov/buildgrants/build-nofo>

BUILD Grants Notice of Funding Opportunity

www.transportation.gov

2018 BUILD Grants Notice of Funding Opportunity

- Webinars: <https://www.transportation.gov/BUILDgrants/outreach>
- Complete information: <https://www.transportation.gov/BUILDgrants>

FHWA approved use of Rectangular Rapid Flashing Beacons (RRFBs) for all public entities in New Mexico, per the Interim Approval Memo (attached). You may use these devices without requesting approval from FHWA. Please see attached email from Afshin Jian (NMDOT State Traffic Engineer). Please share this information with your member agencies.

Upcoming Meetings/Trainings/Conferences

5/17, 9am-noon: Open Meetings Act/Inspection of Public Records Act Compliance training, City of Hobbs Commission Chambers, free; visit NMAG [website](#) for registration information and more 2018 trainings.

6/4-6/5: MPO Quarterly; host Farmington MPO.

June (date TBD): RTPO Quarterly; host Northwest RTPO.

Thanks,

Rosa Kozub | AICP

Gov't to Gov't Unit Supervisor

Statewide Planning Bureau

New Mexico Department of Transportation

P.O. Box 1149

Santa Fe, NM 87504

Office: (505) 476-3742

Mobile: (505) 231-9869

Email: Rosa.Kozub@state.nm.us



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

1200 New Jersey Avenue, SE
New Mexico, D.C. 20590

APR 11 2018

In Reply Refer to:
HOTO-1

Mr. Afshin Jian
State Traffic Engineer
Traffic Technical Support Bureau
New Mexico DOT
P.O. Box 1149
Santa Fe, New Mexico 87504

Dear Mr. Jian:

Thank you for your letter of March 23 requesting approval to use Pedestrian-Actuated Rectangular Rapid-Flashing Beacons (RRFBs) on a blanket basis at uncontrolled marked crosswalk locations statewide in New Mexico. Your request is made under the provisions of Section 1A.10 of the 2009 edition of the *Manual on Uniform Traffic Control Devices for Streets and Highways* and the Federal Highway Administration's Interim Approval memorandum (IA-21) dated March 20, 2018 for the optional use of RRFBs.

Your request is approved. This approval is granted on a blanket basis for all locations in New Mexico at which the New Mexico Department of Transportation or local highway agencies install RRFBs under the technical conditions contained in IA-21.

Please develop and periodically update a list of all locations where RRFBs are installed in New Mexico. Local jurisdictions that install RRFBs under this Interim Approval should inform your office of such installations so you can maintain a comprehensive list of locations.

For recordkeeping purposes, we have assigned your request the following number and title: "IA-21.23 -Rectangular Rapid-Flashing Beacons at Crosswalks - NM DOT (Statewide)." Please refer to this number and title in any future correspondence.

Thank you for your interest in improving pedestrian safety. If we can be of further assistance on this matter, please contact Mr. Duane Thomas at duane.thomas@dot.gov.

Sincerely yours,

Mark R. Kehrli
Director, Office of Transportation
Operations

 Reply all |  Delete Junk | ...




BUILD Grant Information

RK

Robert Kuipers



Reply all | 

Wed 4/25/2018 1:10 PM


To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; ffillerup@sjcounty.net; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.org;
mfelipe@puebloofacoma.org; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>;
Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>;
Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Evan Williams 

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2018_BUILD Application... 
489 KB

FY18 BUILD FAQs 42020... 
219 KB

2018 BUILD Webinar Tr... 
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 6 attachments (3 MB) Download all Save all to OneDrive - Northwest New Mexico Council of Governments

Greetings RTPO members and DOT colleagues:

Attached please find some of the initial guidance I've been able to collect on the upcoming BUILD Grant funding opportunity. Note especially the upcoming webinar trainings on May 24, **May 29**, and May 31 - all commencing at 12 noon our time.

Hope this helps us get started!

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327


Fw: 2018 ICIP Training Workshop Notice

RK Robert Kuipers

Thu 4/26/2018 3:24 PM

    Reply all | 

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; ffillerup@sjcounty.net; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.org;
mfelipe@puebloofacoma.org; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>;
Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Evan Williams 

2018 ICIP Training Regis... 
447 KB

Download Save to OneDrive - Northwest New Mexico Council of Governments

Good afternoon RTPO Members and DOT Colleagues:

With appreciation to Ron Shutiva, please note the information on upcoming ICIP training opportunities around the state.

-Bob Kuipers

rkuiipers@nwnmcog.org

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

Sent: Thursday, April 26, 2018 2:25 PM

To: Robert Kuipers; Eric Ghahate (ericg@ncnmedd.com)

Subject: FW: 2018 ICIP Training Workshop Notice

Good Afternoon Gentlemen,

I had send this announcement out to the tribal entities on 4/13/2018, so you all might send out a reminder to your RTPO members.

Later,

Ron D. Shutiva

NMDOT - Native American Tribal Liaison

1120 Cerrillos Rd – P.O. Box 1149 SB1-N
Santa Fe, NM 87504-1149
Phone: (505) 827-5547, Cell: (505) 670-5465
Email: Ron.Shutiva@state.nm.us

From: Maida Rubin [<mailto:mrubin@mrcog-nm.gov>]

Sent: Thursday, April 12, 2018 5:04 PM

To: Casados, Vandora; markh@cubavfd.org; mayor@jemezsprings-nm.gov; Dickey, Yvonne; sanysidro@sanysidronm.us; smlucero@nmsu.edu; San Ysidro, Village of; d.white@sanysidronm.us; Cunningham-Stephens, Janet; mayortorres@townofbernalillo.org; Istout@corrales-nm.org; Arrowsmith, James; Springfield, Michael; Hill, Makita; Haskins, Alan; Mayor@villageoftijeras.com; tmcdonough@losranchosnm.gov; rbrito@cabq.gov; dscampbell@cabq.gov; egradi@bernco.gov; cverecke@bernco.gov; Jones, Gayle; Eastmen, Sharon; ainsworthc@loslunasnm.gov; callahane@loslunasnm.gov; steven.tomita@belen-nm.gov; Skerry, Robert; jwinters@riocommunities.net; broguin0426@aol.com; Pluemer, Julie; james.aranda@co.valencia.nm.us; david.carlberg@co.valencia.nm.us; rholden@edgewood-nm.gov; Mortenson, Tawnya; Torres, Juan; villageofwillard@questoffice.net; Encino, Village of; clerk@moriartynm.gov; Fulfer, Dennis; Romo, Rosalinda; Guetschow, Steven; Shutiva, Ron, NMDOT; dmfalco@gmail.com; mayor@mountainairnm.gov

Cc: Gaiser, Sandra

Subject: 2018 ICIP Training Workshop Notice

Hello,

Please mark your calendars for the 2018 ICIP Training Workshop.

The workshop that is taking place in in Albuquerque will be on **Thursday, May 24, 2018**, however there are 6 total workshops in various locations throughout the state for your convenience. All counties, municipalities, tribal governments, special districts, senior center facilities, government officials, and New Mexico legislators are strongly encouraged to attend.

Space is limited, so please make sure someone from your entity is registered soon.

All the best,

Maida Rubin

Regional Planner

Mid-Region Council of Governments

809 Copper Avenue NW

Albuquerque, NM 87102

505-724-3602

mrubin@mrcog-nm.gov





NEW MEXICO DEPARTMENT OF FINANCE & ADMINISTRATION

Local Government Infrastructure Capital Improvement Plan (ICIP) 2018 ICIP Training Workshop Notice

All Counties, Municipalities, Tribal Governments, Special Districts, Senior Center Facilities, Government Officials, and NM Legislators are Encouraged To Attend...

The Department of Finance & Administration/Local Government Division (DFA/LGD), in collaboration with the NM Association of Regional Councils (NewMARC) invites you to participate in the Annual ICIP Training Workshops.

The Training Workshops are free and will assist communities in developing their FY 2020-2024 ICIP.

The workshops will be a full day of ICIP training and presentations from funding sources. Presenters include DFA Special Services Bureau, Community Development Bureau, Capital Outlay Bureau, NM Aging & Long Term Services Department, NM Economic Development Department, NM Environment Department, NM Finance Authority, NM Indian Affairs Department, and the NM State Auditor's Office.

FISCAL YEAR (FY) 2019-2023 ICIP RECAP

Over \$3 billion for the top 5 projects FY 2019 projects were submitted in 2017, with a grand total of over \$11 billion for the FY2019-2023 ICIP five year plan. 469 entities submitted their ICIP to DFA/LGD including submissions from 33 counties; 101 municipalities; 77 nations, tribes, and pueblos; and 133 special districts. 125 Senior Citizen Facilities submitted an ICIP requesting over \$66,000 for their top 5 projects, and requesting \$119 million for FY 2019-2023. Over 6,300 projects were submitted including roads, water, wastewater, new buildings, renovations, and equipment, emergency and specialty vehicles.

The FY 2019-2023 ICIP final reports were published in November on the LGD ICIP website, and can be viewed at

<http://nmdfa.state.nm.us/ICIP.aspx>.

FY 2020-2024 ICIP SUBMISSION DEADLINES

The FY 2020-2024 ICIP split submission deadlines will greatly assist in our goal to once again publish the ICIP on the DFA/LGD website by mid-November. The deadlines are as follows:

- **Special Districts - June 15, 2018**
- **Tribal Governments - July 16, 2018**
- **Counties and Municipalities - September 4, 2018**
- **Senior Citizen Facilities – September 17, 2018**

WHO SHOULD ATTEND THE TRAINING WORKSHOPS?

All New Mexico local government entities, tribal governments, legislators, local elected officials, Senior Citizen facilities, and anyone who would like a better understanding of the ICIP process.

2018 ICIP Training Workshop Registration Form

The ICIP Training workshops are free to all participants. Pre-Registration is required for all Workshops.

All workshops will begin at 8:00 AM - 5:00 PM (Registration 7:30-8:00 AM)

Exact locations and agenda will be sent one (1) week prior to workshop to all who have pre-registered.

Registrations will be limited to two (2) individuals per entity.

Please print, type, or use the fillable form.

Name: _____

Title: _____

Entity/Organization: _____

Address: _____

City: _____ State: _____ Zip: _____

Telephone: _____ Fax: _____

Email: _____

I will attend the following workshop (**please select only one workshop per person**):




- | Date: | Location: |
|--|------------------|
| <input type="checkbox"/> Tuesday, April 24, 2018 | Deming |
| <input type="checkbox"/> Wednesday, May 2, 2018 | Clovis |
| <input type="checkbox"/> Tuesday, May 8, 2018 | Roswell |
| <input type="checkbox"/> Tuesday, May 15, 2018 | Santa Fe |
| <input type="checkbox"/> Thursday, May 17, 2018 | Farmington |
| <input type="checkbox"/> Thursday, May 24, 2018 | Albuquerque |

Special Needs/Requests: If you are an individual with a disability who is in need of a reader, amplifier, qualified sign language interpreter, or any other form of auxiliary aid or services to attend or participate in the workshops, please contact our offices at least one week prior to the workshop, or as soon as possible at (505) 827-4797.

Return Registration Form via email or fax to: **DFA/LGD**
Attn: Carmen Morin
CarmenB.Morin@state.nm.us; or Fax 505-827-4948

For inquiries regarding registration, please contact Carmen Morin at 505-827-4797 or CarmenB.Morin@state.nm.us. Schedule is subject to change. Please confirm location and date prior to attending. **Keep checking the DFA/LGD website at <http://www.nmdfa.state.nm.us/ICIP.aspx> for updates.**

NWRTPO meeting schedule for May, 2018 - April, 2019

RK Robert Kuipers    Reply all | ✓
Tue 4/24/2018 12:22 PM
To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
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Shane Lewis <ShaneLewis@ramahnavajo.org>
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Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.org;
mfelipe@puebloofacoma.org; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
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joann.garcia2@state.nm.us; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>;
Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Evan Williams

This message was sent with high importance.

RTPO JTPC, Public Notic... ✓
106 KB

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RTPO Members and DOT Colleagues:

Attached is the meeting schedule that has been submitted to area media to advertise our meetings to the public.

Month after month, we discussed getting rooms reserved according to this schedule. For those who have reserved and confirmed the reservation, thankyou; for those who have not reserved **the location cited on this schedule**; please do so as soon as you possibly can, as this schedule is finalized and has gone out to area media to publish.

Thanks,
Bob Kuipers
rkuipers@nwnmcog.org
505-722-4327

Public Notice

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

Wednesday, May 9, 2018 @ City of Grants Public Library, 1101 N. First Street, Grants, NM (corner of First and Roosevelt)

Wednesday, June 13, 2018 @ San Juan County Fire Operations Center, 209 South Oliver Drive, Aztec, NM

Wednesday, July 11, 2018 @ Ashiwi College & Career Center, 67 Rt. 301 North - off Highway 53, Zuni, NM

Wednesday, August 8, 2018 @ Laguna Public Works Department, I-40 Exit 114 to NM124 Roundabout, then east on Old US66, then left on L55 Rodeo Road, north to first parking lot, Pueblo of Laguna, NM

Wednesday, September 12, 2018 @ Pueblo of Acoma Tribal Auditorium, 33 Pinsbaari Drive, Acoma, NM

Wednesday, October 10, 2018 @ Navajo Technical University, Student Union Meeting Room #231, Lowerpoint Road, off N.M. Hwy 371, Crownpoint, NM

Wednesday, November 14, 2018 @ Milan Parks & Recreation Office, 409 Airport Road, Milan, NM

Wednesday, December 12, 2018 @ Ramah Navajo Chapter, 434 BIA Rt. 125, Pine Hill, NM (MP 4.2 south on BIA Rt. 125 from NM53 intersection in Mountain View)

Wednesday, January 9, 2019 @ Cibola County Convention Center, 515 High Street, Grants, NM

Wednesday, February 13, 2019 @ Tohatchi Chapter – 1 St. Mary's Road / Indian Service Rt. 108 off US491, Tohatchi, NM

Wednesday, March 13, 2019 @ NM Dep. of Transportation District 6 Office, 1919 Pinon Drive, Milan, NM

Wednesday, April 10, 2019 @ Gallup Eastside Fire Station, 3700 Churckrock St, Gallup, NM

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

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

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

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

 Reply all |  Delete Junk | ...





Funding Opportunities

RK

Robert Kuipers

Tue 4/24/2018 10:40 AM




 Reply all | 

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Stanley Henderson <shenderson@gallupnm.gov>;
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rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
Shane Lewis <ShaneLewis@ramahnavajo.org>
Cc: gporter@co.cibola.nm.us; Alicia Santiago <asantiago@gallupnm.gov>;
Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.org;
mfelipe@puebloofacoma.org; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Ron Shutiva <ron.shutiva@state.nm.us>;
joann.garcia2@state.nm.us; Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>; Evan Williams
^

This message was sent with high importance.

You replied on 4/24/2018 10:49 AM.

Grant Funding Opportu... 
525 KB

Download Save to OneDrive - Northwest New Mexico Council of Governments

Greetings RTPO members,

Reference the attached funding opportunities:

- NM FUNDIT - due May 18
- Nat. Park Service Rt. 66 Cost Share Preservation Grants - due May 10
- Indian Highway Safety Program Grants - due May 1
- BUILD Discretionary Grants - due July 19

With appreciation to Evan Williams for forwarding these, I'm getting them to you now, because some of the deadlines are in advance of our next meeting.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

New Mexico FUNDIT

FUNDIT was created to assist communities in accessing financing from a group of agencies simultaneously. This collaboration saves time and duplication, improves the effectiveness of project review and support, and ensures strategic investments with public resources.

Download Application
Or Complete Application Online

Agencies represented in FUNDIT:

- Capital Outlay Unit, New Mexico Department of Finance & Administration
- Local Government Division, New Mexico Department of Finance & Administration
- New Mexico Councils of Governments/NewMARC
- New Mexico Economic Development Department
- New Mexico Environment Department
- New Mexico Department of Indian Affairs
- New Mexico Finance Authority
- New Mexico Energy, Minerals & Natural Resources Department
- U.S Small Business Administration
- U. S. Department of Agriculture, Rural Development
- New Mexico Mortgage Finance Authority
- New Mexico Department of Transportation

Eligible projects include:

- Business development such as incubators, industrial parks
- Community development such as feasibility studies, comprehensive plans
- Infrastructure development such as capacity increase, update or replace current
- Housing where there are critical shortages
- Downtown revitalization

In order to bring a project before FUNDIT you should be prepared to provide a description of the project; the project should be listed as a priority on the local Infrastructure Capital Improvement Plan (ICIP), Economic Development Plan, and/or Comprehensive Master Plan; you will need to know the total capital investment (equity and debt), jobs that will be created or retained by the project, and you will need to provide a financial pro forma and the project timeline.

Contact your Regional Representative or Johanna Nelson at Johanna.Nelson@state.nm.us or 505-827-0264.

FUNDIT Webinars

Demystifying the New Markets Tax Credit Program

Watch the recording

May 28th, 10-11:30 AM

Exploring the Department of Transportation's Funding Programs

REGISTER

Next FUNDIT Meeting:

June 5, 2018

1:30 - 3:30 PM

Mid Region Council of Governments

809 Copper Ave NW

Albuquerque

Application deadline is May 18th

Contact 505.827.0264 or

Johanna.Nelson@state.nm.us

for more information.



Project Request Summary

Project Information	
Submission Date	
Project Name/Description	
Project Type	
Total Project Estimate Cost	
Project Purpose	
Location	
Anticipated Start Date	
Anticipated End Date	
Contact Name	
Organization	
Phone	
Email	
NAICS (if Applicable)	

Project Status Check List	Yes	No	N/A	Don't Know	Comments
Construction / New Build					
Primary Owner of property					
Contacted City/County/COG/EDO					
Letters of Support					
Project Proposal (Business Plan)					
Financial Projections					
Contractor Engaged (name)					
Engineer Engaged (name)					
Other Consultant Engaged (name)					
Preliminary Engineering Report (PER) Completed?					
Does your project have (biddable) plans and specifications completed to date?					
If so, have the plans and specifications been reviewed by any Entity? Who?					
Project Funding Sources list complete?					
Project Funding Uses list complete?					

Project Details	
Need	
Please describe the issue or problem that requires funding?	
What do you think is the solution to this problem	
Funding	
Funding necessary to complete the project as described above and the use of funds. What Funding Sources do you have in place for this project?	
What is the gap?	
Can this project be broken into complete, usable phases and if so please list each phase and cost	
Additional Information	

#GrantOps, Route 66

Evan Williams

Sun 4/22/2018 11:28 AM

To: Francis Bee <francis@gallupbid.com>; Emerald Tanner <tanneremerald@gmail.com>; Bill Lee <bill@thegallupchamber.com>; eileen@cibolaedc.com <eileen@cibolaedc.com>; villageofmilan@villageofmilan.com <villageofmilan@villageofmilan.com>; Laura Jaramillo <l.jaramillo@cityofgrants.net>; Ron Shutiva <ron.shutiva@state.nm.us>; Raymond J. Concho Jr <rjconchojr@puebloofacoma.org>; Sharon Hausam <SHausam@lagunapueblo-nsn.gov>; rlucero@lagunapueblo-nsn.gov <rlucero@lagunapueblo-nsn.gov>; John Largo <largojohn@hotmail.com>; Maryann Ustick <manager@gallupnm.gov>; adimas@co.mckinley.nm.us <adimas@co.mckinley.nm.us>; kate.fletcher@co.cibola.nm.us <kate.fletcher@co.cibola.nm.us>; Judy Horacek <jhoracek@co.cibola.nm.us>; Jeff Irving <jirving@co.mckinley.nm.us>; alarson@co.cibola.nm.us <alarson@co.cibola.nm.us>; Patty Lundstrom <patty.lundstrom@gmail.com>; michael@gallupedc.com <michael@gallupedc.com>; Grants MainStreet Project <grantsmainstreet@qwestoffice.net>;

Cc: RTPO <RTPO@nwnmcog.org>; Management Team <ManagementTeam@nwnmcog.org>;

National Park Service: Route 66 Cost Share Preservation Grants

Deadline: May 10, 2018

The Route 66 Corridor Preservation Program is dedicated to preserving the diverse history of U.S. Highway 66. The program provides financial assistance in the form of competitive cost-share grants for the preservation of the most significant and representative buildings, structures, road segments, and cultural landscapes along the length of the Route 66 corridor, covering Illinois, Missouri, Kansas, Oklahoma, Texas, New Mexico, Arizona, and California. Cost-share grants are also available for planning, research, and educational initiatives related to the preservation of Route 66.

1. Construction Projects – Preservation, Restoration, and Rehabilitation: Preservation grants will fund the preservation, restoration, and rehabilitation of transportation-related historic properties on Route 66 are eligible project activities. Properties must have been in service and have had a strong and direct association with Route 66 during its 1926-1985 period of national significance; be on, or within view of a Route 66 road alignment; be in their original location; and retain historical and architectural integrity. Properties that are listed on the National Register of Historic Places or a state register, or that have been determined eligible for a register, will receive priority consideration. Examples of eligible transportation-related property types include:

- *Gas stations, automotive repair shops, and other automobile-related businesses
- *Restaurants and cafes
- *Motels, hotels, and campgrounds
- *Curio shops, tourist trading posts, tourism-related attractions
- *Original road pavement and associated road features (e.g., bridges, culverts)
- *Other potentially eligible property types, though of lesser priority are:

****Transportation-related properties that date to the 1926-1985 period of significance; but are not listed on or determined eligible for the National Register of Historic Places.**

****Properties that did not directly serve the traveler, but were used by travelers or impacted the traveling experience such as theaters, public buildings, and landscape features. These properties must date to the 1926-1985 period of significance and have a well-documented and significant association with Route 66.**

****Additional eligible activities include to repair, rehabilitate, or restore: roofs; floors; foundations; structural elements; plumbing, electrical, HVAC; doors and windows; light fixtures; historic neon signs (in historic location); bridges; and historic road pavement.**

2. Non-Construction Projects – Planning , Research, Interpretive, or Educational: Planning, research, interpretive or educational outreach projects are eligible project activities. Examples of eligible activities include:

*Project planning and architectural drawings for preservation, rehabilitation or restoration of eligible historic properties.

*Historic structure reports for properties listed on or determined eligible for the National Register of Historic Places. Other properties relating to the 1926-1985 period of significance may also be considered.

*Building, road, and/or archeological surveys by local, state, and tribal governments that identify and describe historic properties within an area or region along Route 66, and assess the significance, cultural value, condition and/or threats to the properties.

*Road alignment or pavement preservation plans prepared by local, state, and tribal governments.

*Local corridor preservation management plans prepared by local, state, and tribal governments.
Planning and development of research, oral histories, interpretive or educational activities that directly advance the understanding and preservation of Route 66.

Amount: A total of \$90,000 is available for grants ranging from \$5,000-\$30,000. A 1:1 match is required in non-federal funds or in-kind contributions.

Eligibility: Private individuals and business owners; nonprofit organizations; educational institutions; local government agencies; state government agencies; and tribal government agencies.

Link: <https://ncptt.nps.gov/rt66/cost-share-grants/>

Evan Williams, Deputy Director
Northwest NM Council of Governments
"Moving the Region forward, for over 40 years"
106 Aztec Avenue, Gallup, NM 87301
Email: ewilliams@nwnmcog.org
Phone: (505) 722-4327

You're receiving this message because you're a member of the **RTPO** group. If you don't want to receive any messages or events from this group, **stop following it in your inbox.**

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#GrantOps, Indian Highway Safety Program Grants

Evan Williams

Sun 4/22/2018 11:03 AM

To: Robert Kuipers <rkuipers@nwnmcog.org>; Eric Ghahate <ericg@ncnmedd.com>;

Cc: Ron Shutiva <ron.shutiva@state.nm.us>;

U.S. Department of Transportation: Indian Highway Safety Program Grants

Deadline: May 1, 2018

The Indian Highway Safety Program (IHSP) supports federally recognized tribes that implement traffic safety programs and projects that reduce the number of traffic crashes, deaths, injuries, and property damage. Support will be provided for the following program areas:

1. Impaired driving: Programs directed at reducing injuries and death attributed to impaired driving on reservations such as: selective traffic enforcement programs (STEP) to apprehend impaired drivers, specialized law enforcement training (such as standardized field sobriety testing), public information programs on alcohol/other drug use and driving, education programs for convicted DWI/DUI offenders, youth alcohol education programs promoting traffic safety, DUI/Impaired driving courts, and programs or projects directed toward judicial training.
2. Occupant protection: Programs directed at decreasing injuries and deaths attributed to the lack of safety belt and child restraint usage such as: surveys to determine usage rates and to identify high-risk non-users, comprehensive programs to promote correct usage of child safety seats and other occupant restraints, enforcement of safety belt ordinances or law, specialized training (e.g., Operation Kids, traffic occupant protection strategies (TOPS), Standardized Child Passenger Safety Technician Training), and evaluations.
3. Traffic records: Programs to help tribes develop or update electronic traffic records systems that will assist with analysis of crash information, causational factors, and support joint efforts with other agencies to improve the tribe's traffic system.

Amount: Awards are in the form of reimbursable grants.

Eligibility: Federally recognized Indian tribes.

Link: The summary above is inclusive of two Grants.gov postings:

The Indian Highway Safety Law Enforcement Grant: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=301617>

Indian Highway Safety Occupant Protection Grant: <https://www.grants.gov/web/grants/view-opportunity.html?oppld=301619>

The Grants.gov postings provided above link to a single U.S. Department of Transportation solicitation, The Indian Highway Safety Grants, which is summarized above.

Evan Williams, Deputy Director
Northwest NM Council of Governments
"Moving the Region forward, for over 40 years"
106 Aztec Avenue, Gallup, NM 87301
Email: ewilliams@nwnmcog.org
Phone: (505) 722-4327

BUILD Discretionary Grants

U.S. Department of Transportation Launches BUILD Transportation Program, Announces \$1.5 Billion Notice of Funding Opportunity

WASHINGTON – The U.S. Department of Transportation (DOT) today published a Notice of Funding Opportunity (NOFO) to apply for \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grants program.

BUILD Transportation grants replace the pre-existing Transportation Investment Generating Economic Recovery (TIGER) grant program. As the Administration looks to enhance America's infrastructure, FY 2018 BUILD Transportation grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. BUILD funding can support roads, bridges, transit, rail, ports or intermodal transportation.

"BUILD Transportation grants will help communities revitalize their surface transportation systems while also increasing support for rural areas to ensure that every region of our country benefits," said Secretary Elaine L. Chao.

Projects for BUILD will be evaluated based on merit criteria that include safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for future transportation infrastructure investments.

To reflect the Administration's Infrastructure Initiative, DOT intends to award a greater share of BUILD Transportation grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas. The notice highlights rural needs in several of the evaluation criteria, including support for rural broadband deployment where it is part of an eligible transportation project.

[Submit Feedback >](#)

The Consolidated Appropriations Act of 2018 made available \$1.5 billion for National Infrastructure Investments, otherwise known as BUILD Transportation Discretionary grants, through September 30, 2020. For this round of BUILD Transportation grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. At least 30 percent of funds must be awarded to projects located in rural areas.

To provide technical assistance to a broad array of stakeholders, DOT is hosting a series of webinars during the FY 2018 BUILD grant application process. A webinar on how to compete for BUILD Transportation Grants for all applicants will be held on Thursday, May 24; a webinar for rural and tribal applicants will be held on Tuesday, May 29; and a webinar on how to prepare a benefit cost analysis for a BUILD application will be held on Thursday, May 31. All webinars will take place from 2:00-4:00 PM EDT. Details and registration information regarding these webinars will be made available at <https://www.transportation.gov/BUILDgrants>. The Department will schedule additional webinars on these topics in June.

The deadline to submit an application for the FY 2018 BUILD Transportation Discretionary Grants program is July 19, 2018.

For more information, please visit <https://www.transportation.gov/BUILDgrants>.

Updated: Friday, April 20, 2018



Related Links

- [TIGER 2017 Awards](#)
- [TIGER 2016 Awards](#)
- [TIGER 2015 Awards](#)
- [TIGER 2014 Awards](#)

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- [TIGER 2013 Awards](#)
- [TIGER 2012 Awards](#)
- [TIGER 2011 Awards](#)
- [TIGER 2010 Capital Projects](#)
- [TIGER 2010 Planning Projects](#)
- [TIGER I Awards](#)

Related Links

- [BUILD NOFO](#)

Related Documents

- [BUILD Grants Notice of Funding Opportunity](#)
- [BUILD Fact Sheet](#)
- [TIGER Application List](#)

Contact Us

Office of Infrastructure Finance and Innovation

Office of the Secretary of Transportation

1200 New Jersey Ave, SE

Washington, DC 20590

United States

BUILDgrants@dot.gov

Phone: 202-366-0301

TTY/Assistive Device: 800-877-8339

Business Hours:

8:00am-5:00pm ET, M-F

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Updated: Friday, April 20, 2018



BUILD Grants
Better Utilizing Investments to Leverage Development Transportation Discretionary Grants Program

-  Increased emphasis on projects located in rural areas
-  \$1.5 billion ready for projects with a significant local or regional impact
-  Apply by July 19, 2018

 U.S. Department of Transportation

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Related Links

- [TIGER 2017 Awards](#)
- [TIGER 2016 Awards](#)
- [TIGER 2015 Awards](#)
- [TIGER 2014 Awards](#)

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Re: Funding Opportunities

RK Robert Kuipers

Today, 10:49 AM

Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.u +18 more ▾



🔄 Reply all | ▾

DOC165.pdf

56 KB



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RTPO Members:

Here also are some upcoming training opportunities

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Robert Kuipers

Sent: Tuesday, April 24, 2018 10:40 AM

To: Judy Horacek; jirving@co.mckinley.nm.us; Porell.Nick; Stanley Henderson;

Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe; rsmith@navajodot.org;

David Deutsawe; rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org; Shane Lewis

Cc: gporter@co.cibola.nm.us; Alicia Santiago; Les Gaines; milanclerk@villageofmilan.com;

kbenally@navajodot.org; mfelipe@puebloofacoma.org; Roxann Hughte; Krueger, Neala, NMDOT; Ron

Shutiva; joann.garcia2@state.nm.us; Lopez, Stephen, NMDOT; Evan Williams

Subject: Funding Opportunities

Greetings RTPO members,

Reference the attached funding opportunities:

- NM FUNDIT - due May 18
- Nat. Park Service Rt. 66 Cost Share Preservation Grants - due May 10
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- BUILD Discretionary Grants - due July 19

With appreciation to Evan Williams for forwarding these, I'm getting them to you now, because some of the deadlines are in advance of our next meeting.

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

Add upcoming group events to your calendar

RTPO

Mon 4/16, 4:00 PM

Robert Kuipers ▾



Reply all | ▾

Office 365



Don't miss upcoming events

You're new to the [RTPO](#) group and might not have these events on your calendar yet. Add them now.

Add all 10 events to my calendar

8/24/2018, 8:00 AM - 11:00 AM

[Open Meetings Act/IPRA Compliance Training](#)

Gallup Event Center, 210 South Second Street, Gallup, NM 87301

4/26/2018, 8:00 AM - 11:00 AM

[Open Meetings Act/IPRA Compliance Training](#)

Silver City

5/16/2018, 12:00 PM - 1:30 PM

[Webinar: Asset Management for Roads and Slopes](#)

5/3/2018, 12:00 PM - 1:30 PM

[Webinar: Real Time Network](#)

All day

[NHI: Transportation Performance Management for Pavements](#)

All day

[LTAP: Road Safety 365](#)



All day
LTAP ADA Training
Farmington, TBD

All day
LTAP ADA Training
Gallup, TBD

4/18/2018, 11:00 AM - 4/20/2018, 11:00 AM
2018 New Mexico TransCon Conference
NMSU - Las Cruces

All day
Tribal Planning & Western Planning Resources Conference
Fort Hall, ID

Dates and times are based on the group's timezone setting: Pacific Standard Time.



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April 30 deadline for member survey and trainings / webinars attended

Robert Kuipers

Fri 4/20/2018 3:57 PM

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

Cc: Alicia Santiago <asantiago@gallupnm.gov>; Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; mfelipe@puebloofacoma.org <mfelipe@puebloofacoma.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; Evan Williams <ewilliams@nwnmcog.org>;

Importance: High

📎 2 attachments (80 KB)

Annual Member Survey_FY17.pdf; Training Tracking Tool_FY17.xls;

Good Friday afternoon RTPO members,

Thanks to Jeff, Royce and Shane for informing me on their respective trainings / webinars.

Don J., Les G., Denise B., and Rosilyn S. off the hook for this information as you are all recently new members although you're still welcome to submit the survey, based on your experience thus far.

A reminder to the rest of our members - at our April 11 meeting we agreed on an **April 30 deadline** for you to get your annual surveys in (hard copy attached - no longer open on Survey Monkey) along with transportation trainings / webinars (**and webinars**) attended in FFY17 (Oct., 2016 - Sept., 2017). **This is a contractual requirement from DOT for all statewide RTPO's, so please adhere to this deadline, and get this information to me!!!**

. . . with much appreciation.

Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

Fw: U.S. Department of Transportation Launches BUILD Transportation Program

RK

Robert Kuipers

Fri 4/20/2018 4:51 PM



Reply all | v

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
Porell.Nick <nporell@sjcounty.net>; Henderson, Stanley <shenderson@gallupnm.gov>;
Grantsprojects@cityofgrants.net; publicworks@villageofmilan.com; Larry Joe <ljoe@navajodot.org>;
rsmith@navajodot.org; David Deutsawe <ddeutsawe@puebloofacoma.org>;
rlucero@lagunapueblo-nsn.gov; Royce.Gchachu@ashiwi.org;
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Les Gaines <l.gaines@cityofgrants.net>; milanclerk@villageofmilan.com; kbenally@navajodot.org;
mfelipe@puebloofacoma.org; Roxann Hughte <Roxann.Hughte@ashiwi.org>;
Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>;
Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us;
Lopez, Stephen, NMDOT <Stephen.Lopez@state.nm.us>;
Holiday, Marticia, NMDOT <Marticia.Holiday@state.nm.us>;
Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>;
Evan Williams ^

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1 MB

BUILD NOFO Release Fl...
257 KB

BUIL
175 K

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

RTPO members and DOT colleagues:

With much appreciation to Royce Gchachu (once again!), a new potential funding source for transportation projects.

Encouraging all our members to explore this opportunity for your respective projects.

All of us in rural, who constantly try to maximize "financial crumbs", can use all the alternative sources of funding we can find, to actually complete a project!!

Don and Les - this almost sounds ideal for the Road to La Mosca - since this project is an investment to leverage development! (Even if the development must be culturally and environmentally careful and sensitive.) Dave and Monica - perhaps you can make the same connection for Acoma - Mesa Hill Bridge?

Have a great weekend, and thanks once again to Royce for sharing this!!

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Royce Gchachu <Royce.Gchachu@ashiwi.org>
Sent: Friday, April 20, 2018 2:50 PM
To: Robert Kuipers
Subject: FW: U.S. Department of Transportation Launches BUILD Transportation Program

Bob,

Please share the following information

From: OST Government Affairs [mailto:OSTGovAffairs@dot.gov]
Sent: Friday, April 20, 2018 2:34 PM
Cc: Mitton, Chris (OST) <chris.mitton@dot.gov>; Bedell, Anthony (OST) <anthony.bedell@dot.gov>
Subject: U.S. Department of Transportation Launches BUILD Transportation Program

Today, the U.S. Department of Transportation (DOT) published a Notice of Funding Opportunity (NOFO) to apply \$1.5 billion in discretionary grant funding through the Better Utilizing Investments to Leverage Development (BUILD) Transportation Discretionary Grant Program.

Attached in this email you will find the BUILD NOFO, BUILD FAQs and a side-by-side comparison of BUILD and TIGER Grant programs.

Please don't hesitate to contact Chris Mitton (chris.mitton@dot.gov) should you have any questions.

Have a great weekend



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

News

0X-18

April XX, 2018

Contact: pressoffice@dot.gov

U.S. Department of Transportation Launches BUILD Transportation Program, Announces \$1.5 Billion Notice of Funding Opportunity

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For more information, please visit <https://www.transportation.gov/BUILDgrants>.

###



U.S. Department
of Transportation

BUILD vs TIGER Fact Sheet

The Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants solicitation will make \$1.5 billion available to surface transportation projects that align with the merit criteria described in the Notice of Funding Opportunity (NOFO). BUILD replaces the pre-existing TIGER grants program. Like TIGER, FY 2018 BUILD Transportation Grants are for investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. For this round of BUILD, no more than \$150 million can be awarded to a single State.

To reflect the Administration's Infrastructure Initiative, DOT plans to award a greater share of BUILD Transportation funding to projects located in rural areas that align well with the merit criteria than to those in urban areas. Rural applicants can highlight their needs in response to several of the evaluation criteria, including to deploy rural broadband as part of an eligible transportation project. BUILD encourages local governments to proactively raise new sources of revenue with a new criterion to evaluate local activities to generate additional non-Federal revenue for transportation infrastructure.

BUILD applications will be evaluated based on the following merit criteria: safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments. Below is a side-by-side comparison of the merit criteria used in TIGER and BUILD:

TIGER	BUILD
Merit criteria	Merit criteria
<i>Primary criteria</i>	
<ul style="list-style-type: none">• Safety• State of Good Repair• Economic Competitiveness• Environmental Sustainability• Quality of Life	<ul style="list-style-type: none">• Safety• State of Good Repair• Economic Competitiveness• Environmental Protection• Quality of Life• Innovation
<i>Secondary criteria</i>	<ul style="list-style-type: none">• Partnership• Non-Federal Revenue for Transportation Infrastructure Investment
<i>Other criteria</i>	<i>Other criteria</i>
<ul style="list-style-type: none">• Demonstrated Project Readiness• Project Costs and Benefits• Cost Sharing or Matching	<ul style="list-style-type: none">• Demonstrated Project Readiness• Project Costs and Benefits
<i>Additional considerations</i>	<i>Additional considerations</i>
<ul style="list-style-type: none">• Geographic diversity among recipients	<ul style="list-style-type: none">• Geographic diversity among recipients

For additional explanation of the criteria, please see the BUILD NOFO

What stayed the same from TIGER competitions?

The eligible costs and project types have not changed. The minimum and maximum project award sizes are the same as in FY 2017.

DEPARTMENT OF TRANSPORTATION

Office of the Secretary of Transportation

Notice of Funding Opportunity for the Department of Transportation's National

Infrastructure Investments under the Consolidated Appropriations Act, 2018

AGENCY: Office of the Secretary of Transportation, DOT

ACTION: Notice of Funding Opportunity

SUMMARY: The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) ("FY 2018 Appropriations Act" or the "Act") appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments. This appropriation stems from the program funded and implemented pursuant to the American Recovery and Reinvestment Act of 2009 (the "Recovery Act"). This program was previously known as the Transportation Investment Generating Economic Recovery, or "TIGER Discretionary Grants," program and is now known as the Better Utilizing Investments to Leverage Development, or "BUILD Transportation Discretionary Grants," program. Funds for the FY 2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact. The purpose of this Final Notice is to solicit applications for BUILD Transportation Discretionary Grants.

DATES: Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018.

ADDRESSES: Applications must be submitted through Grants.gov.

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

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

SUPPLEMENTARY INFORMATION: Many of the selection criteria of BUILD Transportation grants overlap with previous rounds of National Infrastructure Investments discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation program will continue to give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. Each section of this notice contains information and instructions relevant to the application process for these BUILD Transportation Discretionary Grants, and all applicants should read this notice in its entirety so that they have the information they need to submit eligible and competitive applications.

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A. Program Description

The Consolidated Appropriations Act, 2018 (Pub. L. 115-141, March 23, 2018) ("FY 2018 Appropriations Act" or the "Act") appropriated \$1.5 billion to be awarded by the Department of Transportation ("DOT" or the "Department") for National Infrastructure Investments. Since this program was first created, \$5.6 billion has been awarded for capital investments in surface transportation infrastructure over nine rounds of competitive grants. Throughout the program, these discretionary grant awards have supported projects that have a significant local or regional impact.

The Department is committed to addressing the unmet transportation infrastructure needs of rural areas. Rural America is home to many of the nation's most critical transportation infrastructure assets, including 444,000 bridges, 2.98 million miles of roadways, and 30,500 miles of Interstate highways. More than 55 percent of all public road miles are locally-owned rural roads. While only 19 percent of the nation's population lives in rural areas, 49 percent of all traffic fatalities occur on rural roads (2015). In addition, Americans living in rural areas and on Tribal lands continue to disproportionately lack access to basic broadband service. The Department believes that underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the country. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and

enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

B. Federal Award Information

1. Amount Available

The FY 2018 Appropriations Act appropriated \$1.5 billion to be awarded by DOT for the BUILD Transportation program. The FY 2018 BUILD Transportation Discretionary Grants are for capital investments in surface transportation infrastructure and are to be awarded on a competitive basis for projects that will have a significant local or regional impact. Additionally, the Act allows for up to \$15 million (of the \$1.5 billion) to be awarded as grants for the planning, preparation or design of eligible projects. DOT is referring to any such awarded projects as BUILD Transportation Planning Grants. The FY 2018 Appropriations Act also allows DOT to retain up to \$25 million of the \$1.5 billion for award, oversight and administration of grants and credit assistance made under the BUILD Transportation program. If this solicitation does not result in the award and obligation of all available funds, DOT may publish additional solicitations.

The FY 2018 Appropriations Act allows up to 20 percent of available funds (or \$300 million) to be used by the Department to pay the subsidy and administrative costs for a project receiving credit assistance under the Transportation Infrastructure Finance and Innovation Act of 1998 ("TIFIA") program, if that use of the FY 2018 BUILD funds would further the purposes of the BUILD Transportation program.

2. Award Size

The FY 2018 Appropriations Act specifies that BUILD Transportation Discretionary Grants may not be less than \$5 million and not greater than \$25 million, except that for projects located in rural areas (as defined in Section C.3.ii.) the minimum BUILD Transportation Discretionary Grant size is \$1 million. There is no statutory minimum grant size, regardless of location, for BUILD Transportation Planning grants.

3. Restrictions on Funding

Pursuant to the FY 2018 Appropriations Act, no more than 10 percent of the funds made available for BUILD Transportation Discretionary Grants (or \$150 million) may be awarded to projects in a single State. The Act also directs that not less than 30 percent of the funds provided for BUILD Transportation Discretionary Grants (or \$450 million) shall be used for projects located in rural areas. Further, DOT must take measures to ensure an equitable geographic distribution of grant funds, an appropriate balance in addressing the needs of urban and rural areas, and investment in a variety of transportation modes.

4. Availability of Funds

The FY 2018 Appropriations Act requires that FY 2018 BUILD Transportation Discretionary Grants funds are only available for obligation through September 30, 2020. Obligation occurs when a selected applicant and DOT enter into a written grant agreement after the applicant has satisfied applicable administrative requirements, including transportation planning and environmental review requirements. All FY 2018 BUILD funds must be expended (the grant obligation must be liquidated or actually paid out to the grantee) by September 30, 2025. After this date, unliquidated funds are no

longer available to the project. As part of the review and selection process described in Section E.2., DOT will consider whether a project is ready to proceed with an obligation of grant funds from DOT within the statutory time provided. No waiver is possible for these deadlines.

5. Previous TIGER Awards

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

C. Eligibility Information

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

1. Eligible Applicants

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

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

2. Cost Sharing or Matching

Per the FY 2018 Appropriations Act, BUILD Transportation Discretionary Grants may be used for up to 80 percent of a project located in an urban area¹ and the Secretary may increase the Federal share of costs above 80 percent for a project located in a rural area. Urban area and rural area are defined in Section C.3.ii of this notice.

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

3. Other

i. Eligible Projects

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under

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

chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); and (5) intermodal projects.² The FY 2018 Appropriations Act allows up to \$15 million for the planning, preparation or design of projects eligible for BUILD Transportation funding. Activities eligible for funding under BUILD Transportation Planning Grants are related to the planning, preparation, or design—including environmental analysis, feasibility studies, and other pre-construction activities—of surface transportation projects. Research, demonstration, or pilot projects are eligible only if they will result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii. Applicants are strongly encouraged to submit applications only for eligible award amounts.

ii. Rural/Urban Definition

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

The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of the money is to be spent) is located in a rural area. Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the

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

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

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

FY 2018 BUILD Transportation Program. Rural and urban definitions differ in some other DOT programs, including TIFIA and the Nationally Significant Freight and Highway Projects Program (FAST Act §1105; 23 U.S.C. 117).

This definition affects three aspects of the program. The FY 2018 Appropriations Act directs that (1) not less than \$450 million of the funds provided for BUILD Transportation Discretionary grants are to be used for projects in rural areas; (2) for a project in a rural area the minimum award is \$1 million; and (3) the Secretary may increase the Federal share above 80 percent to pay for the costs of a project in a rural area.

iii. Project Components

An application may describe a project that contains more than one component, and may describe components that may be carried out by parties other than the applicant. DOT may award funds for a component, instead of the larger project, if that component (1) independently meets minimum award amounts described in Section B and all eligibility requirements described in Section C; (2) independently aligns well with the selection criteria specified in Section E; and (3) meets National Environmental Policy Act (NEPA) requirements with respect to independent utility. Independent utility means that the component will represent a transportation improvement that is usable and represents a reasonable expenditure of DOT funds even if no other improvements are made in the area, and will be ready for intended use upon completion of that component's construction. All project components that are presented together in a single application

must demonstrate a relationship or connection between them. (See Section D.2.iv. for Required Approvals).

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

DOT strongly encourages applicants to identify in their applications the project components that have independent utility and separately detail costs and requested BUILD Transportation funding for those components. If the application identifies one or more independent project components, the application should clearly identify how each independent component addresses selection criteria and produces benefits on its own, in addition to describing how the full proposal of which the independent component is a part addresses selection criteria.

iv. Application Limit

Each lead applicant may submit no more than three applications. Unrelated project components should not be bundled in a single application for the purpose of adhering to the limit. If a lead applicant submits more than three applications as the lead applicant, only the first three received will be considered.

v. Program of Projects

Applicants that demonstrate the ability to generate additional non-Federal revenue for transportation infrastructure investment as described in Section E.1.i.h. of this notice may apply for multiple projects, exceeding the three application limit, that collectively constitute a "program of projects". A program of projects consists of independent

projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually. For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes a program. Each project application within a program of projects must meet eligibility criteria described in Section C of this notice, demonstrate independent utility, and individually address the merit criteria within this notice. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only applicants that generate additional non-Federal revenue as described in Section E.1.i.h. may submit applications exceeding the three application limit for consideration as a program of projects, and only one program of projects may be submitted by each eligible applicant.

D. Application and Submission Information

1. Address

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

2. Content and Form of Application Submission

The application must include the Standard Form 424 (Application for Federal Assistance), Standard Form 424C (Budget Information for Construction Programs), cover page, and the Project Narrative. More detailed information about the Project Narrative

follows. Applicants should also complete and attach to their application the “BUILD 2018 Project Information” form available at www.transportation.gov/BUILDgrants.

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

I. Project Description	See D.2.i
II. Project Location	See D.2.ii
III. Grant Funds, Sources and Uses of all Project Funding	See D.2.iii
IV. Merit Criteria	See D.2.iv.(1)
V. Project Readiness	See D.2.iv.(2) and E.1.ii

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

In addition to a detailed statement of work, detailed project schedule, and detailed project budget, the project narrative should include a table of contents, maps and graphics, as appropriate, to make the information easier to review. The Department recommends that the project narrative be prepared with standard formatting preferences (a single-spaced document, using a standard 12-point font such as Times New Roman,

with 1-inch margins). The project narrative may not exceed 30 pages in length, excluding cover pages and table of contents. The only substantive portions that may exceed the 30-page limit are documents supporting assertions or conclusions made in the 30-page project narrative. If possible, website links to supporting documentation should be provided rather than copies of these supporting materials. If supporting documents are submitted, applicants should clearly identify within the project narrative the relevant portion of the project narrative that each supporting document supports. At the applicant's discretion, relevant materials provided previously to an operating administration in support of a different DOT financial assistance program may be referenced and described as unchanged. The Department recommends using appropriately descriptive file names (e.g., "Project Narrative," "Maps," "Memoranda of Understanding and Letters of Support," etc.) for all attachments. DOT recommends applications include the following sections:

- i. Project Description

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

ii. Project Location

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

iii. Grant Funds, Sources and Uses of Project Funds

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

- (A) Project costs;
- (B) For all funds to be used for eligible project costs, the source and amount of those funds;
- (C) For non-Federal funds to be used for eligible project costs, documentation of funding commitments should be referenced here and included as an appendix to the application;
- (D) For Federal funds to be used for eligible project costs, the amount, nature, and source of any required non-Federal match for those funds;
- (E) A budget showing how each source of funds will be spent. The budget should show how each funding source will share in each major construction activity, and present that data in dollars and percentages. Funding sources should be grouped into three categories: non-Federal; BUILD; and other Federal. If the project contains individual components, the budget should separate the costs of each project component. If the project will be completed in phases, the budget should separate the costs of each

phase. The budget detail should sufficiently demonstrate that the project satisfies the statutory cost-sharing requirements described in Section C.2;

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

iv. Criteria

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

Section E.1 of this notice. Applicants also should review that section before considering how to organize their application.

(1) Merit Criteria

(a) Safety

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

(b) State of Good Repair

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

(c) Economic Competitiveness

This section of the application should describe how the project will support the Economic Competitiveness criterion (described in Section E.1.i.(c) of this notice). The applicant

should include information about expected impacts of the project on the movement of goods and people, including how the project increases the efficiency of movement and thereby reduces costs of doing business, improves local and regional freight connectivity to the national and global economy, reduces burdens of commuting, and improves overall well-being. The applicant should describe the extent to which the project contributes to the functioning and growth of the economy, including the extent to which the project addresses congestion or freight connectivity, bridges service gaps in rural areas, or promotes the expansion of private economic development.

(d) Environmental Protection

This section of the application should describe how the project addresses the environmental protection criterion (described in Section E.1.i.(d) of this notice). Applicants are encouraged to provide quantitative information, including baseline information that demonstrates how the project will reduce energy consumption, stormwater runoff, or achieve other benefits for the environment such as brownfield redevelopment.

(e) Quality of Life

This section should describe how the project increases transportation choices for individuals, expands access to essential services for people in communities across the United States, improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities, or otherwise addresses the quality of life criterion (described in Section E.1.i.(e) of this notice). If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how

they support quality of life. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

(f) Innovation

This section of the application should describe innovative strategies used and the anticipated benefits of using those strategies, including those corresponding to three categories (described in Section E.1.i.(f) of this notice): (i) Innovative Technologies, (ii) Innovative Project Delivery, or (iii) Innovative Financing.

(i) Innovative Technologies

If an applicant is proposing to adopt innovative safety approaches or technology, the application should demonstrate the applicant's capacity to implement those innovations, the applicant's understanding of whether the innovations will require extraordinary permitting, approvals, or other procedural actions, and the effects of those innovations on the project delivery timeline.

(ii) Innovative Project Delivery

If an applicant plans to use innovative approaches to project delivery, applicants should describe those project delivery methods and how they are expected to improve the efficiency of the project development or expedite project delivery.

If an applicant is proposing to use SEP-14 or SEP-15 (as described in section E.1.i.(f) of this notice) the applicant should describe that proposal. The applicant should also provide sufficient information for evaluators to confirm that the applicant's proposal would meet the requirements of the specific experimental authority program.⁵

⁵ SEP-14 information is available at https://www.fhwa.dot.gov/programadmin/contracts/sep_a.cfm. SEP-15 information is available at https://www.fhwa.dot.gov/ipd/p3/tools_programs/sep15_procedures.aspx.

(iii) Innovative Financing

If an applicant plans to incorporate innovative funding or financing, the applicant should describe the funding or financing approach, including a description of all activities undertaken to pursue private funding or financing for the project and the outcomes of those activities.

(g) Partnership

This section of the application should include information to assess the partnership criterion (described in Section E.1.i.(g) of this notice) including a list of all project parties and details about the proposed grant recipient and other public and private parties who are involved in delivering the project. This section should also describe efforts to collaborate among stakeholders, including with the private sector.

(h) Non-Federal Revenue for Transportation Infrastructure Investment

If an applicant generates additional non-Federal revenue (as described in Section E.1.i.(h) of this notice), this section should provide evidence of newly secured and committed revenue for transportation infrastructure investments and identify the source of the revenue. If new revenue for transportation infrastructure investments has not already been secured, the applicant should explain necessary steps to securing revenue and provide a timeline of key milestones leading to its commitment. To ensure new revenue does not supplant existing sources, applications should provide estimates of future revenue levels absent and, separately, with the new revenue. If applicable, this section should describe any fiscal or legal constraints that affect the applicant's ability to generate non-Federal revenue.

(2) Project Readiness

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

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

(a) Technical Feasibility

The applicant should demonstrate the technical feasibility of the project with engineering and design studies and activities; the development of design criteria and/or a basis of design; the basis for the cost estimate presented in the BUILD application, including the identification of contingency levels appropriate to its level of design; and any scope, schedule, and budget risk-mitigation measures. Applicants should include a

detailed statement of work that focuses on the technical and engineering aspects of the project and describes in detail the project to be constructed.

(b) Project Schedule

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

(1) all necessary activities will be complete to allow BUILD Transportation funds to be obligated sufficiently in advance of the statutory deadline (September 30, 2020 for FY 2018 funds), and that any unexpected delays will not put the funds at risk of expiring before they are obligated;

(2) the project can begin construction quickly upon obligation of BUILD Transportation funds, and that the grant funds will be spent expeditiously once construction starts, with all BUILD Transportation funds expended by September 30, 2025; and

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

(c) Required Approvals

(1) Environmental Permits and Reviews. The application should demonstrate receipt (or reasonably anticipated receipt) of all environmental approvals and permits necessary for the project to proceed to construction on the timeline specified in the project schedule and necessary to meet the statutory obligation deadline, including satisfaction of all Federal, State and local requirements and completion of the NEPA process. Specifically, the application should include:

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

(b) Information on reviews, approvals, and permits by other agencies. An application should indicate whether the proposed project requires reviews or approval actions by other agencies⁶, indicate the status of such actions, and provide detailed

⁶ Projects that may impact protected resources such as wetlands, species habitat, cultural or historic resources require review and approval by Federal and State agencies with jurisdiction over those resources.

information about the status of those reviews or approvals and should demonstrate compliance with any other applicable Federal, State or local requirements, and when such approvals are expected. Applicants should provide a website link or other reference to copies of any reviews, approvals, and permits prepared.

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

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

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

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

(3) Federal Transportation Requirements Affecting State and Local Planning. The planning requirements applicable to the relevant operating administration apply to all

BUILD Transportation projects,⁷ including intermodal projects located at airport facilities.⁸ Applicants should demonstrate that a project that is required to be included in the relevant State, metropolitan, and local planning documents has been or will be included in such documents. If the project is not included in a relevant planning document at the time the application is submitted, the applicant should submit a statement from the appropriate planning agency that actions are underway to include the project in the relevant planning document.

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

⁷ Under 23 U.S.C. § 134 and § 135, all projects requiring an action by FHWA must be in the applicable plan and programming documents (e.g., metropolitan transportation plan, transportation improvement program (TIP) and statewide transportation improvement program (STIP)). Further, in air quality non-attainment and maintenance areas, all regionally significant projects, regardless of the funding source, must be included in the conforming metropolitan transportation plan and TIP. Inclusion in the STIP is required under certain circumstances. To the extent a project is required to be on a metropolitan transportation plan, TIP, and/or STIP, it will not receive a BUILD Transportation grant until it is included in such plans. Projects not currently included in these plans can be amended by the State and MPO. Projects that are not required to be in long range transportation plans, STIPs, and TIPs will not need to be included in such plans in order to receive a BUILD Transportation grant. Port, freight rail, and intermodal projects are not required to be on the State Rail Plans called for in the Passenger Rail Investment and Improvement Act of 2008, or in a State Freight Plan as described in the FAST Act. However, applicants seeking funding for freight projects are encouraged to demonstrate that they have done sufficient planning to ensure that projects fit into a prioritized list of capital needs and are consistent with long-range goals. Means of demonstrating this consistency would include whether the project is in a TIP or a State Freight Plan that conforms to the requirements Section 70202 of Title 49 prior to the start of construction. Port planning guidelines are available at StrongPorts.gov.

⁸ Projects at grant obligated airports must be compatible with the FAA-approved Airport Layout Plan, as well as aeronautical surfaces associated with the landing and takeoff of aircraft at the airport. Additionally, projects at an airport must comply with established Sponsor Grant Assurances, including (but not limited to) requirements for non-exclusive use facilities, consultation with users, consistency with local plans including development of the area surrounding the airport, and consideration of the interest of nearby communities, among others; and must not adversely affect the continued and unhindered access of passengers to the terminal.

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

(d) Assessment of Project Risks and Mitigation Strategies

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

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

BUILD Transportation Planning Grant applicants should describe their capacity to successfully implement the proposed activities in a timely manner.

(3) Benefit Cost Analysis

This section describes the recommended approach for the completion and submission of a benefit-cost analysis (BCA) as an appendix to the Project Narrative. The results of the analysis should be summarized in the Project Narrative directly, as described in Section D.2.

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

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

additional impacts wherever possible. Any benefits claimed for the project, both quantified and unquantified, should be clearly tied to the expected outcomes of the project.

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

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

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

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

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

4. Submission Dates and Times

i. Deadline

Applications must be submitted by 8:00 PM E.D.T. on July 19, 2018. The Grants.gov "Apply" function will open by June 4, 2018.

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

- (1) Obtain a Data Universal Numbering System (DUNS) number;
- (2) Register with the System for Award Management (SAM) at www.SAM.gov;
- (3) Create a Grants.gov username and password; and
- (4) The E-Business Point of Contact (POC) at the applicant's organization must respond to the registration email from Grants.gov and login at Grants.gov to authorize the applicant as the Authorized Organization Representative (AOR). Please note that there can be more than one AOR for an organization.

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

ii. Consideration of Applications:

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

iii. Late Applications

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

- (1) Details of the technical issue experienced;
- (2) Screen capture(s) of the technical issues experienced along with corresponding Grants.gov "Grant tracking number";
- (3) The "Legal Business Name" for the applicant that was provided in the SF-424;

- (4) The AOR name submitted in the SF-424;
- (5) The DUNS number associated with the application; and
- (6) The Grants.gov Help Desk Tracking Number.

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

E. Application Review Information

1. Criteria

This section specifies the criteria that DOT will use to evaluate and award applications for BUILD Transportation Discretionary Grants. The criteria incorporate the statutory eligibility requirements for this program, which are specified in this notice as relevant. Projects will also be evaluated for demonstrated project readiness and benefits and costs.

i. Merit Criteria:

Applications that do not demonstrate a likelihood of significant long-term benefits based on these criteria will not proceed in the evaluation process. DOT does not consider

any merit criterion more important than the others. BUILD Transportation Planning Grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects which demonstrate the ability to move into the construction phase within the period of obligation. The selection criteria, which will receive equal consideration, are:

(a) Safety

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

(b) State of Good Repair

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

maintain or improve transportation infrastructure that supports border security functions; and (6) the project includes a plan to maintain the transportation infrastructure in a state of good repair. The Department will prioritize projects that ensure the good condition of transportation infrastructure, including rural transportation infrastructure, that support commerce and economic growth.

(c) Economic Competitiveness

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

Projects that address congestion in major urban areas, particularly those that do so through the use of congestion pricing or the deployment of advanced technology, projects that bridge gaps in service in rural areas, and projects that attract private economic development, all support local or regional economic competitiveness.

(d) Environmental Protection

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

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

(e) Quality of Life

The Department will consider the extent to which the project: (i) increases transportation choices for individuals to provide more freedom on transportation decisions; (ii) expands access to essential services for communities across the United States, particularly for rural communities; and (iii) improves connectivity for citizens to jobs, health care, and other critical destinations, particularly for rural communities. Americans living in rural areas and on Tribal lands continue to disproportionately lack access and connectivity, and the Department will consider whether and the extent to which the construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service.

(f) Innovation

The Department will assess the extent to which the applicant uses innovative strategies, including: (i) innovative technologies, (ii) innovative project delivery, or (iii) innovative financing.

(i) Innovative Technologies

DOT will assess innovative approaches to transportation safety, particularly in relation to automated vehicles and the detection, mitigation, and documentation of safety

risks. When making BUILD Transportation award decisions, the Department will consider any innovative safety approaches proposed by the applicant, particularly projects which incorporate innovative design solutions, enhance the environment for automated vehicles, or use technology to improve the detection, mitigation, and documentation of safety risks. Innovative safety approaches may include, but are not limited to:

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

For innovative safety proposals, the Department will evaluate safety benefits that those approaches could produce and the broader applicability of the potential results. DOT will also assess the extent to which the project uses innovative technology that supports surface transportation to significantly enhance the operational performance of the transportation system.

Innovative technologies include: broadband deployment and the installation of high-speed networks concurrent with the project construction; connecting Intelligent Transportation System (ITS) infrastructure; and providing direct fiber connections that support surface transportation to public and private entities, which can provide a platform

and catalyst for growth of rural communities. The Department will consider whether and the extent to which the construction of the transportation project will allow concurrent broadband deployment and the installation of high-speed networks.

(ii). Innovative Project Delivery

DOT will consider the extent to which the project utilizes innovative practices in contracting, congestion management, asset management, or long-term operations and maintenance.

The Department also seeks projects that employ innovative approaches to improve the efficiency and effectiveness of the environmental permitting and review to accelerate project delivery and achieve improved outcomes for communities and the environment. The Department's objective is to achieve timely and consistent environmental review and permit decisions. Participation in innovative project delivery approaches will not remove any statutory requirements affecting project delivery. While BUILD Transportation award recipients are not required to employ innovative approaches, the Department encourages BUILD Transportation applicants to describe innovative project delivery methods for proposed projects.

Additionally, DOT is interested in projects that apply innovative strategies to improve the efficiency of project development or expedite project delivery by using FHWA's Special Experimental Project No. 14 (SEP-14) and Special Experimental Project No. 15 (SEP-15). Under SEP-14 and SEP-15, FHWA may waive statutory and regulatory requirements under title 23 on a project-by-project basis to explore innovative processes that could be adopted through legislation. This experimental authority is available to test changes that would improve the efficiency of project delivery in a

manner that is consistent with the purposes underlying existing requirements; it is not available to frustrate the purposes of existing requirements.

When making BUILD Transportation award decisions, the Department will consider the applicant's proposals to use SEP-14 or SEP-15, whether the proposals are consistent with the objectives and requirements of those programs, the potential benefits that experimental authorities or waivers might provide to the project, and the broader applicability of potential results. The Department is not replacing the application processes for SEP-14 or SEP-15 with this notice or the BUILD Transportation program application. Instead, it seeks detailed expressions of interest in those programs. If selected for an BUILD Transportation award, the applicant would need to satisfy the relevant programs' requirements and complete the appropriate application processes. Selection for a BUILD Transportation award does not mean a project's SEP-14 or SEP-15 proposal has been approved. The Department will make a separate determination in accordance with those programs' processes on the appropriateness of a waiver.

(iii) Innovative Financing

DOT will assess the extent to which the project incorporates innovations in transportation funding and finance through both traditional and innovative means, including by using private sector funding or financing and recycled revenue from the competitive sale or lease of publicly owned or operated assets.

(g) Partnership

The Department will consider the extent to which projects demonstrate strong collaboration among a broad range of stakeholders. Projects with strong partnership typically involve multiple partners in project development and funding, such as State and

local governments, other public entities, and private or nonprofit entities. DOT will consider rural applicants that partner with State, local, or private entities for the completion and operation of transportation infrastructure to have strong partnership. DOT will also assess the extent to which the project application demonstrates collaboration among neighboring or regional jurisdictions, including neighboring rural areas, to achieve local or regional benefits. In the context of public-private partnerships, DOT will assess the extent to which partners are encouraged to ensure long-term asset performance, such as through pay-for-success approaches.

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

(h) Non-Federal Revenue for Transportation Infrastructure Investment

The Administration believes that attracting significant new, non-Federal revenue streams dedicated to transportation infrastructure investment is desirable to maximize investment in transportation infrastructure. The Department will assess the extent that applications provide evidence that the applicant will secure and commit new, non-Federal revenue to transportation infrastructure investment.

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset

recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds. The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018. Among otherwise similar applications, applicants that generate more new non-Federal revenue for future transportation infrastructure investment will be more competitive. The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

ii. Demonstrated Project Readiness

During application evaluation, the Department may consider project readiness to assess the likelihood of a successful project. In that analysis, the Department will consider significant risks to successful completion of a project, including risks associated with environmental review, permitting, technical feasibility, funding, and the applicant's capacity to manage project delivery. Risks do not disqualify projects from award, but competitive applications clearly and directly describe achievable risk mitigation strategies. A project with mitigated risks or with a risk mitigation plan is more competitive than a comparable project with unaddressed risks.

iii. Project Costs and Benefits

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

iv. Additional Considerations

The FY 2018 Appropriations Act requires the Department to consider contributions to geographic diversity among recipients, including the need for a balance between the needs of rural and urban communities when selecting BUILD Transportation projects.

2. Review and Selection Process

DOT reviews all eligible applications received by the deadline. The BUILD Transportation grants review and selection process consists of at least Technical Review and Senior Review. In the Technical Review, teams comprising staff from the Office of the Secretary (OST) and operating administrations review all eligible applications and rate projects based on how well the projects align with the selection criteria. The Senior Review Team, which includes senior leadership from OST and the operating administrations determines which projects to advance to the Secretary as Highly Rated. The FY 2018 Appropriations Act mandated BUILD Transportation grant awards by December 18, 2018. To ensure the Department meets the statutory deadline specified in the FY 2018 Appropriations Act, the Department may revise the evaluation process based

on the number of applications received. The Secretary selects from the Highly Rated projects for final awards.

3. Additional Information

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

F. Federal Award Administration Information

1. Federal Award Notice

Following the evaluation outlined in Section E, the Secretary will announce awarded projects by posting a list of selected projects at www.transportation.gov/BUILDgrants. Notice of selection is not authorization to begin performance. Following that announcement, the relevant operating administration will contact the point of contact listed in the SF 424 to initiate negotiation of the grant agreement for authorization.

2. Administrative and National Policy Requirements

All awards will be administered pursuant to the Uniform Administrative Requirements, Cost Principles and Audit Requirements for Federal Awards found in 2 C.F.R. part 200, as adopted by DOT at 2 C.F.R. part 1201. Additionally, applicable

Federal laws, rules and regulations of the relevant operating administration administering the project will apply to the projects that receive BUILD Transportation Discretionary Grants awards, including planning requirements, Service Outcome Agreements, Stakeholder Agreements, Buy America compliance, and other requirements under DOT's other highway, transit, rail, and port grant programs.

For projects administered by FHWA, applicable Federal laws, rules, and regulations set forth in Title 23 U.S.C. and Title 23 C.F.R. apply. For an illustrative list of the applicable laws, rules, regulations, executive orders, policies, guidelines, and requirements as they relate to a BUILD Transportation project administered by the FHWA, please see

https://ops.fhwa.dot.gov/Freight/infrastructure/tiger/fy2016_gr_exhbt/index.htm For BUILD Transportation projects administered by the Federal Transit Administration and partially funded with Federal transit assistance, all relevant requirements under chapter 53 of title 49 U.S.C. apply. For transit projects funded exclusively with BUILD Transportation Discretionary Grants funds, some requirements of chapter 53 of title 49 U.S.C. and chapter VI of title 49 C.F.R. apply. For projects administered by the Federal Railroad Administration, FRA requirements described in 49 U.S.C. Subtitle V, Part C apply.

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

3. Reporting

i. Progress Reporting on Grant Activities

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

ii. System Performance Reporting

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

iii. Reporting of Matters Related to Recipient Integrity and Performance

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

G. Federal Awarding Agency Contacts

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

with questions. DOT staff may also conduct briefings on the BUILD Transportation Discretionary Grants selection and award process upon request.

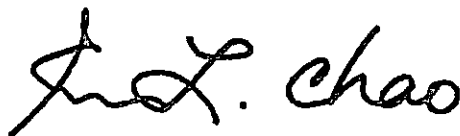
H. Other information

1. Protection of Confidential Business Information

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

Issued On:

April 20, 2018

A handwritten signature in black ink, appearing to read "Elaine L. Chao", written over a horizontal line.

Elaine L. Chao

Secretary

Frequently Asked Questions

The following questions pertain to the FY2018 BUILD Transportation Discretionary Grant program.

What is the BUILD Transportation Discretionary Grant Program?

The Consolidated Appropriations Act, 2018 appropriated \$1.5 billion, available for obligation through September 30, 2020, for National Infrastructure Investments previously known as TIGER grants, and now renamed BUILD Transportation grants. As with previous rounds of TIGER, funds for the FY2018 BUILD Transportation program are to be awarded on a competitive basis for projects that will have a significant local or regional impact.

Funding provided under National Infrastructure Investments have supported capital projects which repair bridges or improve infrastructure to a state of good repair; projects that implement safety improvements to reduce fatalities and serious injuries, including improving grade crossings or providing shorter or more direct access to critical health services; projects that connect communities and people to jobs, services, and education; and, projects that anchor economic revitalization and job growth in communities. DOT intends to award a greater share of FY2018 BUILD Transportation grants to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

Who can receive BUILD Transportation Grants?

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

Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact, and identify the primary recipient of the award. Each applicant in a joint application must be an Eligible Applicant. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant.

What types of projects are eligible for BUILD Transportation Discretionary Grant funding?

Eligible projects for BUILD Transportation Discretionary Grants are capital projects that include, but are not limited to:

- road or bridge projects eligible under title 23, United States Code;
- public transportation projects eligible under chapter 53 of title 49, United States Code;
- passenger and freight rail transportation projects;

- port infrastructure investments (including inland port infrastructure and land ports of entry); and
- intermodal projects.

Please note that research, demonstration, or pilot projects are eligible only if they result in long-term, permanent surface transportation infrastructure that has independent utility as defined in Section C.3.iii of the NOFO. Applicants are strongly encouraged to submit applications only for eligible award amounts.

What has changed in the FY 2018 BUILD Transportation competition?

This program was previously known as the Transportation Investment Generating Economic Recovery, or “TIGER Discretionary Grants,” program and is now known as the Better Utilizing Investments to Leverage Development, or “BUILD Transportation Discretionary Grants,” program. Many of the merit criteria of the BUILD program overlap with previous rounds of TIGER discretionary grants, though the program is refocused on infrastructure investment that will make a positive impact throughout the country. The FY 2018 BUILD Transportation Discretionary Grants program will give special consideration to projects located in rural areas. For this round of BUILD Transportation Discretionary Grants, the maximum grant award is \$25 million, and no more than \$150 million can be awarded to a single State, as specified in the FY 2018 Appropriations Act. As mandated by that Act, the Department will not use the Federal share as a selection criterion in awarding projects.

Do I need to submit a pre-application to be eligible for a BUILD Transportation Grant?

No. A pre-application is not required to be submitted prior to submitting a final application for the FY2018 round of the BUILD Transportation Discretionary Grants program. In lieu of the pre-application, we will be capturing much of the information previously collected there through the “BUILD 2018 Project Information” form available at www.transportation.gov/BUILD.

Where can I submit the Final Application?

Final applications must be submitted through Grants.gov. Access to the “Apply” function will be made available in Grants.Gov by June 4, 2018.

What if I am having technical issues with grants.gov?

Please refer to the following links for technical issues with grants.gov:

[Grants.gov Applicant Training](#)
[Grants.gov Online User Guide](#)

You can also contact Grants.gov Customer Support Hotline at 1-800-518-4726, Monday-Friday from 7:00 a.m. to 9:00 p.m. E.D.T.

How will the Department evaluate cost share and matching funds?

Per the Consolidated Appropriations Act, 2018, BUILD Transportation Discretionary Grants may be used for up to 80 percent of the costs of projects located in an urban area and up to 100 percent of the costs of a project located in a rural area. For a project located in an urban area, total Federal assistance for a project receiving a BUILD grant may not exceed 80 percent.

Non-Federal financial contributions can include State, local, and private sector funding; or other forms of cost share such right of way contributions, toll credits, or recycled revenue from the competitive sale or lease of publicly owned or operated assets. Projects that anticipate INFRA grant funding or other future DOT discretionary grant funding to complete a funding package will be less competitive than those projects that rely on other sources to complete a package.

The Department will evaluate the applicant's ability to generate new non-Federal revenue for transportation infrastructure investment; it will not use Federal share as a merit criterion in awarding projects.

What does new revenue for transportation infrastructure investment mean?

New revenue means revenue that is not included in current and projected funding levels and results from specific actions taken to increase transportation infrastructure investment. For example, an applicant may generate new revenue through asset recycling, tolling, tax-increment financing, or sales or gas tax increases. New revenue does not include the proceeds of a new bond issuance unless an applicant raises or commits to raising new revenue to repay the bonds.

The Department will consider actions to create new revenue only if those actions occurred after January 1, 2015 or will occur in the future; it will not consider actions that occurred before January 1, 2015. For applications that propose to generate revenue over multiple years, the maximum time period that should be used is 10 years, beginning on January 1, 2018.

The Department recognizes that applicants have varying abilities and resources to generate non-Federal revenue. If an applicant describes broader legal or fiscal constraints that affect its ability to generate non-Federal revenue, the Department will consider those constraints. As mandated by the FY 2018 Appropriations Act, the Department will not use the Federal share as a selection criterion in awarding projects.

Are planning grants available for the FY2018 BUILD Transportation Discretionary Grant program?

The Consolidated Appropriations Act, 2018 allows for the award of funding for the planning, preparation, or design of capital projects. Planning grant applications will be evaluated against the same criteria as capital grant applications. While the FY 2018 Appropriations Act allows

funding solely for pre-construction activities, the Department will prioritize FY 2018 BUILD Transportation funding for projects that demonstrate the ability to move into the construction phase within the period of obligation.

How do I determine if my project qualifies as being rural?

The BUILD Transportation Grant Program defines “rural area” as any area outside an Urbanized Area (UA) as designated by the U.S. Census Bureau. Per the Census Bureau, a UA is an area that consists of densely settled territory with a population of 50,000 or more people.

The Department will consider a project to be in a rural area if the majority of the project (determined by geographic location(s) where the majority of money is to be spent) is located in a rural area (outside a UA). Costs incurred on an Urbanized Area border, including an intersection with an Urbanized Area, will be considered urban for the purposes of the FY 2018 BUILD Transportation Program. Unlike the FY 2017 TIGER program under which the Department made rural project determinations on a component-by-component basis, for the FY 2018 BUILD program, the Department will make a single rural or urban determination for each project.

To determine if a project is in an urban or rural area, please consult Census maps of Urbanized Areas:

http://www2.census.gov/geo/maps/dc10map/UAUC_RefMap/ua/ (detailed PDF maps for every UA)

<http://tigerweb.geo.census.gov/TIGERweb2010/> (click the layer for urban areas and zoom in to see)

How will BUILD Transportation Grants address the needs of rural areas?

The FY 2018 BUILD Transportation Discretionary Grants program is to award at least 30 percent (\$450 million) of funding for rural projects. The Department must also consider an equitable balance in funding for geographic diversity among recipients.

Underinvestment in rural transportation systems has allowed a slow and steady decline in the transportation routes that connect rural American communities to each other and to the rest of the country. New investment is necessary to grow rural economies, facilitate freight movement, improve access to reliable and affordable transportation options and enhance health access and safety for residents. To address these rural transportation infrastructure needs, DOT intends to award a greater share of BUILD Transportation Discretionary Grant funding to projects located in rural areas that align well with the selection criteria than to such projects in urban areas.

What criteria will be used to evaluate applications for BUILD Transportation Discretionary Grants?

The BUILD Transportation Discretionary Grants Final Notice of Funding Opportunity outlines the selection criteria in detail. For more information, please view the [NOFO](#).

What is the minimum and maximum grant award for BUILD Transportation Discretionary Grants?

For projects located in urban areas, the minimum award is \$5 million. Please note that the minimum total project cost for a project located in an urban area must be \$6.25 million to meet match requirements.

For projects located in rural areas, the minimum award is \$1 million.

The maximum award for all projects is \$25 million. Not more than \$150 million can be awarded to a single State.

What is the difference between a joint applicant and a partner?

A joint applicant refers to one or more Eligible Applicants, as described in the NOFO, who submit a single application. Multiple States or jurisdictions may submit a joint application and must identify a lead applicant as the primary point of contact. Joint applications must include a description of the roles and responsibilities of each applicant and must be signed by each applicant. Only an eligible entity may receive and administer BUILD funds upon award, and lead applicants who wish to administer their grants through eligible co-applicants (such as State DOTs) should create those relationships (such as through MOUs) to the extent possible prior to award.

A project partner refers to one or more stakeholders or collaborators that support the project. Project support can include, but is not limited to, help with public engagement or outreach, monetary contributions, planning, or public alignment with project priorities. A project partner need not be an Eligible Applicant.

Can an application contain more than one project component?

Yes, if the components demonstrate a strong relationship or connection between them. DOT strongly encourages each applicant to identify in their application the project components that have independent utility, independently align with the selection criteria, and meet NEPA requirements; and DOT encourages each applicant to separately detail the costs and requested BUILD funding for those components, as well as the overall BUILD funding request.

Can I submit a program of projects?

Yes, if an applicant demonstrates the ability to generate additional non-Federal revenue for transportation infrastructure investment, as described above and in Section C.3.v of the NOFO

may apply, exceeding the three-application limit, for multiple projects that collectively constitute a “program of projects.” A program of projects consists of independent projects that address the same transportation challenge and whose combined benefits, including funding efficiency, are greater than if the projects are completed individually.

For a program of projects, applicants must submit an application for each project within the program and describe how each project constitutes part of a program. Each project application within a program of projects must meet eligibility criteria described in Section C of the NOFO, demonstrate independent utility, and individually address the merit criteria within the NOFO. DOT will evaluate each application within a program of projects in the same manner in which it evaluates individual project applications. Each project within a program of projects is subject to the \$25 million award maximum and total awards cannot exceed \$150 million per State. Only one program of projects may be submitted by each eligible applicant.

If you intend to demonstrate independent utility on project components, is a BCA needed for each component or only for the entire project?

While USDOT allows for packages of projects to be included in a single grant application, each component of such package with independent utility should be evaluated separately, with its own BCA. The costs and benefits of each individual component may also be aggregated to provide a summary estimate of net benefits for the entire package. Where projects within a package may be expected to also have collective benefits that are larger than the sum of the benefits of the individual project components, applicants should clearly explain why this would be the case and provide any supporting analyses to that effect. DOT recognizes the technical challenges in preparing a BCA and encourages applicants to do their best in demonstrating the anticipated benefits and estimated costs of the entire project as well as appropriate components.

Are freight and transit projects competitive in BUILD Transportation?

The Department anticipates that in addition to meeting statutory requirements, the BUILD Transportation program’s focus on safety, state of good repair, economic competitiveness, environmental protection, and quality of life, means that freight and transit projects will be competitive.

Are eligible projects allowed to apply to both the BUILD Transportation and the Infrastructure for Rebuilding America (INFRA) programs?

Yes, projects that meet the minimum eligibility requirements for both programs may submit applications to both programs, but must timely submit separate applications that independently address how the project satisfies applicable selection criteria for the relevant grant program.

Is capital equipment or rolling stock eligible for BUILD Transportation funds?

Yes, equipment is eligible, but Federal requirements apply to the use of any grant funding. Please see section F.2. of the BUILD Transportation NOFO for information on Federal requirements.

What broadband activities are eligible for a BUILD Transportation Grant?

If construction of the transportation project will allow concurrent installation of fiber or other broadband deployment as an essential service, the applicant should describe those activities and how they support quality of life. The Department will consider that information when evaluating the project's alignment with the quality of life merit criterion. Unless the concurrent activities support transportation, they will not be eligible for reimbursement.

What border or port security activities are eligible for a BUILD Transportation Grant?

If the construction of the transportation project will contribute to a state of good repair of transportation infrastructure that supports border or port security the applicant should describe how. The Department will consider that information when evaluating the project's alignment with the state of good repair selection criterion. Unless border security activities support surface transportation and are otherwise eligible under BUILD, they will not be eligible for reimbursement.

Are transportation projects that are located at a port or near the border but *without* any security elements still eligible?

Yes, as long as they meet the eligibility requirements described in Section C.3.i. of the NOFO.

Are maritime port projects eligible for BUILD grants?

Yes, similar to prior rounds of the competition, maritime projects are still eligible for BUILD grants so long as they meet the eligibility requirements described in Section C.3.i. of the NOFO.

How do we get feedback on previous BUILD [or TIGER] Transportation grant submissions to improve chances of success?

DOT will debrief previous grant submissions with previous applicants. Please email BUILDgrants@dot.gov to schedule a debrief.

How does the evaluation process work?

First, technical evaluation teams made up of Departmental staff will determine whether projects satisfy statutory requirements and rate how well they address the merit criteria outlined in the NOFO. A Senior Review Team, comprising Departmental leadership, will then consider the applications and the technical evaluations to determine which projects to advance to the Secretary for consideration. The Secretary will ultimately make the final selection for awards, consistent with the statutory requirements for BUILD Transportation Grants and the selection criteria in the NOFO.

When will awards be made?

Under the FY 2018 Appropriations Act, the Department must make awards by December 18, 2018.

What is the difference between the obligation and expenditure deadlines?

The obligation deadline, September 30, 2020, is the date by which a BUILD Transportation award recipient must have a signed and executed grant agreement in place with the DOT. The execution of the grant agreement obligates BUILD Transportation funding for the awarded project. The expenditure deadline of September 30, 2025, is the date by which all BUILD Transportation funding must be expended, invoiced, and reimbursed.

Revised minutes - 4/11/18 RTPO meeting

RK

Robert Kuipers

Fri 4/20/2018 12:40 PM



✉ Reply all | ▼

To: Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.us;
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Evan Williams 📧

Minutes_4.11.18_Amme... ▼

364 KB

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Greetings RTPO members and DOT colleagues:

Attached are the revised minutes for 4/11/18.

I had misplaced reports that were turned in before the meeting from Shane Lewis - Ramah and Ray Lucero - Laguna, who were absent from the meeting due to other commitments. Please replace the previously sent minutes with this one.

-Bob Kuipers

rkuiipers@nwnmcog.org

505-722-4327

4/11 minutes, attendance roster, RTPO report, and finalized Public Notice May, 2018 - April, 2019

Robert Kuipers

Thu 4/19/2018 6:02 PM

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

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

Importance: High

📎 4 attachments (614 KB)

Minutes_4.11.18_FINAL.pdf; Sign In Roster_4.11.18.pdf; RTPO Report, April_2018.docx; RTPO JTPC, Public Notice, May 2018 - April 2019, FINAL.pdf;

RTPO members and DOT colleagues:

Attached are minutes, attendance and RTPO report from 4/11 meeting; along with the finalized Public Notice that will go out to the newspapers tomorrow.

If you have not confirmed the location for your jurisdiction that is cited on the Public Notice for the date specified, I would recommend that you get on with it ASAP!

Also be reminded that **April 30** is the **deadline** for submitting hard copies (as distributed at our 4/11 meeting) of the annual **RTPO survey**, and the **trainings you attended in FFY17** (Oct., 2016 thru Sept., 2017) - this is a contractual requirement with all statewide RTPO's from the NMDOT!!!!

Thanks, and don't hesitate to contact me if you have questions or comments!

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

Fw: ADA Compliance Training

RK

Robert Kuipers

Today, 2:39 PM

Judy Horacek <jhoracek@co.cibola.nm.us>; jirving@co.mckinley.nm.u.+22 more



Reply all | ✓

RTPO members and DOT colleagues:

With appreciation to Alicia Santiago - Alt. member for Gallup, please note the ADA Compliance training opportunity coming to Gallup on 5/30/18 and Farmington on 5/31/18.

This is the first training rolling out from LTAP for our region, which is now (LTAP) enhanced and expanded by the Univ. of N.M. participation!

-Bob Kuipers

rkuipers@nwnmcog.org

505-722-4327

From: Alicia Santiago <asantiago@gallupnm.gov>

Sent: Wednesday, April 11, 2018 12:58 PM

To: Robert Kuipers; Stan Henderson

Subject: Fwd: ADA Compliance Training

Here's the info for the ADA Compliance Program Training on May 30 from 8:30 am to 4:30 pm.

This is the link <http://ltap.unm.edu/training/index.html>

NMLTAP Center Training :: New Mexico LTAP Center | The ...

ltap.unm.edu

Transportation courses and trainings offered by the NM-LTAP center

~Alicia

----- Forwarded message -----

From: Dorson Mahooty <dmahooty@gallupnm.gov>

Date: Tue, Apr 3, 2018, 9:45 AM

Subject: ADA Compliance Training

To: Jimmy Parish <jparish@gallupnm.gov>, Alvin Romancito <aromancito@gallupnm.gov>,

Aaron Leslie <aleslie@gallupnm.gov>, Alicia Santiago <asantiago@gallupnm.gov>
Cc: Stanley Henderson <shenderson@gallupnm.gov>, Gayle Knight <gknight@gallupnm.gov>

Please note the following training scheduled for May 30th. The following link, <http://ltap.unm.edu/training/index.html>, details the training. If you have any questions, let me know.

Thanks,

*Dorson Mahooty, CFM, Construction Project Manager
Engineering/ Public Works
City of Gallup
(505) 863-1283*