



a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Joint Technical & Policy Committee Meeting

Wednesday, July 13, 2022

10:00 am

Virtual Meeting – Microsoft Teams

A G E N D A

ROUTINE ITEMS:

Item #	Item	Presenter
I.	Call to Order and Introductions	Don Jaramillo, Chairman
II.	Action: Agenda	Don Jaramillo
III.	Action: Minutes – June 8, 2022 meeting	Don Jaramillo

ACTION ITEMS: None the meeting

DISCUSSION ITEMS:

Item #	Item	Presenter
IV.	Present: Bridge Funding Opportunities	DOT Staff: Ben Najera and Jeff Vigil
V.	Present: Functional Classification change requests due to NMDOT August 31	Robert Kuipers
VI.	Present: Electric Vehicle emerging trend and Charging Stations	DOT Staff: Paul Montoya, and/or Joseph DeLaRosa

REPORTS: (10-minute limit)

Please submit Written Reports for inclusion in minutes

RTPO Program Report (<i>significant news only</i>) (Cost Allocation / Direct Cost Plans due to NMDOT July 1) (3 rd Q Report) (TPF projects submitted to Transportation Commission by July 1)	Robert Kuipers
Local Member Reports (<i>significant news only</i>)	By Entity
New Mexico Department of Transportation Reports (<i>significant news only</i>)	RTPO Liaison (Neala Krueger) Tribal Liaison (Ron Shutiva) District 5 (James Mexia) District 6 (Bill Santiago, Michael Neely)

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

ANNOUNCEMENTS & NEXT MEETING: Wednesday, August 10, 2022 – Laguna Public Works Dept. – I-40 exit 114 to NM124 Roundabout, then east on old Rt. 66 and left on L55 Rodeo Road then north to entrance to first parking lot (unless otherwise determined or virtual via MSTeams)

ADJOURNMENT

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

NWRTPO | Northwest Regional Transportation Planning Organization

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday June 8, 2022

10:00 a.m. – 12:00 p.m.

Virtual meeting executed via Microsoft Teams

Due to COVID-19 Pandemic

ATTENDANCE:

Local & Tribal Governments	
Entity	Representative(s)
Pueblo of Acoma	Gaylord Siow, Dennis Felipe Jr.
Pueblo of Laguna	Elroy Keetso
Pueblo of Zuni	Royce Gchachu , Roxanne Hughte
Navajo Nation	Edwin Begay , Margie Begay
Ramah Navajo	Dorothy Claw – RTPO Vice Chair,
City of Grants	Don Jaramillo – RTPO Chairman / Shannon Devine
City of Gallup	Clyde Strain, Alicia Santiago
Village of Milan	LindaCooke, DeniseBaca, FelixGonzales, Monica Sandoval
Cibola County	Edward Salazar, Judy Horacek
McKinley County	Rodney Skersick
San Juan County	Absent (Nick Porell)
Farmington Metropolitan Planning Organization - Ex-officio	Not in attendance

New Mexico Department of Transportation (NMDOT)	
Entity	Representative(s)
RTPO Liaison	Neala Krueger ,
District 5	James Mexia
District 6	Bill Santiago , Michael Neely, Clayton Garner
Tribal Liaison	Ron Shutiva
DOT Central Regional Design Office	James Sanchez, Juan Archuletta
Other NMDOT Staff / Guests	Kristie Johnson – Gallup

Northwest Regional Transportation Planning Organization	
Northwest NM Council of Governments	Robert Kuipers, Brandon Howe

Tally Sheet – Attendance & Quorum

Total Full Attendance:	Member Entities:	NMDOT	RTPO	Guests (Transit)	Full Attendance Norm:	
	12	Normally 4-5: DOT Liaison, Tribal Liaison, District 5 & 6 Representatives		varies	17 - 20	
Attendance – this meeting:	Member Attendance:	NMDOT Attendance:	Staff:	Guests:	Attendance % this meeting:	TOTAL:
	10	3	1	1	70%	15

ROUTINE ITEMS:

Item #	Item
I.	Call to Order and Introductions. The meeting was called to order at 10:15 am, Bob Kuipers welcomed those in attendance, and Don Jaramillo proceeded with introductions and approval of agenda and minutes. The virtual meeting was conducted via Microsoft Teams, due to the COVID-19 pandemic.
II.	<p>Agenda. RTPO Program Manager provided an overview of the day's agenda topics and RTPO Chair Don Jaramillo called for a motion:</p> <p>ACTION: Edwin Begay - Navajo motioned; Royce Gchachu – Zuni seconded adoption of the agenda. All in favor – motion carried.</p>
III.	<p>Minutes (February 9, 2022). RTPO Chairman provided time for review of minutes and there were no revisions requested,</p> <p>ACTION: Alicia Santiago - Gallup motioned; Judy Horacek - Cibola seconded adoption of the minutes. All in favor – motion carried.</p>

ACTION ITEMS:

Item #	Item	Presenter
IV.	Action: Review & Approve FFY2023 Regional Work Program and Budget	Robert Kuipers – RTPO Staff
BACKGROUND		
<ul style="list-style-type: none"> Why? Every two years the NWRTPO votes to approve and authorize a new biennial Regional Work Program and Budget for the NWRTPO. Purpose. Undertake this process for our FFY2023 – 2024 Regional Work Program and Budget Discussion/Finalization. Members will review (in advance) and vote to approve and authorize the FFY2023-2024 Regional Work Program and Budget at this meeting. 		
CURRENT WORK		
<ul style="list-style-type: none"> Members to vote to approve and authorize the FFY2023 – 2024 Regional Work Program and Budget. 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> This new Regional Work Program and Budget will help manage staff time investments and program expenditures for the period of October 2022 thru September 2024. 		
ATTACHMENTS		
<ul style="list-style-type: none"> FFY2023 – 2024 Regional Work Program and Budget 		
BUDGET IMPACT		
<ul style="list-style-type: none"> No immediate impact; helps guide and manage budget expenditures for FFY2023 - 2024 		
ACTION ITEM		
<ul style="list-style-type: none"> Action: Members will vote to approve and authorize the FFY 2023 – 2024 Regional Work Program and Budget supporting the NWRTPO operations from October, 2022 to September, 2024. 		

Discussion:

- There was little discussion, as our RTPO members are accustomed to our biennial RWP updates
- RTPO staff RK shared with RTPO members the staff time allotments for each of the six program functions have been adjusted as in 2023 we will begin our next call for projects; as well as analysis of the amount of time taken in the past and anticipated in the future for each program function. For FY2023: Long Range Planning – 325, Tech. Support / Data Mgmt. – 75, Project Dev. & Monitoring – 600, Other Activities – 300, General Support – 425 and RTPO

Admin. – 375. The FFY2023-2024 Budget was also adjusted based on an increase in funding from the NMDOT.

- VOTE: Motion to approve by Gaylord Siow, Pueblo of Acoma; Second by Royce Gchachu, Pueblo of Zuni; all in favor and none opposed.

Item #	Item	Presenter
V.	Review & Discuss: Progress with TAP, RTP and TPF projects	Robert Kuipers – RTPO Staff
BACKGROUND		
<ul style="list-style-type: none"> • Why? On a biennial basis RTPO members submit new Transportation Alternative Program and Recreational Trails Program projects to the RTIPR, and on an annual basis NM Transportation Project Fund projects to the RTIPR. • Purpose. Staff will check with members and cover what projects have been submitted; are in the 2022 RTIPR, and discuss progress for any of these projects funded for our region. • Discussion/Finalization. Discussion to clarify for our region current progress on any funded projects, and projects in the hopper for funding. 		
CURRENT WORK		
<ul style="list-style-type: none"> • Clarify funded, as well as proposed and anticipated TAP, RTP and TPF projects for our region. 		
ANTICIPATED WORK		
<ul style="list-style-type: none"> • Execute these projects within specified timelines as they are approved for funding. 		
ATTACHMENTS		
<ul style="list-style-type: none"> • Documentation showing proposed TAP, RTP and TPF projects and guidance for these programs. 		
BUDGET IMPACT		
<ul style="list-style-type: none"> • No impact on RTPO budget, but potential significant funding for our region's projects 		
ACTION ITEM		
<ul style="list-style-type: none"> • N/A 		

Discussion:

- Not much discussion as our TAP, RTP and TPF projects have just been submitted thru our current RTIPR – TAP and RTP project applications for funding were submitted by Oct. 29, 2021 – as far as I can tell, only Grants submitted and was awarded for it's 2nd Street Shared Use Path Loop Trail, the rest of the projects cited below will remain in our current RTIPR.
- Transportation Alternative Program includes:
 - Grants: 2nd Street Shared Use Path Loop Trail
 - Acoma: SP32 Pinsbaari Drive
 - Laguna: NM124 Bike & Ped. Trail (NM279 to Rio San Jose)
 - Laguna: NM279 Bike & Ped. Trail (NM279 from NM124 to mile post 9.5)
 - Laguna: NM124 Bike & Ped. Trail (Seama – mile post 16.47 to Paraje – mile post 19.27)
- Recreational Trails Program includes:
 - McKinley: High Dessert Trailhead relocation (near Gamerco)
 - Gallup: Northside Trail System & Outdoor Mecca (north of SW Transfer Station and Veteran's Park)
 - Cibola: Ojo Redondo Trail and McKinley Connector Trail (ZMTP)
 - Cibola: Bluewater Trail (ZMTP)
- Gaylord from Acoma had some questions regarding previous Acoma submissions, which Neala Krueger will look into and answer in the near future.

Item #	Item	Presenter
VI.	Review & Discuss: Reports, Updates and Announcements	Robert Kuipers – RTPO Staff

BACKGROUND

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

Informational Items

Regional News & Updates

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

Member Special Reports:

- None this meeting

NMDOT Reports:

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

News, Training & Funding Opportunities:

- FHWA Planning, Environment & Realty Reports: none for the past month
- NMDOT Govt. to Govt. Update: 5/17/22
- AASHTO Publications: none
- NMDOT / UNM-LTAP: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – **Online courses notice** forwarded to members as LTAP emails come in.
- Title VI Training is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance.
- Tribal Transportation News: 5/16/22
- National Electric Vehicle Infrastructure Webinar: 5/19/22
- Getting Ready for Reconnecting Communities Pilot Discretionary Grant Program Webinar: 5/19/22 – (recording and slides available on website)
- National Transportation in Indian Country Conference: Aug. 22-26, 2022 – Louisville, Kentucky 2/11/22

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

Discussion:

- Robert Kuipers provided the May Staff Hours report and indicated that at total of ten (10) projects were submitted for 2023 Transportation Project Fund as follows:

- Acoma – SP38, Haaku Road
- Cibola – CR5 Moquino Lano Road
- Gallup – Nizhoni Blvd. phase 3&4

- Grants – Nimitz Drive
- McKinley – CR43 Superman Cnyn
- McKinley – Deer Springs Bridge

- Milan – Airport Rd./ Willow Drive
- Navajo – Chee Dodge School
- Ramah – BIA 125 mp. 0 – 2

- NMDOT Electric Vehicle Infrastructure presentation – **to take place Today at 5:30 pm.**
- NWRTPO FFY2023 – 2024 Regional Work Program and Budget is complete and ready for submission to NMDOT.
- COG staff created lists of San Juan, McKinley and Cibola County Bridges in need of repair to take advantage of the major funding opportunities coming from federal sources

Local Member Reports (<i>significant news only</i>)	By Entity
-------------------------------------------------------	-----------

New news in bold

Pueblo of Acoma

- The Mesa Hill Bridge project remains unfunded and ongoing as the #1 bridge project, but is fully designed and construction ready with support from NMDOT. The issue is just obtaining significant funding (around \$30 million) from USDOT with every round of major funding they provide. The RAISE grant may be the next opportunity. The Pueblo is updating the NEPA and again getting permission from land owners. Pueblo is working on the SP36 and SP30 connector roads to this bridge, along with a right of way map for the bridge. Pueblo is pursuing funding from the Bipartisan Infrastructure Law and other funding sources.
- Pueblo of Acoma has hired a Civil Engineer – Dennis Felipe Jr. who will be the alternate rep. to the NWRTPO.
- The Pueblo's TTIP (Tribal Transportation Improvement Program) is in process with Federal Highway Admin.
- **Gaylord Siow is now the new Project Manager for the Pueblo of Acoma.**
- CMGC2 – 4 Projects are now complete.
- **Acoma Business Park is commencing design. The Pueblo is also developing parking lots for some of their outdoor parks. The Pueblo has received \$1.5 million from Senator Heinrich for the Acoma Business Park.**
- **NM124 Extension to NM117 has been partially funded thru the Transportation Project Fund which is our current #1 roadway priority. The Pueblo will collaborate with NMDOT Dist. 6 and has submitted an agreement and resolution for approval. The Pueblo is now waiting on an agreement to proceed from NMDOT Secretary Sandoval. It appears that unlike DOT Dist. 6 advice, the Pueblo will first have to execute design (funded at \$1 million) and cannot go directly to construction.**
- **Haaku Road – SP38 is a new priority for the Pueblo for design and reconstruction to improve the corridor to the Sky City Pueblo and Pueblo Museum and Visitor Center – hope to undertake design in 2022. The Pueblo has submitted a TPF request for \$2,900,000 for design of road improvements for the FFY2023 round of this funding. The Pueblo has submitted a grant application to the Federal RAISE grant opportunity; and seeking support from Senators Heinrich and Lujan.**
- **Pueblo is seeking funding for full reconstruction of SP30 – Pueblo Road.**
- **The Pueblo is working with DOT Dist. 6 to address drainage issues for the San Lorenzo Road (SP35) and requesting to take over responsibility for this road from NMDOT.**
- **Pueblo is looking to replace two bridges (m124, m123) on SP34 Fatima Hill Road.**
- **The Pueblo continues attention toward the Pinsbaari Road bike and pedestrian trail.**
- FEMA 4352 Large Projects All FEMA Large projects have been completed (104 projects!) - \$13 million a year ahead of time; the Pueblo is now addressing finishing the small projects and only has one to go.
- **The Pueblo has completed their update to their Long-Range Transportation Plan; WH Pacific will do traffic analysis counts to contribute to the Pueblo's LRTP. To mitigate COVID 19 delays, the Pueblo has developed a survey for public input which is also available on Survey Monkey. A supporting resolution is ready for submission to FHWA.**
- **The Pueblo is also updating their Transportation Safety Plan at this time. Public involvement meetings are postponed due to COVID-19, which will delay completion dates for these plans; however, thru distributing a survey at the local Food Pantry, the Pueblo has achieved a 41% response rate from the public for both transportation plans!**
- **FEMA 4352: Small Projects: Recovery work has begun; the POA Public Works / Utility Authority was awarded the small projects (65) at \$2.2 million capital investment. 45 projects have been completed; 22 projects remain. All projects have been completed at this time.**
- **Mainstreet Project: The Pueblo will add several projects to the CMGC suite to include projects for housing and economic development. Preparing amendments to conduct engineering studies, land surveys, geotechnical studies, drainage analysis, right of way surveys and proforma.**

Pueblo of Zuni

- **The Pueblo is working on drainage improvements along the NM53 corridor mp 15.5 to 19.5 – creating culverts and ponds.**
- **The Pueblo's Veterans Memorial Park will have a grand opening on June10.**
- The Pueblo is under lock down with little administrative activity due to COVID-19 pandemic; the Pueblo has extended re-opening until sometime in the future, depending on how long COVID-19 persists.

- Bid packages for Shiwi Ts'ana Elementary School access and Z301 / NM53 intersection improvements were opened July 12 – with one bid submitted. Notice of award offered to Albuquerque Sparling Construction company for both projects combined.
- Zuni purchased a dump truck with FHWA Coronavirus funds.
- The Pueblo is looking to purchase a backup generator for the Andrew Othole Memorial Airport.
- **Zuni Transportation Dept. submitted documents to the Governors Office to fund two historical and cultural sites of significance with related road improvement projects.**
- US Dept. of Treasury set aside \$20 billion for Native American Tribes under American Rescue Plan. Zuni received it's first distribution – Road Dept. will submit road improvement project that leads to significant historical site for tourism
- Road maintenance projects continue related to flooding around the Pueblo.
- Royce is now also the Airport Manager. Receipt of FAA grant agreement for developing an Airport Master Plan for the Andrew Othole Memorial (AOM) Airport. The master plan will be developed by the Pueblo's airport consultant – Armstrong Consultant's, Inc.
- Erin Kenley, TTP Director and Brian Allen, TTP Fields Operation Manager – both from the Office of Tribal Transportation visited Zuni on August 10 and met with the Governor and Tribal Council on a number of issues. Discussed the tribal self-governance program within the US DOT and FHWA.
- The Pueblo continues to update its long-range transportation plan. The plan is now in final draft form and being put out on the Pueblo website and Facebook for public comment. The draft plan is awaiting recommendations for next steps on how to present to the public.
- The pedestrian trail project plan is now 100% complete – will move forward for FHWA approval.
- On-call A/E consultants are working on designs for Ruins Road, North/South Sandy Springs Road, Harker Circle, the intersection of Ojo Caliente/Pia Mesa and pedestrian trails. Ruins Road is now at 95% completion.
- Ongoing road maintenance around the Pueblo. This includes crews addressing mowing, culvert repairs, blading gravel or dirt roads, asphalt pothole repairs and vegetation control.
- Virtual Presentation meeting with NMDOT and WHPacific on the NM53 Drainage project being designed by by WHPacific to make improvements from MP15.5 to 19, due to undersized culvert pipes and overtopping of flood waters on NM53 (also Zuni Mainstreet). First meeting was held on October 7.
- There are demolition projects in the Pueblo for the Lemon Tree/Zuni Laundromat building and the old Zuni Water Dept. building.
- The Pueblo is undertaking construction of an RV Park.
- The Pueblo has worked with Ashiwi Transit and Gallup Express to extend transit service to the Ramah Navajo area.
- The Pueblo has engaged contractual on call engineering services for future transportation development.
- The Ashiwi transit system received a national award at the 2019 National RTAP (*Rural Transportation Assistance Program*) conference. **Ashiwi Transit received another award plaque for their service during the COVID pandemic.**
- Ashiwi Transit will resume when all safety precautionary measures have been installed on the transit vehicles. Local and Gallup services will resume on a limited basis, but only on demand or appointments. Extension to Ramah / Pinehill is temporarily on hold until further notice around COVID-19 concerns. Ashiwi Transit is now back in service.

McKinley County

- **Pending projects for the County include CR-19 improvements. CR19 – 18.6 miles of chip-sealing is now moving toward completion.**
- **The County's Local Government Road Fund projects for FFY2021 are now complete; working on certifications for 2022 projects at this time.**
- The County had their ribbon cutting ceremony for Manuelito Canyon bridge replacement on September 10, 2021 – the event was well attended by State and regional legislative leaders along with President Jonathon Nez of the Navajo Nation.
- The County will benefit with \$23 million for improvements to the Carbon Coal Road intersection in Gamerco with US491, which leads to the developing Energy Logistics Park (and potential Inland Port).
- The County has finished chip sealing Pine Haven road; will use remaining funds to finish improvements on Allison road.
- **Cousins Road and CR-1 will move into phase 2 repairs. Superman Canyon Road (CR43) and Old Church Rock Mine Bridge (CR15) are next projects on the list. Church Rock Mine Bridge is getting started at this time.**
- **Funded FFY2022 projects will commence this summer**

- Ongoing county-wide maintenance including blading, patching potholes, cleaning culverts, repairing bridges / guardrails, etc. The County has completed the ZMTP Milk Ranch Trail Head.

Gallup

- **Gallup Mainstreet Project** – Ground breaking May 13; construction commenced July 1. **Coal Avenue Commons** both MAP and Legislative Agreements have been executed by the State. The City is working with Wilson & Co. and NMDOT District 6 on the final PS&E. City Council approved Wilson & Co.'s professional engineering proposal for construction management. The Mainstreet grant resolution was approved by City Council for this project. Between MAP, State Legislative, Economic and City funding the Coal Avenue Commons project phase 1 is now complete with final walk thru executed 7/20/21. **The City has been funded for phase 2 from the NM Transportation Project Fund – and has been awarded \$3,500,000 from this fund to complete this project. The city commenced construction on May 2, starting with alley improvements.**
- **East Nizhoni and West Aztec improvements are currently in design phase** – East Nizhoni received news from NMDOT Dist. 6 that the City was awarded MAP funding for East Nizhoni Ave - \$900,000. Phase 2 Nizhoni Blvd. and College Drive intersection out to BID soon. West Aztec – meeting with property owner has been executed and now moving forward to complete design.
- **West Aztec drainage legislative grant has been executed and engineering services have been awarded to begin design; notice of obligation has been submitted and approved by the state. Property owner has submitted proposal to City for utility easement – now completed and moving to complete design.**
- **Local Govt. Road Fund funded projects have completed mill and overlay for planned roads; received word from NMDOT Dist. 6 that the City was awarded funds for our next project. Work is in progress.**
- The City has submitted a Letter of Intent for Coop funding.
- **CDBG RFP was awarded – working on paperwork for DFA approval.**
- **Federal Aviation Admin. application for \$5 million has been submitted for our airport taxi-way and connectors. The City has been awarded and construction began on April 11, 2022.**

Milan

No report yet for this meeting – as the Village has a new manager.

Ramah

- Condolences to the community for the loss of Shane Lewis, who accomplished significant transportation development on behalf of the Ramah Navajo community.
- Ramah Navajo has filled two positions after the departure of Shane Lewis with Dorothy Claw as primary transportation developer and Tom Martine as transportation assistant – these individuals are also the primary and alternative representatives to the NWRTPO.
- **Ramah Navajo is updating their Long Range Transportation Plan at this time, and in the process of prioritizing projects. Public meetings are forthcoming. Ramah is also working on Administrative Policies and Procedures.**
- **BIA 175 is the next new project for Ramah Navajo – seeking funding at this time.**
- **Working on signage for BIA 125 and 122.**
- **Ramah has applied to the MEGA grant for improvements to BIA 125 mp. 18 – 26**
- **Ramah received a safety grant for \$300,000**
- Completed PFF's for NM53 & BIA 125 intersection and Pine Hill school pedestrian ADA improvements.
- Some weather related road maintenance and repair going on at this time.
- **Ramah is developing RSA's for ten (10) intersections for NM53 and other tribal roads.**
- Dorothy and Tom are acclimating with ongoing Ramah transportation projects at this time and updating the Ramah Long Range Transportation Plan, completing an annual report, and looking for training opportunities.
- Acting executive director for Ramah Navajo Chapter's 638 Grants & Contract Programs issued a memorandum for employees to return back to work and follow CDC guidelines within each Chapter program RNDOT is back in operation and continues to maintain roadways.
- BIA Projects Update:
 - BIA 125 mp 18 – 24.6 – received approved design exception report for this project from FHWA and will move to finalize the project. BIA 125 MP 0 – 4.4 received approval from NNHPO on the updated Cultural Report document

- and Categorical Exclusion. Awaiting ROW documents for BIA 195 in Ramah Band Land to RN Realty Office. BIA 113 and 145 received final report and will review final documents with tribal officials
- BIA 195: submitted ROW documents to RN Realty Office; **more focus on this road going forward.**
- BIA 145 and BIA 113: Received draft report for BIA 145 and BIA 113. **More focus on BIA 145 going forward.**
- RNDOT Transportation Technician is vacant and will advertise for the position.
- Submitted grant applications for the NOFO on Tribal Transportation Program Safety Funds.
- BIA 125 striping project is complete; **BIA 125 mp 0-4 and mp12 – 24.6 are now construction ready.**
- NMDOT LGRF received all certifications and submitted a letter of disbursement. Awaiting on contractor to return signed Notice of Award for BIA 125 striping project.
- Cancelled Transportation Committee Meetings until COVID-19 Restrictions are lifted.
- Submitted road signs replacement maintenance project for 2021 LGRF cycle.
- NMDOT LGRF received some certifications and will coordinate with Utility providers. Received ROW certification and submitted letter requesting disbursement.
- Assisting with RN Community Development Department for the Navajo Nation Rural Addressing Project.
- Ongoing general maintenance for area roads, cattle guards and signage, blading and shaping, potholes and base course patching (incl. school bus routes). Cleaning and replacing roadway signs. Field fence repairs, post replacements and gate repairs.
- **Ramah Navajo has submitted a BUILD Grant application.**

Cibola County

- Cibola County has hired a new Road Superintendent by the name of Ed Salazar.
- The County is doing “blade and shape” maintenance on 84.7 miles of 14 County Roads; and a variety of other maintenance (cattle guards / culverts / sign repair / tree trimming & weed control / mowing / pot-hole patching / and minor road repairs) for 24 county roads.
- **The County has completed an emergency bypass at this time for the CR-5 Moquino bridge, and is awaiting TPF 2023 funding to repair the bridge in the future.**
- ZMTP RTP trail project is funded for FFY2020 construction – working with McKinley County for trails development beginning with the Quartz Hill Trail Head. Construction will likely not proceed until FFY2021 Spring & Summer for the Cibola portion of the Zuni Mountain Recreational Trails. **Cibola County has now been cleared to be the fiscal agent for this project and will no longer need McKinley County’s assistance; trail development and construction is commencing.** Cibola, COG and NMDOT staff had a virtual internal planning meeting on Jan. 19 at 9am with Arnold from the Forest Service to discuss updated scope of work for this project. **The County has commenced work on the Trail Head project and has submitted an extension request to JoAnn Garcia at NMDOT.**
- Cibola County has submitted an RFP due March 23 for a new public safety building, and will conduct a pre-proposal meeting; six (6) construction firms have responded thus far.
- CR-18B and CR1 road / bridge projects are current priorities. CR-18B awarded LGTPF funding – LGTPF contract is complete and submitted. CR18-B – RFP closed Friday – 12/4 and are currently reviewing applications – much appreciation to JoAnn Garcia from NMDOT District 6. Two firms responded to the RFP and the Cibola Commission determined the award at their January 14 meeting. **CR18-B has commenced ROW work; drainage work is ongoing and construction for CR18-B bridge to commence in August or Sept. ; CR-1 has issued an RFP to Engineering Firms.**
- **CR-57 A is having a culvert replaced, and the County is starting on cattle guard replacements, as well as removing sand on various roads related to wind conditions.**
- Coop projects will begin soon.
- Ongoing County wide maintenance for County and Forest Roads.

Grants

- The City recently had a ribbon cutting ceremony for the pedestrian bridge on 2nd Street. **The bridge and channel are almost completed. 2nd Street Shared Path Loop has been awarded \$1.1 million in TAP funding.**
- Riverwalk trail: Design at 100% from WHPacific, Project is on hold for the time being.
- First Street phase 2 – Adams to Roosevelt: design at 100%; added a pond and lift station on Geis Street for drainage; allotted \$1.8 million from 2019 state legislature for **final phase 3 from Washington to Roosevelt which was recently**

awarded is now complete. Final PS&E was scheduled for this August and project letting is scheduled for September. Total project stands at \$6.2 million. **Striping is now complete; anticipated completion coming soon.**

- **2nd street bridge out to bid for construction to commence in July – 2nd Street Channel project is now complete for Jefferson Ave. to the Rio San Jose.**
- Washington bridge replacement over 2nd Street through LGTPF funding will include a walking opportunity for High School students; project construction is underway – commenced in June. **Funding was awarded at \$750,000 for the Anderman to Sage St. portion from NM CDBG funds.**
- Lobo Canyon and Roosevelt intersection improvements are underway and ongoing. **Roosevelt Bridge is at 60% design.**

Pueblo of Laguna

- **Gaylord Siow has moved from Laguna to Acoma, so Elroy Keetso is now the primary representative for Laguna.**
- **The Pueblo remains under COVID restrictions, and is looking for a transportation specialist – no other major news now.**
- **The Pueblo remains closed to the public, and administration is closed until the COVID-19 Pandemic resides. For I-40 MP 111 – 117 exists are closed to the Pueblo. Access NM124 via I-40 MP108 and 117 exits.**
- Gaylord informed COG RTPO staff that the Pueblo has six official villages – not seven – staff will execute this correction going forward.
- **The Pueblo is consulting with the MRRTPO for Laguna Pueblo lands within their jurisdiction.**
- The Pueblo is pursuing an FHWA grant to develop a Pueblo-wide (all Villages / roads) Safety Plan and will be seeking data sources identifying various crash incidents, and high crash incident locations; may need assistance from the RTPO or DOT with analyzing crash data. The Pueblo has a number of State Routes, where high speeds impact upon more fatal crashes.
- NM124 Bike and Pedestrian Trail – Paraje to the Kawaika Center project is complete – working with NMDOT for close out.
- NM124 Bike and Pedestrian Trail Encinal Road to State Road 279 is complete and in close out.
- NM124 Rio San Jose to Roundabout bike & ped path: Design is complete. PS&E checklist is complete – project planned to be let February – March, 2021. **NM 124 design is complete, anticipating construction in Spring of 2022.**
- L26 Rainfall Road from Cubero Wash to Seama bridge M108: **Construction has been completed**, including a bike & ped. trail. Final audits in progress **and project is in close-out.**
- M137 bridge at Laguna Subdivision: **Construction complete and project in close out with BIA.**
- Mill, Overlay, Striping & Enhancement Projects: Construction is complete for L503 – Veterans Memorial Road, L200 Postal Postal Road and L245 Raindrop Road. **The Pueblo is developing the next phase on four BIA routes: LGRF/BIA Road Maintenance Striping Projects – phase 2 & 3: Phase 2 – L500 Mountain Ash Loop and L500 Central Park Road; Phase 3 – L540 Veterans Memorial Road and L200 Elizabeth Bender Road. No bids were received so the Pueblo is working with NMDOT to sole-source these projects.**
- LGRF / BIA Road Maintenance Mill, Overlay & Striping Projects: Phase 2 & 3: Phase 2 – the Pueblo is working on the next phase for four BIA routes: phase 2 for L500 Mountain Ash Loop and Central Park roads. Phase 3 for L540 – Veterans Memorial Road and L200 Elizabeth Bender Road. **Contract amendments submitted and received. Local Govt. Road Fund and trail projects to commence soon.**
- NM 124 Roundabout: The repairs to the roundabout are being coordinated by NMDOT, no start date has been determined. **NM124 Road Diet has received an extension and is in final design.**
- L24 Rainfall Road: design changed to two phases, **Ph-1 Road & Trail at final 100% design, and in ROW review. The Concrete Box Underpass is now eliminated, and DOT Dist. 6 proposes to build an I-40 bridge over L24 road.** Construction funded for \$1.9 million from the LGTPF fund!
- L26 Deer Dancer Road: **at 100% design, working on ROW amendments and E.A.**
- L243 Acorn Road design: completed 100% design and PS&E review from the BIA. Construction pending funding.
- M154 Paguete Wash Bridge: **PER is complete – design phase will commence later this year.**
- M108 San Jose River Bridge-Seama: **PS&E, and ROW complete; EA, FONSI and NOI are in progress. Bridge is now at 100% design.**
- L248 Bluejay Road and L248 Blue Star Loop: **Design is in progress now at 30%. PER report is now in progress to include ROW review.**

- **Pueblo's Safety Plan: Plan is now complete – close out letter sent to BIA.**
- **NMDOT I-40 Safety Project:** The Pueblo met with NMDOT on March 3. **Design is at 100%; Construction by MSCl is on-going on the east bound lanes from MM112 – 116..**
- The Pueblo has completed L26 Rainfall Road along with two trail projects.

Navajo Nation – Northern Agency

- **Navajo DOT is updating their Long Range Transportation Plan at this time.**
- **Local Govt. Road Fund projects will commence implementation soon for both Eastern and Northern Navajo.** Priscilla Lee – NDOT is working on extensions for FFY2019 projects. 2018 projects are complete at this time.
- **2021 LGRF projects include a) Two Grey Hills N-192 repairs – project is finalizing scope of work; b) preliminary engineering for Crown Point Chapter cemetery road.**
- **Larry has put in a PFF for improving with chip seal the Shiprock Farm Road, along with a Transportation Project Fund application to the state for the same project. This project has been approved by DOT District 5, and has been awarded funding from the DOT Transportation Project Fund at \$1,200,000.**
- **Two Grey Hills Chapter was awarded LGRF 2021 funding for N192 roadway and culvert improvements.**
- Navajo DOT continues development for their Long Range Transportation Plan for 2021.
- Two Grey Hills road is getting drainage improvements.
- Navajo DOT has appointed Marco Sells to fill an administrative position for Eastern Navajo finally bringing Larry Joe some relief! Marco will have his hands full, as he is also the Chinle, AZ Transportation Planner.
- Karen Bedonie has been re-assigned and a new Planning Director by the name of Leanne Roy is on board for NDOT.
- NDOT is working with Sandoval County on inventory to transfer County Roads to the Navajo Nation going forward.
- Shiprock High School Safety corridor project is earmarked for **2023 NMDOT STIP** for three lane road widening construction. Will remain on RTIP.
- **TseDaaKaan Chapter (Hogback) N5031/Hwy 64 Safety intersection improvement is earmarked for 2021 NMDOT STIP for construction.**
- **N36/Hwy 371 intersection improvement (Upperfruitland Chapter)-** This project was funded through NM State Capital Outlay. The project is led by San Juan County, NM. The Design layout of the intersection was completed by Wilson & Company. *. NMDOT and Navajo Nation finalizing the MOU, which will allow for the State beginning working on construction of the project. Project needs additional funding to be completed.*
- **Newcomb Chapter-** working on **N5007 Low Water Crossing** using the State, and Tribal match fund to complete this low water crossing project. Project Manager, Donald Jackson, worked on the design and it is determined it would need realignment of the road. Therefore, the realignment of the road was submitted to BIA for review and approval. Pending for final review and approval.
- **Beclabito Chapter- was awarded of NM Capital Outlay for Helipad for aircraft landing facility.** Land withdrawal is in the works with Project Manager assigned. Will need to complete the preliminary studies and design before the construction of the project.
- **US 64 Study Improvement Plan-** NMDOT officials recently met with local chapters (Beclabito, Gadiahi, TseDaaKaan, Shiprock) on the review and conditions of the highway and improvement plan process is for this 20 plus miles Hogback to AZ Stateline. **Project still Planning stage but improvements anticipated in the near future – executed by NMDOT District 5.** It will need to remain on the RTIP List for future road improvement, which includes road reconstruction, and bridges replacements.
- **Bahali Chapter 2019 LGTPF project is now complete.**
- **Priscilla Lee is working to complete 2019 LGTPF RSA's for Mexican Springs, Twin Lakes and Tohatchi Chapters in Ft. Defiance Agency by the June 30, 2022 deadline.**
- **LGRF projects for Gadiahi, Beclabito and Iyanbito Chapters are now complete.**
- **Hwy 64 Shiprock Bridge Replacement-** public hearing took place November 14, 2019 at Shiprock Chapter. Design plans has started on this project with NMDOT, it will remain the RTIP.
- **San Juan-Hogback Bridge** has completed the feasibility studies for a new bridge. Road alignment is still pending, and it would full preliminary studies and design of the project. San Juan Chapter is seeking additional funding for this project. Project will remain on the RTIP.

- **Shiprock Chapter- is seeking Road Safety Audit on Hwy 491, milepost 89-90.** Navajo DOT staff is working on this project using the Navajo Sihasin Fund for RSA. Updates- NMDOT contracted to complete the survey and assessment of the US Highway 491 North of Shiprock. Project will remain on the RTIP for future improvement planning, designing, and construction.
- **Burnham Chapter- is seeking funding for RSA and N5/Hwy intersection improvement.** Chapter is submitting a Letter of Intent through Local Government Road Fund on March 15, 2020. Project did not any funding but it will remain the RTIP for road studies, design and construction.
- **Beclabito Chapter/Hwy 64 Improvement Plan- is continuing seeking funding for street lighting along Hwy 64 store, NHA Housing, Chapter house within the corridor.** This project is added to NMDOT planning and design with when construction fund becomes available.. Project will remain on the RTIP for future funding.
- **Newcomb Chapter- is seeking funding for Street Lighting along Hwy 491 & N5001,** RSA was completed 2017 when the chapter contracted with a company that completed the studies. Project will remain on the RTIP.
- **Sanostee Chapter – is seeking funding to construct new drainage structure at the intersection of Hwy 491 & N34.** Recommending for Transportation Project Fund 2021 list. A studies was completed 2018 by Dibble Engineering. Project will remain on the RTIP List.
- **Sanostee Chapter- is seeking funding for School Zone safety RSA and maintenance on route N34 on pavement road.** Chapter is working on submitting to District 5 for studies and safety improvement at the school zone. Project will remain on the RTIP List.
- **A Road Safety Audit was conducted by Lee Engineering on US491 for Newcomb, Naschitti and Sheep Springs intersections in 2019 – NDOT will be considering recommendations for these intersections based on this RSA.**

Navajo Nation – Eastern Navajo

- **Edwin Begay the new manager for Eastern Navajo indicated that NDOT is now updating Chapter routes and will follow up with Chapters for resolutions and inventory training.**
- **NDOT is also gearing up for school bus route improvements and asking route maps from the various Navajo Nation schools. NDOT is completing School Bus Route mapping at this time.**
- **Lary Joe indicated that Sandoval County will be transitioning many of rural their roads to Navajo DOT oversight and ownership**
- **Transportation Project Fund project application was approved by DOT for the west Tsayatoh Road in Eastern Navajo at \$2,450,000.**
- **Crownpoint Chapter has awarded LGRF 2021 funding for their cemetery access road.**
- **Rock Springs Chapter- CR-9 road improvement. Will be added to RTIP for future road improvement**
- **Nahodishgish Chapter- N53 & 98 road improvement. Will be added to RTIP for road improvement.**
- **Manuelito Chapter- Sunset Valley road Chip Sealing. Will be added to RTIP**
- **Manuelito Chapter- Tse De Tah Spring road improvement Chip Sealing. Will be addit to RTIP**
- **Rock Springs Chapter- Chee Dodge Elementary School Access Improvement – Improving turning lanes and street lighting. Will be added to RTIP.**
- **Church Rock Chapter- NM Highway 118 Improve – Street lighting for safety corridor. Project will be completed with NM Capital Out funds.**
- **Crownpoint Chapter- street lighting project in progress to complete soon.**
- **Baahaali Chapter- transfer access road improvement- Project completed in 2020 with 2019 Transportation Project Fund award.**
- **Mexican Chapter- Road Safety Audit, project in progress on contracting out to complete the RSA studies. Will be added to RTIP for construction project.**
- **Twin Lakes Chapter- Road Safety Audit, project in progress on contracting out to complete the RSA studies. Will be added to RTIP for construction project.**
- **Tohatchi Chapter- Road Safety Audit, project progress on contracting out to complete the RSA studies. Will be added to RTIP for construction project.**
- **Iyanbito Chapter- Received Local Government Road Fund, it would need more funding to complete the road improvements. Will be added to RTIP for road improvement Chip Sealing.**
- **Iyanbito Chapter- I-40 -Project is seeking funding for drainage improvement and overpass studies, design and construction to provide safe entering and existing I-40. Will be added to RTIP.**

- Mariano Lake Chapter- Red Willow road in progress to complete the road improvement.

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

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

New Mexico Department of Transportation Reports (significant news only)	RTPO Liaison (Neala Krueger) Tribal Liaison (Ron Shutiva) District 5 (James Mexia, Stephanie Medina) District 6 (JoAnn Garcia; Bill Santiago)
------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------------------------------------------------------------------------

Multimodal Planning & Programs Bureau – Neala Krueger

- The NMDOT website has been updated, and a NMDOT Freight Plan update is underway.
- TAP, RTP and CMAQ award letters were sent out on April 28.
- FFY 2023 – 2024 Regional Work Program updates are due July 1 – approved as an action item in our June meeting.
- State Planning and Research Funds have been awarded to Grants and Milan for a transportation Safety Plan and to McKinley County for a Transportation Master Plan, as well as NWNMCOG / NWRTPO to update our TOA Scenic Byway Corridor Management Plan in 2024.
- The New Mexico LTAP center provides technical assistance and trainings to support workforce development with the aim of helping local governments and municipalities across New Mexico meet their transportation needs.
<https://ltap.unm.edu/>
- A new Functional Classification Guide update has been completed – now available on the DOT website.
- Rosa Kozub is now the Multimodal Planning & Programs Bureau Chief; Jessica Griffin is the Planning Division Chief; Joseph Moriority is the new Freight & Tech. Planning Supervisor, JoAnn Garcia is the new Multi-modal TAP/RTP Coordinator.

NMDOT Tribal Liaison – Ron Shutiva

- The Annual Tribal Leaders Summit at Sandia Casino – June 1-2 was well attended by statewide tribes.
- Justin Reese is the new Cabinet Secretary for NMDOT.
- NM 118 drainage study request from Mark Freeland – Navajo Tribal Council.
- Iyanbito Chapter is requesting a bridge over the BNSF Rail Line. (Another consideration would be extending a paved road west to the Church Rock bridge – might cost less).
- Ron is considering setting up quarterly tribal meetings with the DOT Districts, with consideration toward priority tribal projects.
- Ron indicated that the 2021 Transportation Project Fund awarded a total of \$41 million to tribal entities statewide. Ron reminded members to pay attention to the “Buy America” guidelines. Our region did well for this round of TPF funds.
- Ron reminded members to stay on top of funding opportunities – with \$ billions forthcoming – remember to prepare for environmental requirements (which are time consuming) for this funding.

- Ron asked how the Navajo RSA's are coming along with the 2018 LGTPF deadline of June 30, 2022 coming up – for Twin Lakes, Mexican Springs, and Tohatchi Chapters. Mike Neely and Priscilla Lee are seeking additional funding to commence.
- **Ron is now on the LTAP Board.**
- **There's a new Indian Highway Safety Grant out from the BIA.**
- Reminding members to keep on top of deadlines for ICIP, TIF, and LGRF.
- **Transportation Project Fund: better to phase then have a shortfall on funding for proposed projects.**
- A national broadband project is establishing a broadband corridor along I-40, and will involve tribal discussion with Pueblos of Laguna and Acoma and Navajo Nation.
- **Ron is encouraging tribal members to pursue bridge funding.**
- **Ron reminds tribal members to pursue support and related letters of support from state and national legislators.**
- NM118 drainage analysis project is finally in progress as the Navajo Council is working on agreements with the local governments in the region of the study between Churchrock and Iyanbito; **need coordination with NDOT.**
- Ron reported on the NM118 drainage analysis that took place between the Iyanbito and Ft. Wingate I-40 intersections at previous meetings. Ron indicated he feels that NM118 drainage issues remain unresolved to this day (in spite of two studies!) and the Navajo Nation DOT remains non-responsive!

NMDOT District 5 – James Mexia

- WHPacific is being contracted for a study on needed road and intersection improvements on US 64 – MP 0 – 20 (which includes the Shiprock School Zone). This project will be divided into two phases funded separately and referencing the District 5 HSIP plan for 2021 including a) primary / major Chapter or community intersections from Shiprock to the Arizona border and b) the Shiprock School Zone.
- The NM371 and N36 intersection near Northern Edge Casino is at 60% design; need ROW clearance / easement from NDOT.
- D-5 staff are managing project proposals for the 2021 Local Government Road Fund, and have received awards from the DOT General Office in Santa Fe for the next fiscal year.

NMDOT District 6 – Bill Santiago, Michael Neely

- **Local Govt. Road Fund** – as Stephanie from District 5 mentioned, the 5 certifications are also required before LGRF projects are considered construction ready. **Keep District 6 informed on progress – the time is now critical to request an extension amendment as previously funded LGRF cycle is in close out!**
- **Keep DOT District 6 staff informed on progress for the Transportation Project Fund. 5 certifications takes time – try to get these executed during this Winter season so you are construction ready in the Spring!! TPF projects from 2019 are due for completion by June 30, 2022 – time to request an extension if this does not look possible!!!**
- **Bill reminded RTPO members that the MAP funding deadline is June 30, 2022.**
- Mike Neely is on board with NMDOT District 6 to assist the RTPO's participating in the District 6 region – include Mr. Neely on all communication. Mike reminded that for TPF funds, projects must have design before they can move to construction
- Mike Neely reminded that the NMDOT fiscal year is almost over – **Have until June 17 to encumber funding!** Mike also reminded that the deadline for reimbursements is coming soon, and Capital Outlay reports are due soon!
- Mr. Clayton Garner will fill JoAnn Garcia's former position at the District. Reminding members to remind others that traffic safety is important in construction areas.
- Lisa Vega is now the Director for DOT District 6, as Larry Maynard has retired.
- For Local Government Road Fund projects – the District needs certifications for all projects – many RTPO members are not following LGRF guidance for project development and are trying to close out projects without having reported progress to the DOT or following what the program requires – this could jeopardize funding, and DOT District 6 urges follow up with their staff. Have contractors apply to be on the State list as pre-qualified contractors. Using a non-state-qualified contractor could also jeopardize project funding!

NEW BUSINESS/OPEN FLOOR: MEMBERS & GUESTS (5-minute limit) - None

ANNOUNCEMENTS & NEXT MEETING: No announcements – **next meeting July 13, 2022 – virtual meeting via Microsoft Teams**

ADJOURNMENT (11:30 am) **Edwin Begay, Navajo DOT** – motioned; and **Gaylord Siow – Pueblo of Acoma** seconded for adjournment Motion carried by acclamation.

MEETING ACTIONS:

Staff:

- **Orientations:** RTPO Orientations for Local Government Policy Board meetings were completed in August thru September, 2021.
- **Website:** update all important documents page and update Meeting schedule on Meetings page - **complete**
- **Program Guides:** post to website and circulate - **complete**
- **Transportation Project Fund Internal Deadlines:** Implementation – **complete** – all proposed projects have been approved and are now authorized to move forward. A new TPF Call for Projects has been issued for FFY2023. RTPO members have completed 2023 TPF application packages and staff have submitted to NMDOT.

MEMBERS:

- **Members are encouraged to review your respective sections in these minutes and report to RTPO staff on which portions / bullet sentences can be eliminated as no longer pertinent or completed, as these sections make the minutes incredibly lengthy!!**
- **2019 LGTPF awarded projects: due for completion by June 30, 2022**
- **Annual RTPO Member Survey:** sent to members 9/14/21; Survey Monkey Link sent to members 9/29/21 – asking members to complete these for review at our November or December meeting. **Only 7 members responded!**
- **Statewide Transportation Plan 2045 update** – members encouraged to review

NMDOT: Remind Staff and RTPO Members of impending deadlines for various projects and deliverables.



a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

Agenda Item #IV: Bridge Funding Opportunities

Subject: Presentation on Bridge funding to be offered over the next five years.

Prepared for: NWRTPO members awareness – July 13, 2022 meeting

Date: July 5, 2022

BACKGROUND

- **Why?** Many bridges in our region are 40+ years old; while the bridges themselves may still be in good or adequate condition, much of the underlying support structures are eroding and in poor condition.
- **Purpose.** The next five years present an unprecedented opportunity with \$40 billion available nationally and NM to receive \$250 million at \$50 million per year over the next five (5) years.
- **Discussion/Finalization.** This is an unprecedented opportunity for our region's bridges in need of repair or replacement.

CURRENT WORK

- RTPO staff are asking our NWRTPO member governments to become aware of this opportunity, and begin gearing up to request funding for bridge repair or replacement.

ANTICIPATED WORK

- Ongoing bridge repair or replacement over the next five years.

ATTACHMENTS

- Statewide Roundtable report – February 18, 2022 including bridge funding report.
- Infrastructure & Jobs Act (IIJA) report on \$ billions in funding for transportation infrastructure.
- More detailed report on forthcoming bridge funding including Ben Najera and Jeff Vigil statewide roundtable presentation.
- US DOT documents announcing forthcoming bridge funding.

BUDGET IMPACT

- None, but \$ multi-millions in forthcoming funding opportunities!

ACTION ITEM

- N/A

Bridge Formula Funding Presentation at 2/18/22 Statewide Virtual RTPo Roundtable

Presented by: Ben Najera and Jeff Vigil

- NMDOT inspects statewide bridges and offers advice to local governments on bridge condition and repair
- Whether culverts or box bridge – if over 20 feet in length, considered an official bridge
- State offers bridge condition ratings
- \$250 million for the next 5 years (\$50 million / year)
- Average annual bridge funding:
 - \$40 million – National Highway System funding
 - \$20 million – non-NHS funding
 - \$14 million – State bridge funding
 - 15% to local govts (\$6.75 million / year)
 - \$825 million nationally for tribes
- Bridge costs have recently escalated
- NWRTPO Region bridge condition:
 - Good: 42%
 - Fair: 47.4%
 - Poor: 10.6%
- BIA route bridges are the tribes' responsibility

Report from NMDOT for the February 18 Roundtable:

Bridge Formula Funding (BIL) (Ben Najera and Jeff Vigil, NMDOT Bridge Management Section)

- Ben Najera presented
- Culverts only get 1 condition rating
- Tribal Transportation Facilities set-aside (\$825 million) ○ May be focused on BIA routes
- \$6.75 Million per Year to local governments (a minimum figure). Likely looking to prioritize a few major projects to replace.
- Culvert replacement figure is under the total cost, as it is only considering the travel way
- TAMP estimates were good, but 2021 costs exceeded most of those estimates
- Looking for MPO and RTPo support to prioritize the lists. Make sure the representatives from the respective communities weigh in.
- Bridge bureau will work with smaller communities to develop bridge projects, where they cannot develop their own projects
- 100% federal funds, no state or local match required
- When looking at project eligibility, look at FHWA criteria, depicted in Ben's presentation
- Angela Rael asked whether ICIP prioritization would help prioritize bridges; Jeff said this is exactly what they're looking for from the RTPos and MPOs

Infrastructure Investment and Jobs Act
Funding Presentation Webinar

1) Introduction: Senator Heinrich and Senator Lujan: Both Senators introduced the project and opportunities via this funding, for a variety of transportation development including transit, electric vehicles and statewide transportation infrastructure repairs and development.

2) USDOT Presentation from Charles Small: (Charles.small@dot.gov)

- Bipartisan Infrastructure Law (BIL) is providing \$660 billion nationally; following is the funding summary in billions of dollars:
 - FHWA - \$365 billion
 - FTA - \$107 billion (transit)
 - FRA - \$102 billion (rail)
 - FAA - \$25 billion
 - NHTSA - \$8 billion
 - FMCSA - \$5 billion
 - MARAD - \$2.25 billion
 - OST - \$120 billion
 - Build America Bureau - \$100 billion
 - USDOT - \$140 billion
- USDOT Bipartisan Infrastructure Law: (five areas of emphasis)
 - Safety
 - Climate
 - Equity (fair distribution)
 - Economic Strength
 - Transformation
- Funding breakdown (Roads, Bridges, Sidewalks, Potholes):
- \$250 million for safety (highways)
- Safe Streets - \$6 billion for local govt.s
- \$40 billion for bridges – NM to receive \$225 million over 5 years
- Bridge Infrastructure Grant Program - \$12.5 billion
- Highways - \$57.5 billion – NM to receive \$2.5 billion over the next 5 years
- Highway Safety - \$15.6 billion
- RAISE Grants: \$2.275 billion (April 14 deadline) – local match can be waived for rural
- Congress Omnibus Bill with no timeline restrictions - \$775 million (up to \$45 million per application) – TAP and CMAQ \$ can qualify of local match
- N.M. Transit will receive \$379 million in the next five years, with a total of \$107 billion available nationally
- Capital Investment Grant available at \$23 billion for national rail and transit
- Clean energy buses at \$5.6 billion and Bus Facilities at \$2 billion available – applications due May 31
- Railroad at-grade crossing elimination funding available at \$5.5 billion
- MEGA (?), INFRA, and Rural funding NOFO: MEGA at \$5 billion, INFRA at \$8 billion, and Rural at \$2 billion
- E.V. Charging formula grants - \$2.5 billion nationally; NM gets \$38 million over the next 5 years
- National Rail gets \$102 billion for Amtrack
- Reconnecting Communities Pilot Program - \$1 billion
- All Stations accessibility Program - \$1.75 billion

- More information available at:
 - <https://www.grants.gov>
 - <https://www.transportation.gov/bipartisan-infrastructure-law>
 - <https://www.transportation.gov/rural/funding-opportunities>

3) Mayor Martin Chavez – Albuquerque:

- Much appreciation from New Mexico for this federal Bipartisan Infrastructure Law (BIL)
- \$1 billion is available for broadband development in New Mexico

4) NMDOT – David Quintana – Lead Engineer:

- The Bipartisan Infrastructure Law will provide NM \$486,535,021 for the next 5 years
- Projects get programmed at NMDOT thru the 5 year STIP
- Looking forward we will have \$45,000,000 per year for bridges for the next 5 years (total: 225 million)
- This includes \$6.5 million per year (15%) for rural areas – 5 year total: \$32.5 million

Statewide RTPO Roundtable (virtual) 2/18/22

1) Joe Moriarty – NM 2045 Freight Plan Update:

- This plan addresses our multimodal freight network including trucking, railroad and air travel.
- The state must maintain federal requirements for related (national) transportation infrastructure
- The update will take into account economic trends and other impacts upon our major freight corridors.
- From Fall of 2021 thru Fall of 2022 there will be at least three freight advisory committee meetings.
- Joe's contacts: Joseph.Moriarty@state.nm.us / 505-470-8143

2) Bipartisan Infrastructure Law:

- Competitive programs will be rolling out
- Outline state priorities around transportation infrastructure (large projects - \$25 million +)
- Discussion of Tribal inequities
- This is a major funding opportunity
- Brandon Howe: "ICIP's provide a good source of project priorities."
- Projects that provide regional benefits will out-weigh projects limited to local benefits

3) Transportation Project Fund:

- Discussion on what qualifies
- Tribal Transportation Fund (federal) can be used for the 5% match
- More discussion on tribal issues – important to provide correct / accurate information
- Much discussion around rules, deadlines and process – what does or does not qualify

4) Sharon Hausum - South Central Climate Adaptation Science:

- Helps tribes and communities with climate adaptation
- Vulnerability Assessment:
 - Potential impact
 - Adaptive capacity
 - Risk analysis
 - Adaptation planning
- Anticipate average temperature increases based on carbon exhaust emissions for mid-century (2036 – 2065) +2.6 – 5.2 degrees; and late century (2070 – 2099) +2.3 – 8.8 degrees.
- Mid century – 3-5 heat waves; Late century – 3-7 heat waves
- Monsoon impact – more significant in southwest NM
- Drought likely to increase throughout this century with increased risk of wildfire
- Anticipate heat and freeze impacts on transportation infrastructure
- Flooding impacts to include culvert failure and sediment on roadways
- Adaptive capacity: community prep. to deal with weather hazards
- Drainage design will be critical (and maintenance)
- Will require cross-jurisdictional coordination

5) Jason Coffey – Strategic Highway Safety Plan Update:

- National Roadway Safety Strategy – 1/27/22
- Accidents increasing in recent years
- FHWA and states working on Safe Systems Approach – with six (6) principles
- NM is among the states with the highest fatality rates
- 10% of HSIP funding can be used for non-infrastructure projects
- HSIP funds can be used for autonomous vehicle enforcement
- Vulnerable road users include bikes, pedestrians and handicapped; HSIP can obligate 15% of available funds for states with high accidents for vulnerable users
- High Risk Rural Roads will get funding in FFY2023
- NM HSIP update in FHWA review at this time for final approval

6) Ben Najera, Jeff Vigil - Bridge Formula Funding:

- NMDOT inspects statewide bridges and offers advice to local governments on bridge condition and repair
- Whether culverts or box bridge – if over 20 feet in length, considered an official bridge
- State offers bridge condition ratings
- \$250 million for the next 5 years (\$50 million / year) from NM
- Average annual bridge funding:
 - \$40 million – National Highway System funding
 - \$20 million – non-NHS funding
 - \$14 million – State bridge funding
 - 15% to local govt.s (\$6.75 million / year)
 - \$825 million nationally for tribes
- Bridge costs have recently escalated
- NWRTPO Region bridge condition:
 - Good: 42%
 - Fair: 47.4%
 - Poor: 10.6%
- BIA route bridges are the tribes' responsibility

Ben -
Jeff -

[Home](#) \ [Newsroom](#)

[Newsroom](#)

[Press Releases](#)

[Speeches](#)

[Testimony](#)

[Medium Blog](#)

[Events](#)

[Press Offices](#)

[DOT Social Media](#)

[Subscribe to USDOT Press Releases](#)

Contact:

Nancy Singer
United States

Phone: [\(202\) 366-0660](tel:(202)366-0660)

Business Hours:

9:00am-5:00pm ET, M-F

If you are deaf, hard of hearing,
or have a speech disability,
please dial 7-1-1 to access
telecommunications relay
services.

DOT Announces Historic Bridge Investment Under Bipartisan Infrastructure Law

Friday, January 14, 2022

More than \$27 billion to states and tribal transportation facilities to fix an estimated 15,000 bridges nationwide

WASHINGTON – The U.S. Department of Transportation today launched the historic Bridge Replacement, Rehabilitation, Preservation, Protection, and Construction Program (Bridge Formula Program), made possible by President Biden's Bipartisan Infrastructure Law. The program, to be administered by the Federal Highway Administration, represents the single largest dedicated bridge investment since the construction of the interstate highway system – providing \$26.5 billion to states, the District of Columbia and Puerto Rico over five years and \$825 million for Tribal transportation facilities. The total amount that will be available to states, D.C. and Puerto Rico in Fiscal Year 2022 is \$5.3 billion along with \$165 million for tribes. The FHWA also published initial guidance on the new program.

"The Biden-Harris Administration is thrilled to launch this program to fix thousands of bridges across the country – the single largest dedicated bridge investment since the construction of the Interstate highway system," said U.S. Transportation Secretary Pete Buttigieg. "Modernizing America's bridges will help improve safety, support economic growth, and make people's lives better in every part of the country – across rural, suburban, urban, and tribal communities."

"This record amount of funding, made possible by the Bipartisan Infrastructure Law, will allow states and Tribal governments to fix the bridges most in need of repair," Deputy Federal Highway Administrator Stephanie Pollack said. "It will also modernize bridges to withstand the effects of climate change and to make them safer for all users, including cyclists and pedestrians. Every state has bridges in poor condition and in need of repair, including bridges with weight restrictions that may force lengthy detours for travelers, school buses, first responders or trucks carrying freight," she added.

Nationwide, the Bridge Formula Program is expected to help repair approximately 15,000 highway bridges. In addition to providing funds to states to replace, rehabilitate, preserve, protect, and construct highway bridges, the Bridge Formula Program has dedicated funding for Tribal transportation facility bridges as well as "off-system" bridges, which are generally locally-owned facilities not on the federal-aid highway system.

The Bipartisan Infrastructure Law includes an incentive for states to direct the new Bridge Formula Program funds to off-system bridges owned by a county, city, town or other local agency. While states generally must match federal funding with up to 20 percent state or local funding, the guidance issued today notes that federal funds can be used for 100 percent of the cost of repairing or rehabilitating such locally owned off-system bridges.

The Bipartisan Infrastructure Law is a once-in-a-generation investment in infrastructure, which will grow the economy, enhance U.S. competitiveness in the world, create good jobs, and make our transportation system more sustainable and equitable. Specific to the FHWA, the Bipartisan Infrastructure Law provides more than \$350 billion over five fiscal years for surface transportation programs.

FHWA released the first tranche of [Bridge Formula Program funding to states for Fiscal Year 2022](#) in addition to the [program guidance](#). For a map of bridges, please see <https://infobridge.fhwa.dot.gov/>. Here is [State-by-state BFP funding Fiscal Years 2022-2026](#).

Bipartisan Infrastructure Law Bridge Formula Program

Fw: Grant Opportunity: Bridge Investment Program

Robert Kuipers <rkuipers@nwnmcog.org>

Tue 6/14/2022 3:45 PM

To: Edward M. Salazar <edward.salazar@co.cibola.nm.us>; Rodney Skersick <rskersick@co.mckinley.nm.us>; Nick Porell <nporell@sjcounty.net>; Strain, Clyde <cstrain@gallupnm.gov>; manager@grantsnm.gov <manager@grantsnm.gov>; Donald Jaramillo <projects@grantsnm.gov>; manager@villageofmilan.com <manager@villageofmilan.com>; Edwin Begay <ebegay@navajodot.org>; Gaylord Siow <GSiow@poamail.org>; Elroy Keetso <ekeetso@polnsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Dorothy Claw <DorothyClaw@ramahnavajo.org>

Cc: jphoracek <jphoracek@co.cibola.nm.us>; Alicia Santiago <asantiago@gallupnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; Felix Gonzales <mayorgonzales@villageofmilan.com>; Margie Begay <mbegay@navajodot.org>; Dennis Felipe Jr. <dhfelipe@poamail.org>; Roxann Hughte <Roxann.Hughte@ashiwi.org>

RTPO members,

Just another opportunity around bridge funding for your awareness.

Robert Kuipers, RTPO Program Manager
Northwest NM Council of Governments
"Over 45 years of moving the region forward"
(505) 722-4327 (direct: 505-905-4384)
rkuipers@nwnmcog.org

From: Department of Transportation <usdot@info.dot.gov>

Sent: Monday, June 13, 2022 10:46 AM

To: Robert Kuipers <rkuipers@nwnmcog.org>

Subject: Grant Opportunity: Bridge Investment Program



United States
Department of Transportation

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

SHARE

Reflecting President Biden's commitment to rebuilding our nation's infrastructure, the U.S. Department of Transportation's Federal Highway Administration opened a call for applications through a [Notice of Funding Opportunity](#) for the competitive Bridge Investment Program established by the President's Bipartisan Infrastructure Law, which includes the single largest dedicated investment in bridges since the construction of the Interstate highway system. The program will provide \$12.5 billion over five years, with nearly \$2.4 billion available in Fiscal Year 2022 to help plan, replace, rehabilitate, protect, and preserve some of the nation's largest bridges. This competitive grant program comes on top of more than \$27 billion in formula bridge funding the U.S. Department of Transportation [announced earlier this year](#). This investment will help ensure that some of the nation's most important bridges remain operational, support

local economies, strengthen our supply chains, improve safety, and create good-paying jobs across the country.

"With resources from President Biden's Bipartisan Infrastructure Law, we're thrilled to begin accepting applications for one of the most significant investments in our bridges in decades, fixing everything from America's most economically significant bridges to smaller bridges that mean everything to a local community," said U.S. Transportation Secretary Pete Buttigieg. "When these bridges are repaired, the American people will benefit from greater safety, lower shipping costs for consumers and maintenance costs for drivers, faster movement of goods across our supply chains, fuel savings, and precious time being returned to their day."

The Bridge Investment Program is a competitive, discretionary program that focuses on the repair, rehabilitation, or replacement of existing bridges across the country to reduce the overall number of those bridges either in poor condition, or in fair condition at risk of declining into poor condition. It also expands applicant eligibilities to create opportunity for all levels of government to be direct recipients of program funds. In addition to states and federal lands management agencies, metropolitan planning organizations and local and tribal governments can also apply directly to FHWA, making it easier to advance bridge projects at the local level.

The Bridge Investment Program provides an additional \$12.5 billion in funding to the more than \$27 billion provided to states by the Bridge Formula Program announced earlier this year. Together this \$40 billion investment provided by President Biden's Bipartisan Infrastructure Law gives the Department the ability to fund numerous bridge improvement projects in communities across all 50 states.

"These funds will make a significant contribution to improving the condition of our nation's aging bridges, both large, signature bridge projects that are important for our national economy as well as smaller structures that provide benefits at the regional and local levels and are critical for communities across the country," Deputy Federal Highway Administrator Stephanie Pollack said. "FHWA has designed this program to meet the needs of communities and bridges of all sizes, including those that are still in the planning stage."

Bridge Investment Program funding is unique in three key areas because it:

- Allows multi-year grant agreements to fund large projects by making it possible to take a project through pre-construction activities and into construction.
- Offers grants that help fund the planning process, including planning, feasibility analysis and revenue forecasting associated with the development of a project that would subsequently be eligible to apply for the Bridge Investment Program.
- Offers two types of construction grants, covering "large" projects over \$100 million and "bridge projects" at up to \$100 million.

The FHWA plans to conduct extensive community outreach and public engagement throughout the application process that will include a Zoom Webinar. [Technical assistance](#) is also available to recipients who receive Bridge Investment Program grants. Since the enactment of the Bipartisan Infrastructure Law and the Fiscal Year 2022 appropriations -- FHWA will have made available \$8.8 billion for bridge improvements under the Bridge Formula Program, the Bridge Replacement and Rehabilitation Program and Bridge Investment Program with the publication of the NOFO.

For more information, please visit FHWA's [Bipartisan Infrastructure Law](#) web page. The Notice of Funding Opportunity is available on FHWA's [Bridge Investment Program](#) web page.

The deadline for planning applications is 11:59 pm EDT on July 25, 2022. The deadline for large bridge projects is 11:59 pm EDT on August 9, 2022. The deadline for bridge projects is 11:59 pm EDT on September 8, 2022. Applicants may find the NOFO, Frequently Asked Questions, and other helpful resources [here](#).

The Rural Opportunities to Use Transportation for Economic Success ([ROUTES](#)) Initiative aims to address disparities in rural transportation infrastructure by disseminating resources on its [website](#) and providing technical assistance. If you want to learn more about ROUTES, or how it can help your community, you can reach the ROUTES team at rural@dot.gov.



You are subscribed to DOT email updates.
Subscriber Services: [Manage Preferences](#)
Questions for DOT? [Contact DOT](#)

STAY CONNECTED



U.S. Department of Transportation | 1200 New Jersey Avenue, SE | Washington DC 20590 | 855-368-4200

GOVDELIVERY 



a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #V: Functional Classification Guidance and
Change Requests**

Subject: 2022 Guidance for Functional Classification and Change
Requests

Prepared for: July 13, 2022 RTPO meeting

Date: July 5, 2022

BACKGROUND

- **Why?** Inform our RTPO members on the process for requesting functional classification changes / upgrades for our corridors, making them more competitive for federal funding.
- **Purpose.** Keep our members aware and informed of the process for requesting functional classification upgrades based on traffic counts for corridors of interest for federal funding.
- **Discussion/Finalization.** Present functional classification guidance for corridor upgrades in our region, making roads more competitive for federal funding.

CURRENT WORK

- Present DOT guidance for functional classification upgrade requests and Change Request Forms.

ANTICIPATED WORK

- Functional Classification upgrade requests are typically due to NMDOT by August 31, and with a time consuming process, we don't anticipate any requests until FFY 2023. None the less, McKinley County has purchased traffic count equipment, enabling our region to pursue these in collaboration with NMDOT.

ATTACHMENTS

- Functional classification guidance from NWRTPO; and guidance from NMDOT for FFY2022.
- Functional Classification Change Request Form

BUDGET IMPACT

- None – but successful upgrades make corridors more competitive for federal funding.

ACTION ITEM

- N/A

Functional Classification Guidance

1) New Mexico State Traffic Monitoring Standards (NMSTMS):

- NM Standards are based on federal regulation 23CFR (*Code of Federal Regulation*) 500 Subpart B.
- 23CFR500.202 states: “*Traffic Monitoring System*” means a systematic process for the collection, analysis, summary and retention of highway and transit related person and vehicular traffic data”; 23CFR500.203 mandates: “*Each state shall develop, establish, and implement on a continuing basis a TMS to be used for obtaining highway traffic data.*”
- Standards Review meetings occur on a 3-year basis including NMDOT, MPO’s, RTPO’s, Tribal/Local Public Agencies, Engineering & Planning Firms, and Computer Software Dev. Firms. Recommendations from these meetings are evaluated and finalized by NMDOT and FHWA.
- **Traffic Monitoring “Truth in Data”** describes how traffic data is handled and accurately reported, ensuring that data is collected and stored with integrity. Truth in Data practices ensures that all traffic data is accurate, accessible and can be correctly interpreted.
 - Any data collected should be unmodified and reported in an un-altered state.
 - Any assumptions or adjustment factors should be disclosed.
 - All processes and procedures used in any calculations for traffic data should be disclosed.
 - All summary statistics should be easily recalculated by all users.
- NM Traffic Monitoring Standards (NMTMS) Truth in Data Requirements:
 - Precision levels for all data shall conform to HPMS (*Highway Performance Monitoring System*) reporting guidelines
 - Missing or inaccurate raw traffic data may not be included in any type of traffic count, location or circumstance. All raw data will be transmitted to the NMDOT Traffic Monitoring Program.
 - Annual Traffic Volume summary statistics reported must include a 15 minute interval and be one of 3 standard units of annual traffic volume measurement:
 - Annual Average Daily Traffic (AADT)
 - Annual Average Weekday Traffic (AAWDT)
 - Annual Average Weekend Traffic (AAWET)

A) Traffic Monitoring Program:

- Traffic Monitoring program supports local govt.s in assessing past roadway performance, predicting future performance and supporting business development.
- Typical schedule:
 - Dec. 1: RTPO requests classification count priority meeting with NMDOT via email, phone, or letter addressed to head of NMDOT Data Management Bureau
 - Dec. 31: Agencies provide upcoming year’s traffic count schedule to NMDOT – NMDOT provides feedback.
 - Feb. 15: NMDOT provides acceptance reports & analysis of permanent or short term counts to RTPO
 - May 1: RTPO provides draft traffic flow maps to NMDOT
 - June 1: NMDOT return traffic flow map comments to RTPO
 - Sept. 1: RTPO provides final traffic flow maps to NMDOT
 - Nov. 30: Completion of 3 year NMSTMS review

- **Traffic Monitoring Hardware & Software:** An operation and maintenance record must be maintained for each individual device by local govt. owner.
- **Traffic Flow Maps:** RTPOs must indicate which traffic count data complies with the NMSTMS (*NM State Traffic Monitoring Standards*) and which data does not.
- RTPOs that wish to publish a traffic flow map must provide a preliminary draft to NMDOT by April 1 of each year. Comments and suggestions from NMDOT will be returned by June 1, with final copies by Sept. 1.
- Rural RTPO areas will use AADT (*Annual Average Daily Traffic*) as the traffic flow map summary statistic.
- **Traffic Monitoring Training:**
- NMDOT will if requested conduct a standard description and implementation workshop for RTPO's or local govt.s
- This includes training & Field Manuals for correct setting and operation of traffic monitoring field equipment.
- Traffic counts on public highways shall be done in accordance with the Manual on Uniform Traffic Control Devices (MUTCD).
- **Highway Performance Monitoring System (HPMS) Count Cycles & Local Routes:**
- NMDOT's Traffic Monitoring Program covers all state and national highways every 3 years including FC 1 (Interstates), FC 2 (Principal Arterials – Other Freeways & Expressways) and FC 3 – Principal Arterial.
- NMDOT's TMP covers all FC 4 – Minor Arterial and FC 5 - Major Collector roadway counts every 6 years.

B) Procedures:

This section seems to have more to do with re-designing roadways or roadway networks, rather than traffic counts for functional classification.

C) Traffic Data Analysis:

- **Traffic Data Summarization:** Three standard units of traffic volume measurement and summarization are as follows:
 - **Annual Average Daily Traffic (AADT):** representing traffic over a 7 day week
 - **Annual Average Weekday Traffic (AAWDT):** representing traffic over a typical work day
 - **Annual Average Weekend Traffic (AAWET):** representing traffic over the weekend period
- **Traffic Monitoring Period:**
- All counts taken in rural areas will provide a data summarization period of 15 minute intervals.
- A minimum of 48 consecutive hours of data collection by direction reported is required for each from each coverage and special count site. (incl. volume, classification and weight)
- All data collected must be provided to the NMDOT Traffic Monitoring Program

D) Types of Counts:

- Types of counts include: a) permanent counts, b) short duration counts, c) coverage and special counts, d) turning movement counts, and e) non-motorized counts.
- NMDOT maintains "Continuous Count Stations" on major state corridors that continually collect daily traffic count data.

- **Short Duration Counts** must include at minimum- 48 hours of continuous monitoring for volume and vehicle classification.

2) NMDOT Functional Classification System Guide:

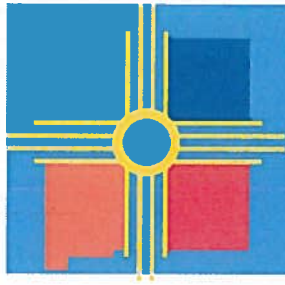
- There are seven (7) functional classifications:

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

- Characteristics that help define functional classification include:

<ul style="list-style-type: none"> ○ Lane width ○ Inner & outer shoulder width ○ Average annual daily traffic ○ Directional separation 	<ul style="list-style-type: none"> ○ Access ○ Mileage ○ Vehicle miles traveled ○ Other qualitative & quantitative attributes
--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------

- New Mexico has three primary interstates: I-10 (east/west in southern NM), I-25 (north/south in mid NM), and I-40 (east/west in mid NM).
- The main factor in determining functional classification is average daily traffic counts and the volume of traffic the corridor accommodates.
- Federal and State funding is typically available for Major Collectors and higher designations.
- NM has two funds that accommodate minor collectors and local roads which are the NM Transportation Project Fund, and the Local Government Road Fund.
- To request functional classification changes the following are required:
 - NMDOT FC Change Request Form
 - Cover letter
 - Supporting documentation (traffic count reports, support letters from local officials, site plans – etc.)
 - Map(s) of roadway segment(s)



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

NEW MEXICO DEPARTMENT OF TRANSPORTATION FUNCTIONAL CLASSIFICATION SYSTEM GUIDE

MARCH 2021



Table of Contents

1. INTRODUCTION	2
2. WHAT are the Functional Classifications?	2
2.1 WHAT are the Different Classes?	2
2.1.1 Arterials.....	3
2.1.2 Collectors	4
2.1.3 Local Roads.....	4
2.2 WHAT Other Considerations Exist?.....	4
3 WHY is it Important?	5
4 WHERE are the Lines Drawn?	5
5 WHEN does it Change?	6
6 WHO is Involved?	6
7 HOW to Propose Changes?	7
Appendix A: References & Additional Resources	8
References:	8
Additional Resources:	8
Appendix B – VMT and Mileage Guidelines by Functional Classification	9

1. INTRODUCTION

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

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

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

2. WHAT are the Functional Classifications?

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

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

Table 1: Assigned Codes of the Functional Classification System

2.1 WHAT are the Different Classes?

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

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

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

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

2.1.1 Arterials

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

2.1.1.1 Interstates

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

2.1.1.2 Other Freeways & Expressways

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

2.1.1.3 Other Principal Arterial

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

2.1.1.4 Minor Arterial

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

2.1.2 Collectors

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

2.1.3 Local Roads

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

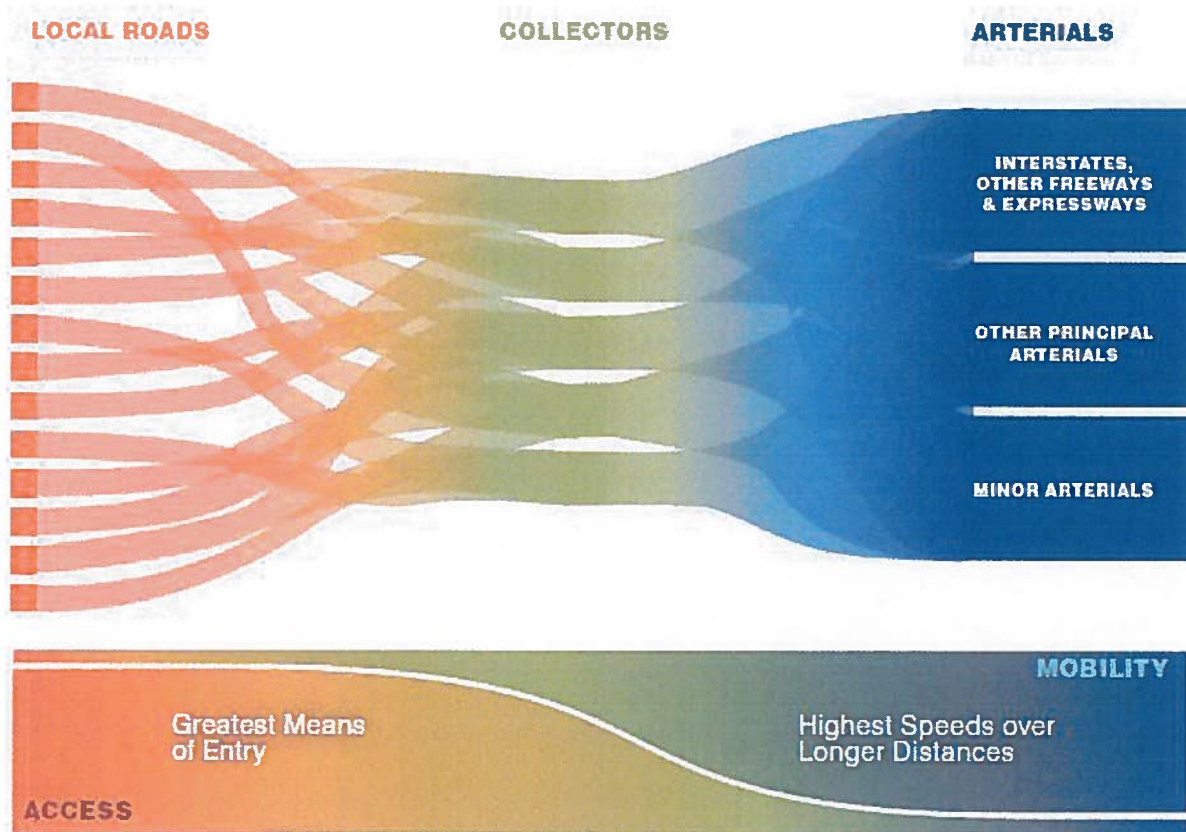


Figure 1: Diagram of the functional classes and their relationship to access and mobility, Source: FHWA

2.2 WHAT Other Considerations Exist?

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

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

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

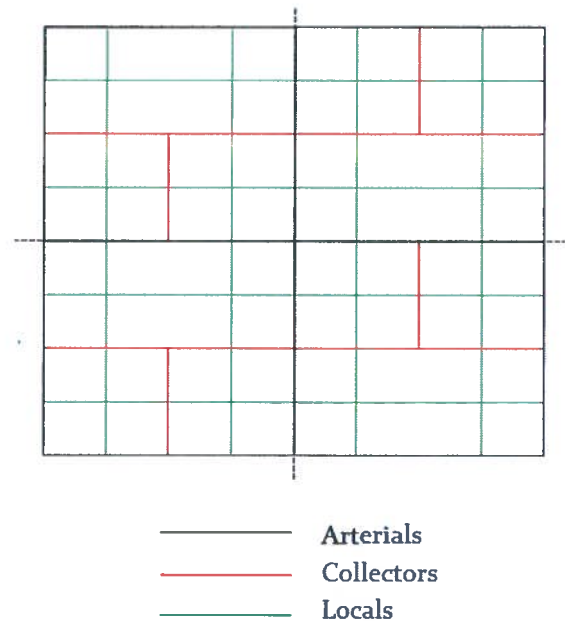


Figure 2: Visual of desired continuity and connectivity,
Source: CDM Smith

3 WHY is it Important?

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

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

4 WHERE are the Lines Drawn?

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

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

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

5 WHEN does it Change?

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

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

6 WHO is Involved?

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

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

7 HOW to Propose Changes?

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

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

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

Appendix A: References & Additional Resources

References:

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

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

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

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

Additional Resources:

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

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

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

Appendix B – VMT and Mileage Guidelines by Functional Classification

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

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

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

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

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

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

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

NMDOT Functional Classification Change Request Form

Requestor: (MPO/RTPO staff)	Name:	
	Title/Organization:	
	Email:	Phone:
NMDOT Route Name: (see online FSys map)		
Street Name: (provide all known names)		
Segment Classification:	Current:	
	Proposed:	
Route Description: (entire route)		
Termini of Route Segment: (intersection and/or mile marker)	From:	To:
Length of Segment:		
Reason for requested change: (traffic patterns, adjacent land uses, connecting roadway network, etc.)		
Characteristics:	Land Use Along Route:	Characteristics of Traffic Served:
Ownership and Maintenance: (responsible entity)	Ownership:	Maintenance:
Traffic Volume:	AADT:	AADT Year:
Signature ¹ :		Date:

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



a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #VI: Electric Vehicle emerging trend and
Charging Stations**

Subject: Introduce RTPO members to the electric vehicles trend

Prepared for: July 13 RTPO meeting

Date: 7/6/22

BACKGROUND

- **Why?** Electric Vehicles address the issue of pollution from vehicles driven by fossil fuels. The only inconvenience may be the need to visit charging stations, which could take a few minutes, or 20 – 30 minutes.
- **Purpose.** Provide a power option to fossil fuels.
- **Discussion/Finalization.** RTPO members will learn about electric vehicles, and can share the news.

CURRENT WORK

- Acquaint RTPO members with the new electric vehicle trend.

ANTICIPATED WORK

- Maintain awareness of this vehicle option that does no pollute.

ATTACHMENTS

- Electric Vehicle Webinar
- Electric Vehicle Listing

BUDGET IMPACT

- None

ACTION ITEM

- N/A

NM Electric Vehicle Infrastructure Webinar

June 8 – 5:30pm

Web ID: 886 5125 0214 / passcode: 510202

DOT Links:

- NMDOT EV Infrastructure Survey:
<https://www.surveylab.com/pageTag/SurveyCampaign/cld/089771c664fcf50740a7012fe8d96ca501a2515ecd/>
- Website: www.dot.nm.gov/nevi
- Email inquiries: NMDOT.NEVIplan@state.nm.us

E.V. Planning Context:

- EV vehicles run via electricity – charge at various EV Charging Stations with charger equip ports
- Electric Vehicles reduce pollution and improve air quality
- March 2019: N.M. Energy Transition Act proposed by state legislature
- Transportation is currently the second largest source of air pollution in New Mexico (green house gas emissions)
- E.V.'s are currently mainly in metropolitan areas
- Busy roads in NM include I-40, I-25 and I-10
- NEVI = National Electric Vehicle Infrastructure
- New Mexico has \$38 million to implement
- This can include school bus program, “fast charging” network, designated corridors for alternate fuel power, and \$5.8 million to establish electric vehicle corridors
- NM NEVI Timeline: Nov. 2021 to Sept. 2022; August 1, 2022 State Plans are due
- Five (5) years of funding to implement this project
- NEVI plan components available on p. 17 of presentation (*covered too fast for me to catch*)
- NEVI justice and equity – p. 18 (evaluate regional conditions and disadvantaged communities)
- NEVI Infrastructure Requirements:
 - Charge stations every 50 miles along interstates
 - At least four (4) available charging ports
 - Charging can take from a few minutes up to 20 or 30 minutes
- Interstates are primary locations for electric vehicle charging stations; secondary are other highways
- P. 24 provides a map of charging stations statewide – for our region: 2 in Gallup, 1 in Grants, 1 in Aztec, 1 in Bloomfield, many in Albuquerque. Total of 178 stations in New Mexico.
- DOT District 6 Charging Stations: 2 in Gallup, 1 at Bluewater Park, 1 at Grants Walmart (p.25)
- NEVI compliant charge stations are at both Gallup and Grants Walmarts
- Next Steps: 1) public / stakeholder input, 2) Initial NEVI plan, 3) NEVI funding – leverage grants and other funding, 4) begin implementation by late 2022

SUBSCRIBE

REVIEWS

NEWS

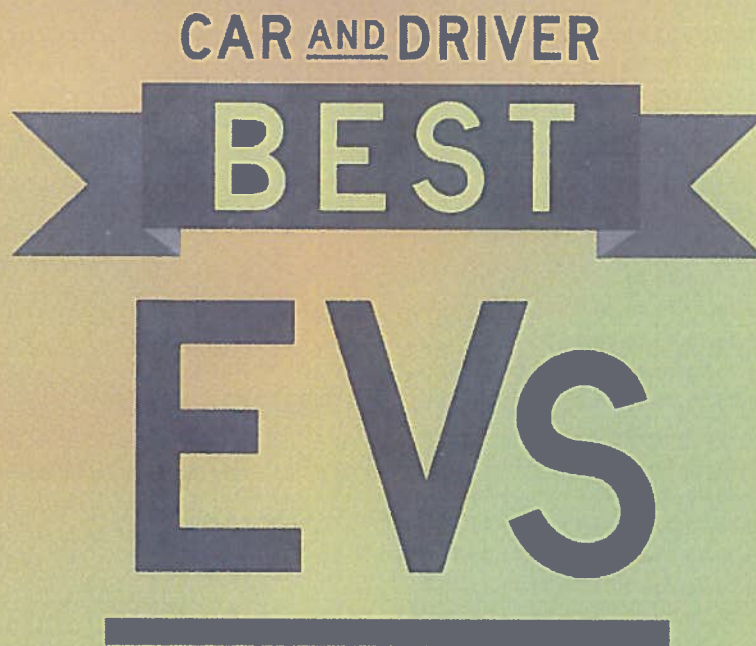
FEATURES

BUYER'S GUIDE

Best EVs of 2022

There's more to electric vehicles than saving money by avoiding the gas station, and these EVs offer a mix of driving verve, innovation, and quiet operation.

BY CAR AND DRIVER JUN 24, 2022

A graphic with a green-to-yellow gradient background. At the top, the text "CAR AND DRIVER" is in a dark blue, sans-serif font. Below it is a dark blue banner with the word "BEST" in large, bold, yellow, sans-serif capital letters. Underneath the banner, the letters "EVS" are written in very large, bold, dark blue, sans-serif capital letters. A thick dark blue horizontal line is positioned below the "EVS" text.

CAR AND DRIVER BEST EVS

Electric vehicles are no longer the punchlines of the past. Limited driving range, tiny dimensions, and long charge times are largely things of the past. These days EVs come in all shapes and sizes, with a number of automakers selling electric cars, SUVs, and pickup trucks (with the likes of Rivian and Tesla strictly selling EVs). Many of these options are capable of traveling more than 200 miles on a full charge—and a number are capable of going even further.

Plus, with the advent of DC fast charging, adding enough electricity to bring a battery-electric vehicle's pack's charge up to 80 percent takes minutes, as opposed to hours.

Mind you, filling up a gas vehicle's fuel tank still takes less time than fast-charging an

EV, but it's a small price to pay to drive a zero-emissions vehicle while also avoiding the expensive cost of gasoline or diesel fuel.

Remember, the cost of electricity often varies. Regardless, fully charging an EV ought to cost a fraction of the price of filling up at the local gas station.

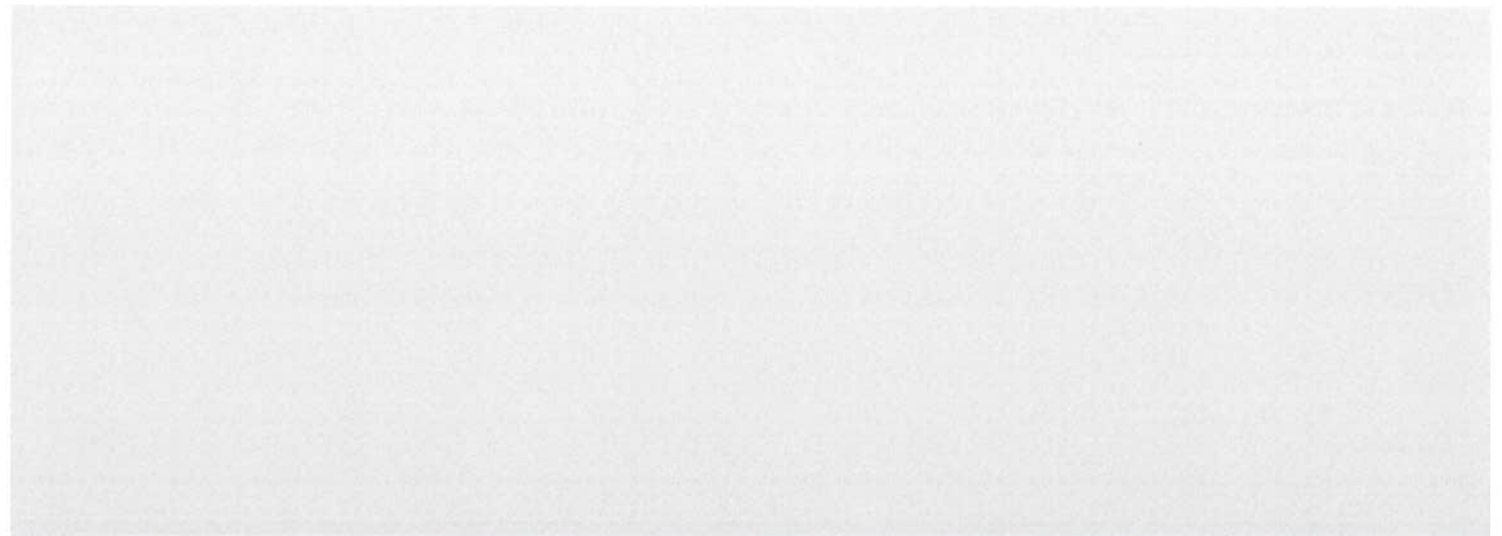
Each year we test hundreds of new cars and trucks, including those powered by electricity. Our [extensive testing](#) means we dive deep into what makes certain vehicles better than others. Read on to see the the best EVs available for 2022.

Here are the best hybrids and EVs for other years:

[2021](#)[2020](#)[2019](#)

ADVERTISEMENT - CONTINUE READING BELOW

BMW iX





BMW

What We Think: The 2022 BMW iX is the brand's first battery-electric SUV—and it's a mighty compelling one at that. The iX offers an EPA-rated driving range of up to 324 miles. The model's two electric motors mean this Bimmer comes standard with all-wheel drive. Plus, the use of carbon-fiber-reinforced plastic body panels helps keep the iX's weight in check. Count the cabin as this BMW's most compelling feature, as it packs plenty of space, stylish wares, and a slick curved digital instrument panel screen. No wonder we think it's one of the best EVs available.

- *Car and Driver* rating: 8.5/10
- EPA-rated maximum range: 324 miles

[REVIEW, PRICING, AND SPECS](#)

Ford Mustang Mach-E



MICHAEL SIMARI | CAR AND DRIVER

What We Think: The 2022 Ford Mustang Mach-E blends popular elements of the past and present in a highly desirable package that bodes well for the future of electric vehicles, which is why we gave it an [Editors' Choice award](#). While it seems sacrilegious that [Ford](#) would call an electric SUV a [Mustang](#), the automaker's decision to pair the iconic nameplate with an in-demand body style is smart marketing. Along with its attention-getting appearance, the Mach-E has a handsomely appointed interior that's brimming with the latest tech. It also has nifty storage solutions, a spacious back seat, and lots of cargo space. Get behind the wheel and the electrified Mustang feels agile and quick. The sportiest version hits 60 mph in 3.7 seconds ([quicker than a Mustang Mach 1](#)) and the rangiest versions are estimated to travel more than 300 miles per charge. All that and more makes the 2022 Mustang Mach-E one of the best EVs available.

- *Car and Driver* rating: 9.5/10
- EPA-rated maximum range: 314 miles

[REVIEW, PRICING, AND SPECS](#)

ADVERTISEMENT - CONTINUE READING BELOW

2022 Ford Mustang Mach-E® SUV

New Mexico Ford Dealers

[LEARN MORE](#)[BUILD & PRICE](#)

Hyundai Ioniq 5



HYUNDAI

What We Think: The 2022 Hyundai Ioniq 5 brings advanced technology, futuristic styling, and a versatile interior to the electric SUV segment. The vehicle features [impressive charging speeds](#) (up to 350 kW) and has an EPA-estimated driving range of up to 303 miles. Available with rear- or all-wheel drive, the EV ute makes between 168 and 320 horsepower. Its eco-friendly interior boasts a tech-centric dashboard, reclining front seats with footrests, and generous passenger space, making the Ioniq 5 among the best electric cars available and a worthy recipient of our Editors' Choice award.

- *Car and Driver* rating: 8.5/10
- EPA-rated maximum range: 303 miles

[REVIEW, PRICING, AND SPECS](#)

Hyundai Kona Electric





HYUNDAI

What We Think: Turns out the [Hyundai Kona](#) is a fine basis for an electric vehicle, as the 2022 Kona Electric retains everything we like about its gas-powered counterpart. Instead of a four-cylinder engine, the Kona Electric employs a 201-hp electric motor. A 64-kWh battery pack allows this SUV to travel an EPA-estimated 258 miles on a full charge. Furthermore, the Kona Electric delivers perky acceleration, spry handling, and an unbeatable standard warranty and complimentary maintenance package, all of which make it plenty deserving of our Editors' Choice award.

- *Car and Driver* rating: 8.5/10
- EPA-rated maximum range: 258 miles

[REVIEW, PRICING, AND SPECS](#)

ADVERTISEMENT - CONTINUE READING BELOW

**Great deals now.
Yes, please.**

The new Hyundai KONA.



2.25% APR
financing

for up to 60 months. For well-qualified buyers only.

[get my offer](#)[offer details](#)

Mercedes EQS



MERCEDES-BENZ

What We Think: The 2022 Mercedes EQS sedan is the flagship of the brand's electric model range. It's also one of the fanciest EVs on the market. No surprise, we named it to our 2022 Editors' Choice list. Its curvaceous body effortlessly slips through the air for maximum efficiency, and its palatial cabin boasts luxurious appointments and state-of-the-art features for the all-important wow factor. That's made most obvious by the optional [glass-covered Hyperscreen dashboard](#). The sizable electric sedan is offered with a 329-hp, rear-drive powertrain (EQS450+) or a 516-hp, all-wheel-drive setup (EQS580 4Matic). Both utilize a large 107.8-kWh battery that offers up to 350 miles of driving range, according to the EPA. Those in search of more oomph can opt for the [AMG-badged EQS](#), which packs a maximum of 751 horsepower (however, the all-wheel-drive Mercedes-AMG EQS typically makes a more mundane 649 ponies). While calling the 2022 EQS an electrifying luxury car is an easy pun, it's also entirely accurate as it's one of the best electric cars currently available.

- *Car and Driver* rating: 8.5/10
- EPA-rated maximum range: 350 miles

[REVIEW, PRICING, AND SPECS](#)

Porsche Taycan



PORSCHE

What We Think: The 2022 Porsche Taycan sedan isn't the perfect electric vehicle, but its combination of driving verve and performance stamina make it the most engaging one. It's also on our 2022 Editors' Choice list. With a striking appearance, as well as a highly customizable and high-tech interior, [Porsche's](#) electrified four-door lives up to its premium pricing. The Taycan also offers lively steering, a refined ride, and handling dynamics worthy of the Porsche crest. Stomping the accelerator is like firing a missile. We do wish its driving range were a bit better, but the Taycan still ought to go the distance for most consumers.

- *Car and Driver* rating: 9/10
- EPA-rated maximum range: 227 miles

[REVIEW, PRICING, AND SPECS](#)

ADVERTISEMENT - CONTINUE READING BELOW

Porsche Taycan Cross / Sport Turismo



MARC URBANO | CAR AND DRIVER

What We Think: Think station wagons aren't cool? The breathtaking take-offs performed by the 2022 Porsche Taycan Cross Turismo and Sport Turismo will make you think again. As the longroof alternatives to the Taycan sedan, the Turismo versions inherit an advanced electrical architecture and innovated two-speed transmission for the rear motor that enables repeated big-wow acceleration. While Porsche's EV recipe leaves out some traditional ingredients (read: [one-pedal driving](#)), the Taycan Turismo twins are incredibly satisfying to drive. Consider that the wagon has a bigger back seat and trunk than the sedan. Regardless, the 2022 Taycan Cross Turismo and Sport Turismo are both useful family-hauling tools and great ways to make wagon-haters look like fools. They're Editors' Choice winners, too.

- *Car and Driver* rating: 9/10
- EPA-rated maximum range: 215 miles

[REVIEW, PRICING, AND SPECS](#)

Rivian R1T



MARC URBANO | CAR AND DRIVER

What We Think: The 2022 Rivian R1T offers an EPA-rated driving range of 314 miles. It pairs this long driving range with lightning-quick acceleration, too. The combination of pickup truck utility, battery-electric efficiency, and stellar dynamic performance is enough to earn the R1T an Editors' Choice award. At 215.6 inches long, the crew-cab-only R1T splits the difference in size between mid-size pickups, such as the [Ford Ranger](#), and full-size trucks such, as the [Ram 1500](#). Though it's not cheap, the R1T is one of the best EVs available.

- *Car and Driver* rating: 8.5/10
- EPA-rated maximum range: 314 miles

[REVIEW, PRICING, AND SPECS](#)

ADVERTISEMENT - CONTINUE READING BELOW

Tesla Model 3



TESLA

What We Think: With a near-ideal blend of performance, driving range, and accessible pricing, the 2022 Tesla Model 3 is an electric car that lives up to the hype. It's fast—especially in its Performance guise—and it's agile, which means the Model 3 is an EV that driving enthusiasts like us can get behind. We even named it to our 2022 Editors' Choice list. Better yet, the Model 3 offers a driving range of up to 358 miles on a full charge, per the EPA. That said, the Model 3's \$48,190 base trim makes do with an EPA-

rated range of 272 miles. Like other Teslas, the Model 3's fit and finish fall short of the competition. Still, it's one of the best EVs money can buy.

- *Car and Driver* rating: 8.5/10
- EPA-rated maximum range: 358 miles

REVIEW, PRICING, AND SPECS

Tesla Model S



TESLA

What We Think: The Tesla Model S arguably pioneered the modern electric car. Though its bones go back more than a decade, the 2022 Model S remains one of the best electric vehicle options out there. Tesla's flagship sedan also earns a spot on our 2022 Editors' Choice list. With up to 405 miles of EPA-estimated driving range, the Model S can easily be used for long drives. Plus, the [1020-hp Plaid version](#) can deliver supercar acceleration while seating four adults. The Model S is also practical, with a large rear cargo area and a frunk for extra space.

- *Car and Driver* rating: 9/10
- EPA-rated maximum range: 405 miles

Volkswagen ID.4



VOLKSWAGEN

What We Think: Think of the 2022 Volkswagen ID.4 as the spiritual successor to the [original Type 1 Beetle](#), but with an emissions-free twist. Hell, opt for a two-wheel-drive ID.4 and you'll find its lone electric motor sits right near the rear axle. Dropping the coin for the ID.4's available [all-wheel-drive system](#) adds a second motor that powers the SUV's front axle. While it lacks the driving verve that we appreciate in [other VW models](#), the ID.4's interior is quiet and relaxed when cruising. The ID.4's almost entirely digital dashboard gives the interior a high-tech aesthetic. Alas, the system's user interface packs a steep learning curve. Even so, the ID.4 represents a solid value. Plus, it offers up to 275 miles of EPA-rated range. The ID.4 is a master of none, but it's a jack of enough trades that we think it's deserving of a spot on our annual Editors' Choice list.

- *Car and Driver* rating: 8/10
- EPA-rated maximum range: 275 miles



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS
SUSUJ, NEW MEXICO

a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #VII: Reports, Updates & Announcements

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 7/6/22

BACKGROUND

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

Informational Items

Regional News & Updates

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

Member Special Reports:

- None this meeting

NMDOT Reports:

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

News, Training & Funding Opportunities:

- FHWA Planning, Environment & Realty Reports: none for the past month
- NMDOT Govt. to Govt. Update: 7/06/22
- AASHTO Publications: none
- NMDOT / UNM-LTAP: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – Online courses notice forwarded to members as LTAP emails come in.
- Title VI Training is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance.
- LTAP Training news: 6.13.22
- Bridge Investment Program: funding information 6.14.22
- SS4A Planning Grants: 6.15.22
- ROUTES Quarterly Newsletter: funding information 6.30.22
- Railroad Crossing Elimination Program: \$573 million 6.30.22
- Reconnecting American Communities: funding opportunity 7.1.22
- Grant Opportunity: Reconnecting Communities Pilot Program 7.6.22
- PMTMP Draft Final Report: 7/01/22 – not in this package – too large
- TIRS Transportation Infrastructure Revenue Subcommittee meeting: July 5 – 6, 2022 in Gallup
- National Electric Vehicle Infrastructure Webinar: presentation July 7 – 12 noon our time
- National Transportation in Indian Country Conference: Aug. 22-26, 2022 – Louisville, Kentucky

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

FFY2022

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



A PROGRAM OF Northwest New Mexico Council of Governments

NWRTPO | Northwest Regional Transportation Planning Organization

Monthly Report – June, 2022

- A. 2022 NWRTPO RTIPR Update:** This year (FFY2021 – 2022) the NWRTPO is executed a full Call for Projects which extended from April, 2021 thru March 2022. At this point, RTPO members have submitted 53 project PFF's and PPF's for our 2021 – 2022 RTIPR update, 49 of which were presented and reviewed by DOT District 6 staff on June 29-30; 4 projects for Northern Navajo were reviewed by DOT District 5. Roadway projects were prioritized in our new RTIPR at our January 12 meeting for 7 of our member governments who have submitted qualified projects – per functional classification. RTIPR was approved, finalized and authorized at our February 9, 2022 meeting; DOT District 6 Zipper will took place at our March 9 meeting. During the course of Feb. – March, 2022 a new 2023 Transportation Project Fund from the State of New Mexico was announced, so staff have asked members to submit PFF's to include these projects proposed for next year, in this year's RTIPR to make them more competitive for funding in our current RTIPR these were completed prior to our March 9 DOT Dist. 6 RTIP (Zipper) meeting.
- B. NMDOT Transportation Project Fund:** The State of New Mexico initiated a new LGTPF fund to support transportation needs across New Mexico, complimenting the ongoing Local Govt. Road Fund in 2019. This fund provided \$50 million statewide in FFY2019. Eleven member governments of the NWRTPO and Farmington MPO were funded for 14 projects for just over \$12 million. In FFY2021 NMDOT had \$120 million available and has been officially renamed to the Transportation Project Fund (TPF) and now officially includes Tribal communities. NMDOT Districts 5 & 6 reviewed and approved 13 projects from 10 of our member governments at a total of just under \$20 million to move forward. When including the Farmington MPO, the total award is at \$22,415,160.00 for our region. A new 2023 TPF call for projects has just been issued with a deadline of May 31, 2022 for project submissions, staff have cited eight (8) projects proposed from seven (7) of our member governments in our 2022 RTIPR.
- C. GIS Data Gathering, Trails Development, Mapping and Compiling Work:** COG staff Carrie House continues to provide technical assistance and GIS mapping for development of 200 new miles of recreational trails in the Zuni Mountains in McKinley and Cibola Counties during FFY18 – FFY22; and continues contributing GIS mapping for regional transportation infrastructure. The NWCOG was the only New Mexico recipient of a NADO Impact Award for the ongoing development of 200 miles of recreational trails in the Zuni Mountains of McKinley and Cibola Counties. The Navajo Nation will soon be developing 80 miles of recreational trails in the Chuska Mountain range, complimenting the rec. trails being developed in the Zuni Mtns. The Pueblo of Laguna is developing bike and pedestrian trails connecting all six of their Pueblo Villages.
- D. Trail of the Ancients Scenic Byway is Nationally Designated:** President Trump signed the "Reviving America's Scenic Byways Act of 2019" into law re-establishing the Scenic Byway Program. This provided the NWRTPO the opportunity to undertake a demanding process to pursue national designation for parts of our New Mexico TOA byway portion. RTPO and COG staff submitted the 2020 application for national designation for portions of our New Mexico Trail of the Ancients Scenic Byway. The entire TOA byway corridor is shared by Counties in the 4-Corners region of Utah, Arizona, New Mexico and Colorado; the Utah and Colorado corridors are already nationally designated. **We received news that major portions of our New Mexico corridor are now designated as a National Byway corridor!** We can now support and work on the Arizona portion of the four state byway, which is primarily on Navajo Nation lands. Historically across the nation - regions who achieved national scenic byway status have enjoyed a major and positive impact on tourism and resulting economic growth. With the return of the federal Scenic Byway Program after a multi-year period when the program went away, we are reconstructing the TOA Byway Council for New Mexico, and undertaking the challenging responsibility shared by participating counties to monitor and improve the national corridor, along with stronger participation in funding the byway, in collaboration with NMDOT staff. Staff submitted an application to update our Corridor Management Plan as the first rendition was done in November, 2008. This was recently awarded for funding in 2024.
- E. Major Funding from Federal Sources:** The Federal Govt. and USDOT is providing funding for transportation development in billions of dollars – far beyond anything we've seen before, in some cases with short application timeframes. Members are encouraged to become familiar with these opportunities and take advantage of them. COG staff have created County Bridge lists for funding consideration, as many of our bridges are old and in need of replacement; bridges are expensive, so now is the time to take advantage of this funding to repair or replace!
- F. Geo-tourism Website:** RTPO Staff are once again commencing to upgrade our Geo-tourism website which is another four corners states initiative, along with our N.M. Geo-tourism Stewardship Council.
- G. News, Training and Funding Opportunities:** The following training and funding opportunities have recently emerged:
- FHWA Planning, Environment & Realty Reports: none for the past month
 - NMDOT Govt. to Govt. Update: 7/06/22
 - AASHTO Publications: none
 - NMDOT / UNM-LTAP: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – **Online courses notice** forwarded to members as LTAP emails come in.
 - Title VI Training is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance.
 - LTAP Training news: 6.13.22
 - Bridge Investment Program: funding information 6.14.22
 - SS4A Planning Grants: 6.15.22
 - ROUTES Quarterly Newsletter: funding information 6.30.22
 - Railroad Crossing Elimination Program: \$573 million 6.30.22
 - Reconnecting American Communities: funding opportunity 7.1.22
 - Grant Opportunity: Reconnecting Communities Pilot Program 7.6.22
 - PMTMP Draft Final Report: 7/01/22 – not in this package – too large
 - TIRS Transportation Infrastructure Revenue Subcommittee meeting: July 5 – 6, 2022 in Gallup
 - National Electric Vehicle Infrastructure Webinar: presentation July 7 – 12 noon our time
 - National Transportation in Indian Country Conference: Aug. 22-26, 2022 – Louisville, Kentucky