



a program of  
**NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS**

---

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

# **AGENDA PACKET**

## **RTPO Technical/Policy Committee Meeting**

**Wednesday, August 12, 2020**

**10:00AM – 2:00PM**

**Hosted by Pueblo of Laguna**

**Virtual Meeting: Dial In: (515) 606-5166 / Access Code: 301965**



**Pueblo of Laguna – Intended Host  
Switched to Virtual due to COVID-19 Pandemic**



a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

# Northwest Regional Transportation Planning Organization (NWRTPO)

## RTPO Joint Technical & Policy Committee Meeting

Wednesday, August 12

10:00 am

Laguna Public Works Department

This meeting will be held in virtual format rather than at the Pueblo of Laguna, N.M. due to COVID-19 Restrictions: Dial in Number: (515) 606-5166 / Access Code: 301965

## AGENDA

### ROUTINE ITEMS:

Item #	Item	Presenter
I.	Call to Order and Introductions	Dave Deutsawe, Chairman
II.	Action: Agenda	Robert Kuipers, Program Manager
III.	Action: Minutes	Robert Kuipers, Program Manager

**ACTION ITEMS:** No action items this meeting.

### DISCUSSION/PRESENTATION ITEMS:

*Please Provide Presentations for inclusion in minutes*

Item #	Topic	Presenter
IV.	Presentation: Functional Classification Change Opportunities	Robert Kuipers / NMDOT Staff
V.	Presentation: T/LPA Handbook – 2019 update	Robert Kuipers / NMDOT Staff
VI.	Review & Discuss: a) Draft 2020 Regional Transportation Plan Update in progress; b) RTIPR Revision – progress with PFF's	Robert Kuipers

### REPORTS: (10-minute limit)

*Please submit Written Reports for inclusion in minutes*

VII. RTPO Program Report ( <i>significant news only</i> )	Robert Kuipers, Program Manager
VIII. Local Member Reports ( <i>significant news only</i> )	By Entity
IX. New Mexico Department of Transportation Reports <i>Review &amp; Discuss: Local Govt. Road Fund anticipated reductions</i> ( <i>significant news only</i> )	RTPO Liaison (Neala Krueger) Tribal Liaison (Ron Shutiva) District 5 (James Mexia, Stephanie Medina) District 6 (JoAnn Garcia; Bill Santiago)

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

**ANNOUNCEMENTS & NEXT MEETING:** Wednesday, September 9, 2020 – Pueblo of Acoma Tribal Auditorium, 33 Pinsbarri Drive, Acoma, NM; will revert to virtual / Conf. Call meeting if COVID-19 pandemic restrictions continue.

### ADJOURNMENT:

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

**NWRTPO | Northwest Regional Transportation Planning Organization**

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday July 08, 2020

10:00 a.m. – 12:00 p.m.

Meeting executed via conference call

Due to COVID-19 Pandemic

**ATTENDANCE:**

<b>Local &amp; Tribal Governments</b>	
<b>Entity</b>	<b>Representative(s)</b>
Pueblo of Acoma	Dave Deutsawe (Chair); Raymond Concho Jr.
Pueblo of Laguna	Ray Lucero
Pueblo of Zuni	Royce Gchachu
Navajo Nation	Larry Joe (Northern & Eastern Agencies)
Ramah Navajo	absent
City of Grants	Don Jaramillo
City of Gallup	Alicia Santiago
Village of Milan	absent
Cibola County	Judy Horacek
McKinley County	Absent ( <i>due to conflicting meeting</i> )
San Juan County	absent
Farmington Metropolitan Planning Organization (MPO) – Ex-officio	Not in attendance

<b>New Mexico Department of Transportation (NMDOT)</b>	
<b>Entity</b>	<b>Representative(s)</b>
RTPO Liaison	Neala Krueger
District 5	Stephanie Medina
District 6	absent
Tribal Liaison	Ron Shutiva
Local Government Relations	Not in attendance

<b>Regional Transportation Planning Organization</b>	
<b>Entity</b>	<b>Representative(s)</b>
Northwest NM Council of Governments	Robert Kuipers

**Tally Sheet – Attendance & Quorum**

<b>Members</b>	<b>NMDOT</b>	<b>RTPO</b>	<b>Guests</b>
8	3	1	0
<b>Member Entities</b>	<b>Attending</b>	<b>%</b>	<b>TOTAL:</b>
<b>12</b>	<b>7</b>	<b>58</b>	<b>12</b>

**ROUTINE ITEMS:**

Item #	Item
I.	<b>Call to Order and Introductions.</b> The meeting was called to order at 10:15 am, Dave Deutsawe and Bob Kuipers welcomed those in attendance, and proceeded with introductions and approval of agenda and minutes. The meeting was conducted via conference call, due to the COVID-19 pandemic.
II.	<b>Agenda.</b> RTPO Program Manager provided an overview of the day’s agenda topics.  <b>ACTION:</b> Dave Deutsawe (Acoma) motioned and Don Jaramillo (Grants) seconded adoption of the agenda. All in favor – motion carried.
III.	<b>Minutes (March 11, 2020).</b> Chairman provided time for review of minutes and no comments or revisions were made.  <b>ACTION:</b> Judy Horacek (Cibola) motioned and Ray Lucero (Laguna) seconded adoption of the minutes. All in favor – motion carried.

**ACTION ITEMS:**

Item #	Item	Presenter
IV.	No action items this meeting.	Robert Kuipers, Program Manager

**DISCUSSION/PRESENTATION ITEMS:**

Item #	Item	Presenter
V.	Presentation: 2020 NWRTPO Quality Assurance Review Report	Neala Krueger – NMDOT Liaison
<b>BACKGROUND</b>		
<ul style="list-style-type: none"> <li>• <b>Why?</b> RTPO staff are responsible for managing NWRTPO meeting agendas, minutes, governing documents, financial investments, public awareness and access, member govt. participation, staff/member training investments, funding opportunities and monitoring / reporting for our region’s development and maintenance of transportation infrastructure and services.</li> <li>• <b>Purpose.</b> To assure the NWRTPO provides efficient and effective collaboration and service to our region’s participating governments, for the development and maintenance of transportation infrastructure and services</li> <li>• <b>Discussion/Finalization.</b> RTPO members and their respective local governments will have a better understanding of how the NWRTPO helps serve transportation development, services and maintenance in a manner that equitably distributes resources on behalf of all our member governments, and promotes cross-jurisdictional collaboration for regional transportation priorities.</li> </ul>		
<b>CURRENT WORK</b>		
<ul style="list-style-type: none"> <li>• Report on the NWRTPO QAR review for FFY2019 – FFY2020 cycle</li> </ul>		
<b>ANTICIPATED WORK</b>		
<ul style="list-style-type: none"> <li>• The annual QAR reviews and assures that the NWRTPO responsibly and equitably helps our regional local governments access resources and develop / maintain infrastructure and services based on vetted local and regional transportation priorities.</li> </ul>		
<b>ATTACHMENTS</b>		
<ul style="list-style-type: none"> <li>• 2019 – 2020 QAR Review document</li> </ul>		
<b>BUDGET IMPACT</b>		
<ul style="list-style-type: none"> <li>• None</li> </ul>		
<b>ACTION ITEM</b>		
<ul style="list-style-type: none"> <li>• N/A</li> </ul>		

Ms. Krueger provided an overview of the annual NWRTPO QAR process, and praised the NWRTPO for exemplary performance related to obtaining funding and executing projects. She indicated that the recent

corrective action period has been properly completed and is no longer an issue for the NWRTPO. There was only one minor finding in the 2019 QAR which pertained to signed resolutions being posted on the NWNMCOG – RTPO website. *(As a result staff have already executed posting FFY2019 resolutions to the website.)* There was also a minor finding in the Audit report, which pertained to having a Chief Procurement Officer in place – as a result Admin. Asst. Martina Whitmore engaged training and was certified as procurement officer for the COG in February, 2020.

Item #	Topic	Presenter
VI.	Update & Discuss: NWRTPO Regional Transportation Plan Update – process, outline & schedule	Robert Kuipers
<b>BACKGROUND</b>		
<ul style="list-style-type: none"> <li>• <b>Why?</b> The NWRTPO makes minor updates to its Regional Transportation Plan every year; but every 5 years the NWRTPO undertakes a more major update to its RTP in sync. with NMDOT’s LRTP update.</li> <li>• <b>Purpose.</b> This year the NWRTPO will undertake a more significant update to our Regional Transportation Plan, and try to some extent to coordinate / synchronize our priorities with those represented within the NM-LRTP update that have appeal or utility within our region.</li> <li>• <b>Discussion/Finalization.</b> Members will be provided 1) a concise summary and 2) a more detailed summary outlining the process and schedule for our RTP update.</li> </ul>		
<b>CURRENT WORK</b>		
<ul style="list-style-type: none"> <li>• Members will be encouraged to familiarize with our Regional Transportation Plan on the NWNM Council of Governments website, and consider what interests their respective regional govt. jurisdiction may have for inclusion in our more significant RTP update this year.</li> </ul>		
<b>ANTICIPATED WORK</b>		
<ul style="list-style-type: none"> <li>• Members will be asked to consider and contribute toward updating our RTP this year to insure that their respective interests are represented in the final document – anticipating completion in September or October, 2020.</li> <li>• Members will be <b>particularly asked to update their govt. jurisdiction’s priorities</b> for <b>Appendix 2 – Public Outreach Report</b>, which cites forthcoming priorities for both our region (p.85) and our respective NWRTPO Member Governments <b>pp. 86 – 103</b>. It will be important for our respective members to <b>execute update recommendations for this section within specified timelines</b>; those who do not respond will be left out. These new priorities can reflect both current RTIPR project priorities, as well as new prioritized directions or interests that participating member governments wish to pursue for multi-modal transportation maintenance or development.</li> </ul>		
<b>ATTACHMENTS</b>		
<ul style="list-style-type: none"> <li>• Quick Summary – FFY2020 NWRTPO Regional Transportation Plan Update.</li> <li>• General Schedule for NWRTPO Regional Transportation Plan Update.</li> </ul>		
<b>BUDGET IMPACT</b>		<b>ACTION ITEM</b>
<ul style="list-style-type: none"> <li>• None</li> </ul>		<ul style="list-style-type: none"> <li>• N/A</li> </ul>

**Discussion:**

Staff covered a 1) Quick Summary one page guide to our 2020 LRTP update and 2) a two page more comprehensive summary of the update process, and page numbers for every section of our current Regional (long-range) Transportation Plan to be updated. Staff emphasized for members to particularly update their project priorities as cited in our RTIPR, or based on their respective jurisdictional leaders priorities for future development in appendix #2 -pp. 84-103 which provides the public outreach report, but also highlights the transportation priorities for each of our participating member governments.

Item #	Topic	Presenter
VII.	Review & Discuss: RTIPR Revision Process and Timeline:	Robert Kuipers
<b>BACKGROUND</b>		
<ul style="list-style-type: none"> <li>• <b>Why?</b> Every two years (biennial basis) the NWRTPO engages a Call for Projects process to invite new projects into the NWRTPO RTIPR for our local municipal, tribal and county member governments. This process engages a series of document forms and meetings to assure that proposed new projects are both local / regional priorities and qualify for state and federal funding.</li> <li>• <b>Purpose.</b> To engage the NWRTPO members in discussion on progress with Project Feasibility Forms to qualify new projects for inclusion in the FFY2021 RTIPR for the NWRTPO.</li> <li>• <b>Discussion/Finalization.</b> <b>There will not be a formal Call for Projects in FFY2020:</b> the NWRTPO will simply update the RTIPR with PFF's for new projects or phases due at our October 14 meeting.</li> </ul>		
<b>CURRENT WORK</b>		
<ul style="list-style-type: none"> <li>• RTPO members will discuss the <b>RTIPR revision process and timeline</b>. At this time members will simply discuss progress with updating the RTIPR by removing projects or project phases that have already been funded, and <b>adding new projects or phases via PFF's</b>. The NWRTPO will not undertake the entire process recommended in the Call for projects, and simply add projects to the RTIPR via PFF's – since funding is not anticipated until FFY2021.</li> </ul>		
<b>ANTICIPATED WORK</b>		
<ul style="list-style-type: none"> <li>• RTPO members will discuss progress with eliminating funded projects or phases in the current RTIPR, and inserting new projects or phases via PFF's for the FFY2020 – FFY2021 NWRTPO RTIPR revision.</li> </ul>		
<b>ATTACHMENTS</b>		
<ul style="list-style-type: none"> <li>• RTIPR Revision Timeline</li> </ul>		
<b>BUDGET IMPACT</b>		
<ul style="list-style-type: none"> <li>• None.</li> </ul>		
<b>ACTION ITEM</b>		
<ul style="list-style-type: none"> <li>• No action needed</li> </ul>		

**Discussion:**

RTPO staff indicated that with little funding available from the state until FFY2021 for local projects, we will execute a much simpler process which will only entail submission of Project Feasibility Forms (PFF's) to incorporate new projects or phases into our RTIPR update this year. Guidance and schedule is provided in this meeting package. Members are asked to review our current RTIPR, to recommend removal of projects or project phases that have been already fully funded. Members may add new phases or projects into the RTIPR revision against an October 14 RTPO meeting deadline.

Item #	Topic	Presenter
VIII.	<b>REPORTS:</b> (10 minute limit due to virtual meeting)	RTPO & DOT staff, RTPO members

**Significant news only due to virtual meeting**

<p><b>RTPO Program Report (<i>significant news only</i>)</b></p> <ul style="list-style-type: none"> <li>Staff provided the monthly report for June which includes announcements on training and funding opportunities, and other transportation news from the recent past or near future. Staff provided the monthly work hours summary for June – Expenditure report not yet available due to end of COG fiscal year.</li> <li>FHWA Planning, Environment and Realty Reports, NMDOT Planning Government to Government Reports, and AASHTO Publication Updates are regularly forwarded to members as they come out.</li> </ul>	Robert Kuipers
--	----------------

**BACKGROUND**

<ul style="list-style-type: none"> <li><b>Why?</b> Update RTPO members on news, training, funding, and other items of special interest</li> <li><b>Purpose.</b> Keep RTPO members up to date on critical information from NWRTPO and NMDOT sources</li> </ul>
---

**Informational Items**

<p><b>Regional News &amp; Updates</b></p> <ul style="list-style-type: none"> <li>Regional Work Program Status Report</li> <li>RTPO Report</li> <li>Member Reports</li> </ul>
--

<p><b>Member Special Reports:</b></p> <ul style="list-style-type: none"> <li>None submitted prior to the meeting</li> </ul>
---

<p><b>NMDOT Reports:</b></p> <ul style="list-style-type: none"> <li>G to G Liaison: Neala Krueger</li> <li>Tribal Liaison: Ron Shutiva</li> <li>District 6: JoAnn Garcia &amp; staff; District 5: vacant at this time</li> </ul>
--

<p><b>News, Training &amp; Funding Opportunities:</b></p> <ul style="list-style-type: none"> <li><u>FHWA Planning, Environment &amp; Realty Reports: 6/11, 6/24, 6/25 and 6/25 (two reports – same day)</u></li> <li><u>NMDOT Govt. to Govt. Update: 6/8/20</u></li> <li><u>AASHTO Publications: 5/29, 6/9 and 6/19</u></li> <li><u>NMDOT / UNM-LTAP:</u> Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at <a href="http://ltap.unm.edu">ltap.unm.edu</a></li> <li>Notice of <u>Updated NMDOT Policy &amp; Procedures Manual (PPM)</u> available on DOT website</li> <li><u>Rural Road Safety Center Training Opportunities:</u> sent to members 6/18</li> <li><u>NMDOT 2024 Transportation Plan (Long Range Transportation Plan major update)</u></li> <li><u>NHI Training Opportunities:</u> sent to members 6/24</li> <li><u>ROUTES –“Rural Opportunities to Use Transportation for Economic Success:</u> USDOT Secretary Elaine Chao announced this new funding source supporting rural transportation needs in America.</li> <li><u>US DOT announces \$321.4 million in “Nationally Significant Federal Lands and Tribal Projects”:</u> (NSFLTP) this funding will support maintenance repair or new construction for roads and bridges serving tribal or federal lands. <a href="https://www.transportation.gov/briefing-room/fhwa1519">https://www.transportation.gov/briefing-room/fhwa1519</a></li> <li><u>Title VI Training</u> is available to MPO’s and RTPO’s from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance. Based on training length, we could provide it at one of our meetings.</li> <li><u>Tran-SET Conference rescheduled for Sept. 1-2, 2020</u></li> </ul>
---

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

**New news in bold**

**Pueblo of Acoma**

- Pueblo concluded project development on March 17 related to the COVID-19 pandemic; resumed project development on May 17. Pueblo of Acoma remained closed thru June 2; contractors are now two months behind due to COVID-19 pandemic. **The Pueblo will not reopen until August 3 – and only if the pandemic resides.**
- **CMGC2 – 1: Construction of new office for Transportation and other Departments is underway – anticipate completion in September**
- CMGC2-2 SP130 Veterans Blvd. – **Project is complete.**
- CMGC2- 3 Baseball Fields – Design is complete; waiting on prairie dog removal before Notice to Proceed is approved and issued.
- CMGC2 – 4 Projects: (*request for proposals for this new bundle of projects was published 2/10/19*)
- FEMA 4352 Large Projects (39) – 38 projects have been completed; work began in the southern regions of the Pueblo, just a few more to go.
- The Pueblo is continuing on the update to their Long-Range Transportation Plan; WH Pacific will do traffic analysis counts to contribute to the Pueblo’s LRTP. **To mitigate COVID 19 delays, the Pueblo has developed a survey for public input.** 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.
- FEMA 4352: Small Projects: Recovery work has begun; the POA Public Works / Utility Authority was awarded the small projects (65) at \$2.2 million capital investment. **45 projects have been completed; 22 projects remain. The work was scheduled for completion by March 2020 but due to COVID-19 the completion date is pending a re-start, at which time a new completion date will be established.**
- Capital Outlay: The Pueblo has proposed a restart date of May 18 to resume work.
- Mainstreet Project: The Pueblo will add several projects to the CMGC suite to include projects for housing and economic development. These would include engineering studies, NEPA, infrastructure development and engineers estimates, and renderings for each area.

**Pueblo of Zuni**

- **The Pueblo is under lock down with little administrative activity due to COVID-19 pandemic.**
- Royce is now also the Airport Manager. Receipt of FAA grant agreement for developing an Airport Master Plan for the Andrew Othole Memorial (AOM) Airport. The master plan will be developed by the Pueblo’s airport consultant – Armstrong Consultant’s, Inc.
- The Pueblo continues to update its long-range transportation plan.
- Ongoing road maintenance around the Pueblo.
- 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.

**McKinley County**

- **The County is finishing their Local Government Road Fund projects including the Thoreau Town Site project at \$776K for cold mix overlay, for which the County has rented a milling machine.** Certifications are complete for all LGRF projects and the County is requesting an extension till Spring – 2020 to complete maintenance construction which will include **paving for CR-1 in Mentmore.**
- TIF: \$1.2 million awarded for 10 miles of Deer Springs Road improvement – project on hold until Spring of 2020 for Mexican Springs Chapter. NDOT is contributing Fuel Excise Tax funding. Funding will allow drainage improvements, five miles of gravel base improvement and three miles of chip-seal.
- TIF: \$1.3 million awarded for 18 miles of CR19 gravel and chip-seal road improvement – multiple Eastern Navajo Chapters; collaborating with NDOT for road repairs and renovation. NDOT is contributing Fuel Excise Tax funding. Project has commenced, but completion anticipated until this coming summer around weather issues.
- The County will contract out their LGTPF project for Manuelito Canyon bridge replacement and road improvements.



- The 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 completed gravelling Allison road is currently providing base course and chipseal for the Pine Haven road.**

#### Gallup

- NOO's have been processed for the Gallup Mainstreet Project – construction anticipated to commence July 1. **Coal Avenue Commons project will commence ground breaking on May 13 – there will be a related celebration on that day.**
- Nizhoni and W. Aztec improvements are currently in design.
- 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.
- The East Nizhoni Blvd. Reconstruction project was awarded LGTPF funding – the contract with NMDOT was executed by the City and the State, with the electronic copy received; awaiting the original signature.
- W. Aztec drainage legislative grant has been executed and engineering services have been awarded to begin design; notice of obligation has been submitted and approved by the state. Design in progress at this time.

#### Milan (not present this meeting)

No report submitted this month.

#### Ramah (not present this meeting – previous report as follows:

- Acting executive director for Ramah Navajo Chapter's 638 Grants & Contract Programs issued extension shelter in place memorandum restricting travel, purchasing and reducing staff to essential employees.
- BIA Projects Update:
  - BIA 125 mp 18 – 24.6 – received 100% design plans – submitting concurrence letter to FHWA and received approval to move forward and finalize project.
  - BIA 125 MP O – 4.4 Received approval for updated cultural resources report to include a drainage pond and submitted a resolution for easement withdrawal; received approval from NNHPO on the updated cultural report and categorical exclusion.
  - BIA 195: submitted ROW documents to RN Realty Office
  - BIA 145 and BIA 113: Received draft report for BIA 145 and BIA 113.
- 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.

#### Cibola County

- ZMTP RTP trail project is funded for FFY2020 construction – working with McKinley County for trails development beginning with the Quartz Hill Trail Head.
- CR-18B and CR1 road / bridge projects are current priorities. CR-18B awarded LGTPF funding – LGTPF contract is complete and submitted.
- Coop projects will begin soon.
- **Ongoing County wide maintenance for County and Forest Roads.**

#### Grants

- Riverwalk trail: Design at 100% from WHPacific, Project is on hold for the time being.
- First Street phase 3 – 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 from Washington to Roosevelt – anticipate

construction late summer of 2020. Anticipate bidding in July and construction to commence in September. Total project stands at \$6.2 million.

- **2<sup>nd</sup> street bridge out to bid for construction to commence in July – delay due to COVID-19 pandemic.**
- **Washington bridge replacement over 2<sup>nd</sup> Street through LGTPF funding will include a walking opportunity for High School students; project construction is underway – commenced in June.**
- Lobo Canyon and Roosevelt intersection improvements are underway

#### Pueblo of Laguna

- **The Pueblo remains closed to the public, and administration is closed until the COVID-19 Pandemic resides.**
- The Pueblo is pursuing an FHWA grant to develop a Pueblo-wide (all Villages / roads) Safety Plan and will be seeking data sources identifying various crash incidents, and high crash incident locations; may need assistance from the RTPO or DOT with analyzing crash data. The Pueblo has a number of State Routes, where high speeds impact upon more fatal crashes.
- NM 124 Trail- Encinal Road to St. Rd. 279, a bike/ped path: The Construction Management services firm selected is Bohannon Huston Inc. Construction NTP was issued in January. Construction is at 17% complete. Desert Fox Paving has cleared and grubbed the first half of the trail and working on subgrade. Completion date is set for September per approved construction schedule.
- L26 Rainfall Road from Cubero Wash to Seama bridge M108: Construction has been completed, including a bike & ped. trail.
- 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; Pueblo is closing out these projects at this time.
- LGRF / BIA Road Maintenance Striping Projects: Phase 2 & 3: Phase 2 – working on ITS certs. for L500 Mountain Ash Loop and Central Park roads. Phase 3 – working on NMDOT certs for L540 – Veterans Memorial Road and L200 Elizabeth Bender Road. Construction to commence this summer for both phases.
- NM 124 Roundabout: The repairs to the roundabout are being coordinated by NMDOT, no start date has been determined.
- L24 Rainfall Road: design changed to two phases, Ph-1 Road & Trail and Ph-2 Conc Box Underpass, design is in progress and construction funded for \$1.9 million from the LGTPF fund!
- L26 Deer Dancer Road: at 95% 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 In progress – draft report has been submitted to the Pueblo and BIA.
- M108 San Jose River Bridge-Seama: PS&E complete and ROW amendments approved; pending items include EA, FONSI and NOI.
- L248 Bluejay Road and L248 Blue Star Loop: RFP published, proposals received, reviewed and awarded. A kick off meeting will be held in March.
- Pueblo's Safety Plan: Phase 1 is complete and the Pueblo is intending to apply for additional planning funds to continue plan development.
- NMDOT I-40 Safety Project: The Pueblo met with NMDOT on March 3. Design is at 90%; NMDOT hopes to let the project this summer.

#### Navajo Nation – Northern Agency

- **Larry Joe requests COG RTPO Manager to help him include US491 RSA recommendations Naschitti to Newcomb as proposed projects in our 2020 RTIPR revision.**
- NMDOT Safety Projects:
  - Shiprock Chapter/Navajo DOT in coordination with NMDOT are working on a school zone safety project at Hwy 64 west of Hwy 491/64 intersection. Project on NM NWRTPO List – programmed for funding on NM STIP for construction in 2023. Beyond this, DOT District 5 is working for intersection safety improvements with Beclabito, Gadiahii, TseDaaKaan and Shiprock chapters for US64 up to the Arizona state line.
  - Beclabito Chapter/NDOT on safety project on Hwy 64 at MP 3.0-3.5 for street lighting. In planning stage with NMDOT District 5. The Chapter was awarded NM Capital Outlay funding for a helipad landing facility.
  - TseDaaKaan Chapter/NDOT safety project to improve Hwy 64 & N5031 Intersection. Project on NM NWRTPO list. Application was updated and submitted for HSIP funding. Earmarked for construction in NM STIP 2021.

- San Juan Chapter Bridge project connecting N36 to Hwy 64 near Hogback. The feasibility studies were completed by contractor, Wilson & Company. This project would involve coordination with NM DOT and NM State Representative, Anthony Allison and other State Legislatures to obtain additional funding for preliminary engineering studies and clearances and design.
- Upper Fruitlan Chapter Safety Project at Hwy 371 & N36 Intersection for improvement. This Project was awarded through NM Capital Outlay fund to start on Design and Construction. Wilson & Company is assigned to complete the design which Navajo Nation will fund as match. Navajo Gaming assisted with advocacy of funding request. Assigned San Juan County, NM as lead agency to implement the project – construction to begin in summer - 2020.
- Sheep Springs Chapter is working on safety project to improve intersection at Hwy 491/134, to reduce traffic crashes and pedestrian cross walks. Pending with NMDOT District 6.
- Lee Engineering is providing a safety audit for Newcomb, Naschitti and Sheep Springs.
- Hwy 64 Shiprock Bridge replacement – a public hearing is set for Nov. 14 at the Shiprock Chapter
- Burnham Chapter is proposing for N5 hwy. intersection improvements.
- Newcomb Chapter is working on a low water crossing project funded through state and tribal funds – needing BIA approval for a road realignment; and pushing for street lighting along Hwy 491.
- Sanostee Chapter is also pushing for street lighting along US491.
- Road Safety Audit funding awarded to Twin Lakes, Mexican Springs and Tohatchi Chapters through the LGTPF funding opportunity from the State of New Mexico.
- San Juan – Hogback Bridge have completed feasibility studies for a new bridge.
- Shiprock Chapter is seeking a road safety audit for US491 mp. 89 – 90
- Burnham Chapter is seeking a road safety audit and N-5 / Chapter intersection improvement
- Newcomb Chapter is seeking funding for street lights along the US491 and N5001 intersection
- Sanostee Chapter is seeking funding to construct drainage infrastructure for the intersection of US491 and N-34, as well as a school zone RSA on N34
- Local Government Road Fund awards to Navajo Chapter Projects as follows:
  - Sheep Springs Chapter awarded \$50K for improvements to N5002
  - Gadhahii-Tokoi Chapter awarded \$200K for chip-seal improvements to N571
  - Preliminary planning in progress for a number of school bus routes around Little Water Chapter awarded \$60K for improvements – including TR4925, TR5313, N5016, N5005, and N5092.

#### Navajo Nation – Eastern Navajo

- **The Contract for L.G.T.P.F. RSA's is out to bid for the participating District 14 communities of Mexican Springs, Tohatchi and Twin Lakes Chapters.**
- Bread Springs (Baahaali) Chapter awarded LGTPF funding at \$281.5 K to construct their waste transfer station access road.
- Twin Lakes, Tohatchi and Mexican Springs Chapters were awarded LGTPF funding for Road Safety Audits on US491 intersections serving these chapters.
- McKinley County has an MOU in place with the Navajo Nation (who contribute \$400,000 annually to the county for maintenance of primary Navajo Chapter roads.
- Ongoing attention from Eastern Navajo for the NM118 corridor between Rehoboth and Church Rock, around both traffic safety, road capacity expansion, economic development opportunities, and multi-modal safety options. Also a watershed study has been conducted for the NM118 corridor between Church Rock and Iyanbito to address and mitigate periodic and costly flooding of I-40 and NM118, leaving up to a foot or more of sediment on the roads, for which the DOT has to take emergency fix measures to clear these roads as quickly as possible. Wilson & Co. is working with NDOT to design roadway lighting along this corridor, and Navajo Gaming Enterprise and Church Rock Chapter have secured capital outlay funding on behalf of this lighting project
- Rock Springs Chapter has been awarded capital outlay funding to design improvements to the Chee Dodge School access road and intersection safety improvements.
- Navajo DOT looking at another Transportation Symposium coming up March 31 through April 2, 2020 at the Farmington Convention Center; the Tribe is looking for trainers from the New Mexico side, with focus on best practices and safety. **This conference has now been cancelled.**
- Navajo DOT is also considering providing quarterly TTAP trainings at the NDOT facility in Tse Bonito.
- NDOT is having meetings with Eastern Navajo Chapter areas for transportation needs

- Crownpoint Chapter is seeking funding for NM371 and N-9 intersection improvements
- Standing Rock Chapter is seeking funding for an RSA on N-9
- White Rock Chapter is seeking funding for an RSA on NM371
- Smith Lake Chapter is seeking funding for an RSA and street lighting for the NM371 and N49 intersection
- NDOT is updating their agreements with Counties in NM, AZ and Utah at this time.
- NDOT completed a safety plan for the Arizona Counties side of the Navajo Nation – hope to do the same on the NM side for Northern Navajo, Eastern Navajo, and the New Mexico side of Ft. Defiance Agency.

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

**New news in bold**

**Multimodal Planning & Programs Bureau – Neala Krueger**

- Lee Engineering emailed stakeholders the final US-491 Road Safety Audit Report and appendix on June 2<sup>nd</sup>. This RSA comprised Naschitti, Newcomb, and Sheep Springs communities and was funded via HSIP. Any further questions, response letters, or letters of support can be directed to Neala Krueger ([neala.krueger@state.nm.us](mailto:neala.krueger@state.nm.us)). Feedback from the Navajo Chapters is still pending.
- The NMDOT Long Range Transportation Plan website/portal is available at <https://newmexico2045plan.com/>. Please complete the survey. Also, share your feedback, thoughts, and ideas through the “Contact Us” form. In light of COVID-19, stakeholder workshops will be conducted this summer through a virtual, webinar format. **NMDOT is providing a virtual stakeholder workshop scheduled for July 14 from 10am to 12 noon:** <https://www.gotomeet.me/HighStreet1/nm-2045-virtual-meeting/> Access Code: 748-240-3311 / Dial In No.: +1-872-240-3311
- NMDOT Planning is undertaking a Pedestrian Safety Action Plan. A public survey and input map is available at: <https://nmpedplan.altaplanning.cloud/#/>

**NMDOT Tribal Liaison – Ron Shutiva**

- **Ron is reminding all RTPO members to be sure to check that their Capital Outlay, T.I.F. and L.G.R.F. projects are active and on track, because if no action has been initiated for too long a time it is highly probable that the State will retract the funding – due to the significant reduction in tax revenues related to the significantly negative impact of COVID-19 on tax revenues from the private sector!**
- Ron indicated that there will be another tribal stakeholder workshop for the NM 2045 Long Range Transportation Plan on July 22.
- Ron indicated that the Laguna I-40 improvement project is moving forward from Exit 112 to 117.
- A report will be forthcoming for the NM118 Iyanbito area drainage study on July 29.
- Ron is concerned about improvements needed for the US64 Shiprock School Zone corridor – NDOT is non-responsive, and support and input is needed from NDOT before the state moves forward with safety improvements.
- I-40 Safety projects are coming to the Laguna Acoma area, including the exit 114 bridge.
- Many tribes benefited from the recent LGTPF funding opportunity – which is now called the Transportation Project Fund from the State of New Mexico. New funding from this source not anticipated until FFY2021.
- The Pueblo Cultural Center in Albuquerque has a “Pueblo Relief Fund” available, and around \$300K has already been distributed. Go to [PuebloReliefFund.org](http://PuebloReliefFund.org).
- 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!**
- Ron shared concern regarding the lack of an NDOT Eastern Navajo representative – they are putting a lot of pressure on Larry Joe!

**NMDOT District 5 – James Mexia, Stephanie Medina**

- 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 in the District 5 HSIP plan for 2021 including a) primary / major Chapter or community intersections from Shiprock to the Arizona border and b) the Shiprock School Zone.
- The NM371 and N36 intersection near Northern Edge Casino is at 60% design; need ROW clearance / easement from NDOT.
- The District is looking at the need to replace the aging Shiprock San Juan River bridge.
- D-5 staff are managing project proposals for the 2021 Local Government Road Fund, and have received awards from the DOT General Office in Santa Fe for the next fiscal year.
- **D-5 staff are reminding local governments that Coop Projects are due by December, 2020.**

**NMDOT District 6 (not present this meeting)**

- JoAnn Garcia reminded members to check up on their Capital Outlay projects in the CPM system, to make sure their projects are submitted and up to date, with the required minimal 5% match.
- For Local Government Road Fund projects – the District needs certifications for all projects – many RTPO members are not following LGRF guidance for project development and are trying to close out projects without having reported progress to the DOT or following what the program requires – this could jeopardize funding, and DOT District 6 urges follow up with their staff. Have contractors apply to be on the State list as pre-qualified contractors. Using a non-state-qualified contractor could also jeopardize project funding!
- Members are encouraged to follow up with NMDOT District 6 – JoAnn Garcia regarding their LGTPF projects.
- Bill Santiago reminded members that Local Government Road Fund projects have been submitted to Santa Fe – once approved, the District will draft agreements for local governments. LGTPF funding is going out to local governments.

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

- None this meeting.

**ANNOUNCEMENTS & NEXT MEETING:** Wednesday, August 12 meeting, 2020 to be held at the Laguna Public Works Dept. – I-40 Exit 114 to NM124 Roundabout, then east on old Rt. 66 to L55 Rodeo Road, then north to first parking lot on left; **in the event COVID-19 restrictions are not lifted, the meeting will revert to virtual via conference call.**

**ADJOURNMENT (12:00 noon)**

**ACTION:** *Alicia Santiago* – (Gallup) moved and *Judy Horacek* (Cibola) seconded for adjournment Motion carried by acclamation.

---

**MEETING ACTIONS:**

**RTPO Members:**

- *RTPO Meeting Schedule:* Review and confirm in advance if meetings cannot be held in person due to COVID-19 restrictions.

**RTPO Staff:**

- *RTPO Orientation Video:* Produce and distribute a video for members and governing bodies.

**NMDOT Staff:**

- *T/LPA Handbook Training:* Is it possible to have an abbreviated training at the next meeting or to video this training so that all NWRTPO members can access it. (Jolene Herrera)
- *New Mexico Transportation Plan Update:* Info. provided above for July 14 Virtual Stakeholder workshop. **This meeting conducted in virtual conf. call mode due to COVID-19 restrictions.**



a program of  
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #IV: Functional Classification Upgrades:**

**Subject: Discussion on Functional Classification Change Opportunities**

**Prepared for: Members consideration**

**Date: 7/30/20**

**BACKGROUND**

- **Why?** Functional Classification (F.C.) Change requests are a long entailing process that can take up to two years to complete. Members who anticipate pursuing F.C. upgrades due to anticipated economic development or increased traffic along their corridors should understand the process and commence well in advance of anticipated traffic increases.
- **Purpose.** In a rapidly changing world, rural areas such as ours need to “stay ahead of the game just to keep pace.” Anticipating opportunities and preparing in advance can make the difference between success and failure. RTPO members are encouraged to consider where in their regions functional classification upgrades may support current and future development trends.
- **Discussion/Finalization.** Staff will share information from NMDOT, and available on their website that members are encouraged to explore as they consider where classification upgrade requests may be appropriate for anticipated future growth and development.

**CURRENT WORK**

- Present Functional Classification information.

**ANTICIPATED WORK**

- Members may choose to pursue classification upgrades in consultation with their respective governments.

**ATTACHMENTS**

- Several documents informing on Functional Classification

**BUDGET IMPACT**

- None

**ACTION ITEM**

- N/A at this time – potential action for future meetings

## 4.2 PROCEDURAL STEPS FOR DETERMINING FUNCTIONAL CLASSIFICATION

There is a series of basic procedural steps recommended in the *FHWA Highway Functional Classification Concepts, Criteria and Procedures Manual (2013 Edition)* for determining functional classification. The steps are illustrated in Figure 4.2 and are described below. These steps should be used for roads whether within a rural or urban area.

**Step 1:** Identify traffic generators (e.g., shopping centers, airports, truck terminals, schools, casinos, parks and recreational areas, etc.)

**Step 2:** Rank traffic generators – separate into urban and rural groupings

**Step 3:** Map traffic generators – use graduated symbols of varying sizes to illustrate smallest to largest traffic generators

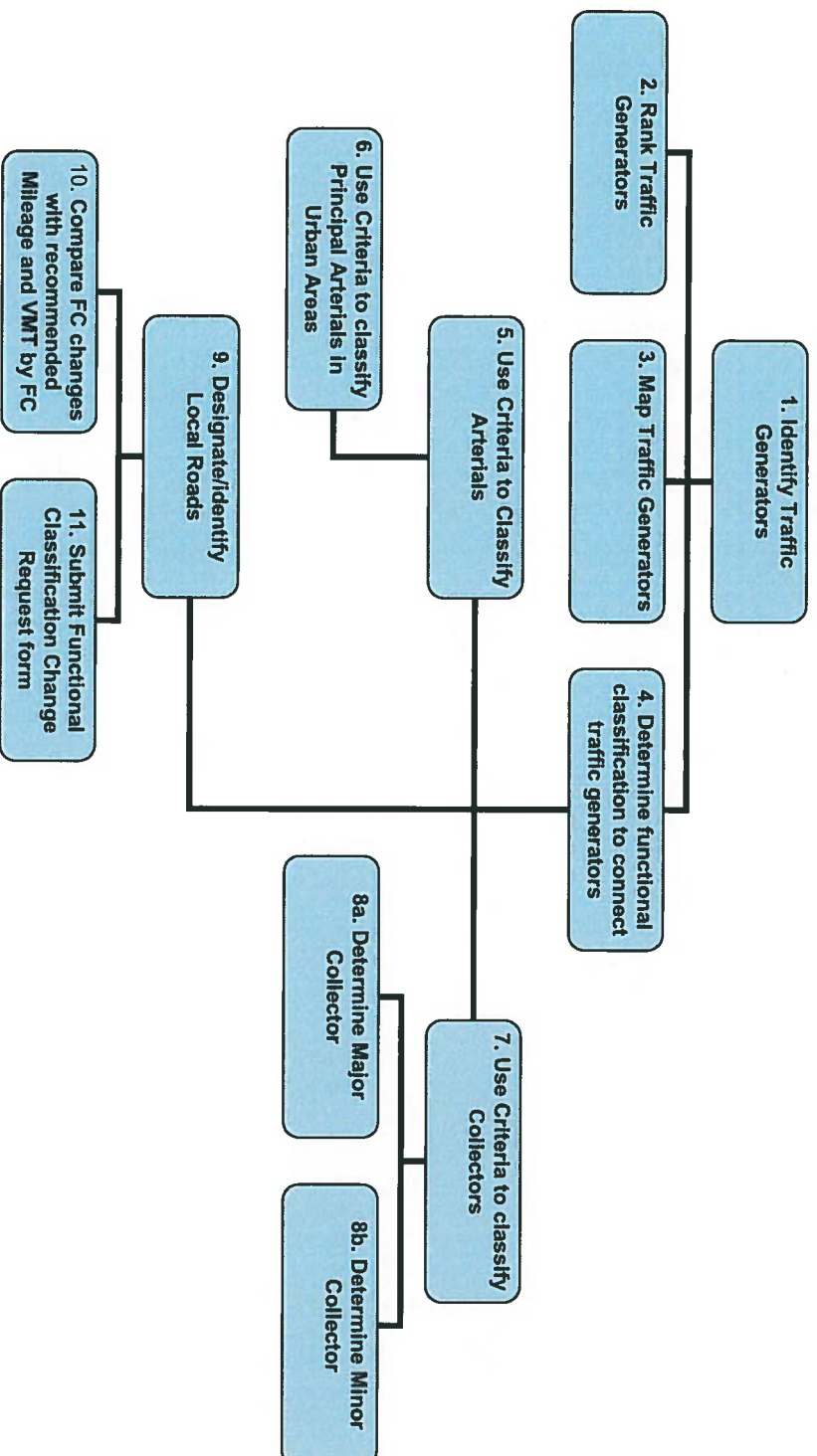
**Step 4:** Determine the appropriate functional classification to connect traffic generators. Start with these classifications in this order:

1. Arterials
  - a. Interstates
  - b. Other Freeways & Expressways
  - c. Other Principal Arterials
  - d. Minor Arterials
2. Collectors
  - a. Major Collectors
  - b. Minor Collectors
3. Locals

**Step 5:** Use the following criteria to classify Arterials:

- a. Does the road have full or partial access control?
- b. Preserve the continuity of Arterials from/to and through rural and urban areas
- c. Arterials should avoid neighborhoods
- d. Most high-volume roads in urban areas function as Arterials. Exception to this rule is that there may be high volume roads that function as Collectors between Local roads and Arterials.
- e. Minor Arterials usually intersect roadways in ALL other functional classifications, while Principal Arterials should only terminate at other Arterials.

Figure 4.2 Determining Functional Classification





**Step 6:** Use the following criteria for Principal Arterials (PAs) in urban areas:

- a. Principal Arterials provide more mobility
- b. Minor Arterials provide more accessibility
- c. PAs serve:
  - i. air, rail, bus, and truck terminals
  - ii. regional shopping centers
  - iii. large colleges, medical complexes, military bases
  - iv. major industrial and commerce centers
  - v. important recreational areas
- d. Spacing between PAs should be greater than between Minor Arterials

**Step 7:** Use the following criteria to classify Collectors:

- a. Roads that provide an important land access function
- b. Roads that serve to funnel traffic between Local roads and Arterials
- c. Roads that provide access to residential neighborhoods

**Step 8:** Use the following criteria to distinguish between Major and Minor Collectors:

- a. Major - connects larger traffic generators to the Arterial network; roadway is busier, with more signal-controlled intersections
- b. Minor - provides access to under-served residential areas and clustered residential areas. In rural areas, Minor Collectors have approximately equal distance between Arterial and Major Collector routes for equal population density.

**Step 9:** Designate/identify Local roads. These are the remaining roads not otherwise classified as Arterials or Collectors.

**Step 10:** Compare functional classification changes with recommended mileage and VMT by FC. State DOTs should continue (as a routine process) the evaluation of how closely the mileage and VMT percentage guidelines (Tables 3.3 and 3.4 for New Mexico) are followed in determining the functional classifications for the state's road network.

**Step 11:** Submit a Functional Classification Change Request Form (MPOs and RPOs submit the form to NMDOT and NMDOT submits the form to FHWA). Figure 4.3 illustrates the Functional Classification Change Request Form for New Mexico.

**Figure 4.3 New Mexico Functional Classification Change Request Form**

<b>Functional Classification Change Request Form State of New Mexico</b>		
Sponsored by		
Contact	Name:	Email: Phone:
Date		
Street Name		
	Current Functional Classification (e.g., Interstate, Minor Collector, Minor Arterial, etc.):	Proposed Functional Classification:
Route Description (entire route)		
Termini of segment(s) proposed for reclassification (acceptable termini include intersections, interchanges, and in rare cases adjusted urbanized area boundaries):		
Estimated length of segments proposed for reclassification: (to the nearest thousandth of a mile)		
Connecting Routes (with equal or higher functional class; include Route name, Route number, intersection location with connecting route):		
Reason for requested change:		
	Land Use Along Route:	Characteristics of Traffic Served:
Ownership and Maintenance (responsible entity)	Ownership:	Maintenance:
Traffic count & Traffic Year	Traffic Count:	Traffic Year:

Note: Original of this document (with authorized signatures) should be sent to the NMDOT Transportation Planning and Safety Division and forwarded to FHWA. A copy of this document shall be retained at the offices of the sponsoring entity (i.e., MPOs, RPOs, NMDOT District Office).

## General Rules

The following set of General Rules apply to the functional classification process for all states:

- There is no need to change a road's functional classification specifically at urban/rural boundaries. Instead, changes should occur based on an actual change in the roadway's function. Therefore, particular attention should be paid to roadways close to boundaries.
- Roadway that connect to Principal Arterials are probably other Principal Arterials, Minor Arterials, or Collectors.
- A higher functionally classified road can "split" its traffic between two lower-level roads with different levels of accessibility and mobility.
- Avoid assigning same functional classification to parallel routes. Select the predominant route (perhaps based on VMT) to assign the higher order route classification.
- A single connection between two traffic generators is all that is required.
- Ensure that each route terminates at a route of the same or higher functional classification. There may be some exceptions to this rule. For example, an Interstate Spur that terminates in an urbanized area may become a Principal Arterial.
- In general, the more intense the land development, the closer the spacing of roadways within the same functional classification.
- Future routes should be functionally classified with the existing system if they are in the Statewide Transportation Improvement Program (STIP) and are expected to be under construction within the STIP timeframe of 4 years or less.
- Use same functional class for existing and future routes until future route is constructed. Future routes are not part of public mileage certification (for HPMS) until 'open to traffic'.
- Functional Class (FC) coding for ramps should be the same as the highest FC of mainline roadways served by the ramp (HPMS Field Manual, March 2013).
- States and their local partners should have a documented methodology and follow it as consistently as possible. This guidance document for New Mexico serves as the documented methodology for determining functional classification in the state.

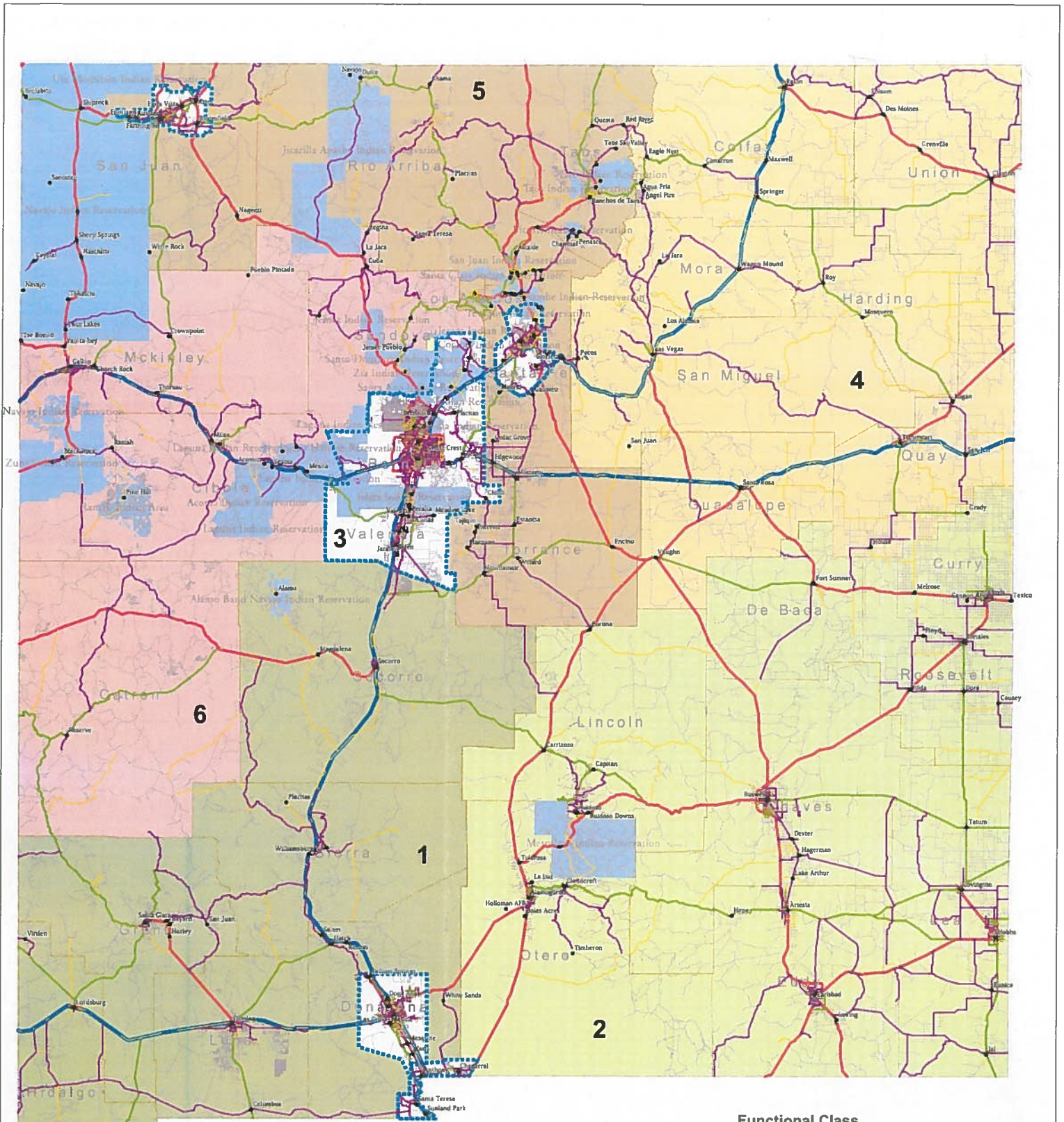
Table 4.2 presents recommended milestones and timeframes for submittal of the Functional Classification network. These are the milestones used for the New Mexico Statewide Functional Classification Review Project (2013), which resulted in this Guidance Manual. As a reminder, any recommended functional

classification changes for roads on the NHS need to be coordinated with the FHWA Headquarters Office of Planning, Environment, and Realty.

**Table 4.2 Key Milestones for Development and Submittal of the Functional Classification Network**

Event	Month Following FHWA Adjusted Urban Boundary Approval
State DOT launches the formal functional classification update process after FHWA approves the State's adjusted urban area boundaries	Month 1
State DOT works with planning partners to review and propose changes to the functional classification of its roadways	Months 2-17
State DOT gathers and processes all proposed functional classification changes and submits draft final data and/or maps to FHWA division office for review	Months 18-20
State DOT incorporates updates into planning process and related databases to ensure submittal of updated functional classification in upcoming June 15 <sup>th</sup> HPMS Submittal	Months 22-24

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



**FHWA Approved  
Functional Class 2015  
New Mexico**

**Functional Class**

- 1 - Interstate
- 2 - Other Freeway
- 3 - Principal Arterial
- 4 - Minor Arterial
- 5 - Major Collector
- 6 - Minor Collector
- 7 - Local

- Metropolitan Planning Area
- Indian Reservation
- Urbanized Area
- County

Approved Date: February 5, 2015



## One-page guide to Functional Classification

Last revised: October 14, 2016

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

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

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

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

Additional classification guidance:

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

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



a program of  
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #V: T/LPA Handbook – 2019 Update**

**Subject:** Staff will present on some of the updates recently executed for the NMDOT Tribal & Local Public Agency Handbook

**Prepared for:** Review by members at the 8/12/20 Virtual Meeting

**Date:** July 31, 2020

**BACKGROUND**

- **Why?** The TLPA Handbook helps guide the functions and activities of statewide MPO's and RTPO's for development and maintenance of transportation infrastructure and services
- **Purpose.** Inform NWRTPO members on 2019 updates to the T/LPA Handbook
- **Discussion/Finalization.** Members will become better acquainted with recent updates.

**CURRENT WORK**

- T/LPA Handbook went thru a more major update this year, providing guidance to MPO's and RTPO's for development and maintenance of transportation infrastructure and services.

**ANTICIPATED WORK**

- Members will be encouraged to go thru the manual available on the NWNMCOG – RTPO website or the NMDOT website.

**ATTACHMENTS**

- Sections from the TLPA update, and the 2019 Update Power Point

**BUDGET IMPACT**

- None

**ACTION ITEM**

- N/A – Members are encouraged to scan thru the updated TLPA Handbook available on the NWNMCOG – RTPO website or the NMDOT website.

and approvals associated with hazardous materials and cultural resources require additional independent approvals, the results of the compliance process for hazardous materials and cultural resources are integrated into the NEPA process and clearance documentation.

T/LPAs are encouraged to start the environmental review process as early as possible to ensure sufficient time in the project development schedule for satisfactory completion.

## **B. Hazardous Materials Investigation**

### **1. Purpose**

T/LPA's shall perform hazardous material investigations on all projects. The purpose of hazardous material investigations is to identify locations with contamination or regulated materials/substances during the design of a project in order to address those issues during construction. The result is project-specific recommendations that are intended to minimize the risk to the T/LPA posed by time delays and cost overruns, contaminant exposure to staff and the public, and contaminant releases.

Hazardous Materials Investigations are coordinated through the NMDOT Environmental Geology Bureau (EGB). The following information helps provide direction on the LOE expected for the hazardous materials investigations. T/LPAs should discuss the process with the EGB prior to initiation of any investigative actions. There are five types of hazardous material investigations. Except for the Initial Site Assessment (ISA) Determination, further detail of each type may be found in the EGB's [Hazardous Material Assessment Handbook](#). To determine where to begin, follow the decision tree (Figure 6). For T/LPAs without staff experienced with hazardous material investigations, NMDOT recommends hiring a consultant with credentials that meet those of an Environmental Professional as defined by 40 CFR § 312.10(b). Based on the previous and current conditions within the area of impact for the proposed project, the investigations required may become increasingly focused and detailed.



## 2. Types of Investigations

The five types of hazardous materials investigations are described below and listed in order of intensity. Further detail may be found in the [NMDOT EGB Hazardous Material Assessment Handbook](#). If the project scope does not require: 1) property acquisition, 2) soil disturbance to depth >2 feet, or 3) alterations to structures, then a formal hazardous material investigation may not be warranted. Rather, an ISA Determination letter in which the T/LPA explains the scope and why an ISA is unwarranted is appropriate. A template of an ISA Determination letter can be found on the T/LPA website [here](#). Based upon this letter, the EGB will confirm whether additional efforts under an ISA and/or Building Materials Survey are required. Under most circumstances, the T/LPA may submit an ISA determination without the aid of an Environmental Professional.

If the project scope does require any of the three conditions specified above, then an ISA may be appropriate. An ISA is the broadest level of hazardous material investigation. Through the research of historical and regulatory records, site reconnaissance, and interviews, the T/LPA attempts to identify both contamination and its sources and regulated building materials. If found and the T/LPA concludes they will affect construction, then the T/LPA charts detailed paths to address them.

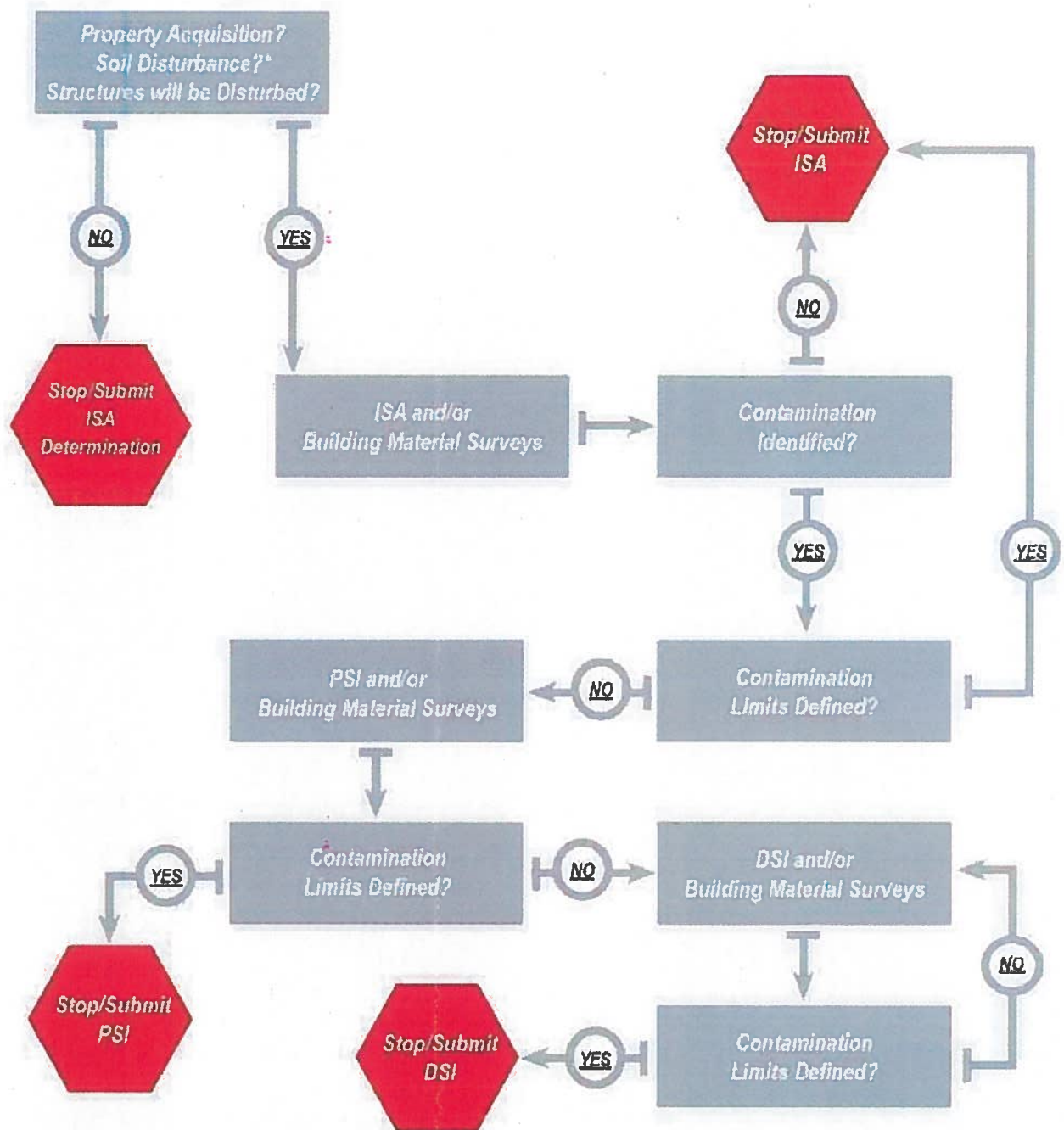
If contamination is identified during the ISA, the T/LPA may confirm its presence during a Preliminary Site Investigation (PSI) or may define its limits during a Detailed Site Investigation (DSI). Both the PSI and the DSI involve invasive investigation methods. Laboratory analysis of soil and groundwater is common. If contamination is identified and it will affect construction, detailed recommendations to address it during construction are presented in the reports. If structures (i.e. buildings, bridges, utilities, etc.) are present that will be disturbed during construction, Building Material Surveys are warranted. Common surveys include sampling and analysis for lead in paint and asbestos in building components and utilities. These surveys may be performed either as stand-alone investigations or in concert with an ISA, PSI, or DSI.

T/LPAs shall submit all hazardous material investigation deliverables to the Region Coordinator who will deliver them to the EGB for review and concurrence/acceptance. Hazardous materials deliverables may be considered viable for up to 180 days, depending on the project location.

### Five Types of Hazardous Mitigation Investigations

1. Initial Site Investigation Determination
2. Initial Site Assessment
3. Preliminary Site Investigation
4. Detailed Site Investigation
5. Building Material Survey

Figure 6: Hazardous Material Investigation Decision Tree



\*Soil disturbance >two feet, except when the project is surrounded by commercial or industrial development.

property into public rights of way without the expressed written consent of the T/LPA. Rule 88-5 (L), (18 NMAC 20.5), defines encroachments as "An intrusion into, under, upon, or over highway right-of-way by a permanent structure or fixture. This term shall include, but not be limited to, fences, billboards, permanent signs, buildings, awnings, marquees, storage tanks, pipes, ditches, utilities, concession booths, roadside stands, Christmas displays, parking areas and banners." All encroachments should be noted on project plans so that appropriate action can be taken to remove them.

## 7. Property Management

If federal funds are used for any portion of property acquisition or project construction, the T/LPA is required to adhere to the NMDOT's procedures regarding property management. Whenever right-of-way is acquired in the name of the T/LPA, the T/LPA is responsible for control of the right-of-way and all property management functions. See [Volume VI of the ROW Handbook](#) for more information.

## G. Reimbursement for Right-of-Way Activities

Reimbursement for any of the costs of right-of-way activities must be specifically addressed in Chapter 2 - Agreements. Reimbursements will be made by NMDOT as costs are incurred and the T/LPA is invoiced for eligible work, including title research and review, ROW mapping, appraisals and review, and ROW staking as needed for offers.

For processing of reimbursements, copies of the following documents shall be submitted:

- Any contracts between the T/LPA and fee appraisers, fee title examiners, or fee negotiators
- All invoices showing specific charges, and proof that payment has been made for the actual parcels
- Copies of all appraisals
- Any settlements above the reviewed and approved amount of the original appraisals, with supporting documents justifying the settlement

All submittals will be reviewed for accuracy and duplication before payment is made according to ROW Monitoring Procedures as stated in the [ROW Handbook Section 1.3](#). The reimbursement must be approved by the Region Coordinator based on the recommendation of the ROW Bureau prior to payment being made.

## **H. Records and Reports**

All plats, appraisals, options, purchase agreements, title evidence, negotiation records, deeds, relocation assistance, payment records, and any other data or documents relative to any right-of-way activities shall be available for inspection by authorized representatives of the NMDOT, FHWA, and other authorized federal representatives. These records shall be kept and maintained for a minimum of six (6) years after the final voucher of the project; the date the State receives federal reimbursement of the final payment made to each owner of a property and to each person displaced from a property; or the date a credit toward the federal share of a project is approved based on early acquisition activities of the State.

program, including a Nondiscrimination Statement of Policy signed by the T/LPA's chief executive, the designation of a Title VI Coordinator, Title VI complaint procedures, Limited English Proficiency procedures, Title VI training, and data collection initiatives. Failure to have a submitted Title VI Plan will result in refusal to obligate funding, withholding of project funding, or withholding of reimbursement. See Chapter 1 - Planning for additional information on Title VI Plans. Tribes are exempt from the Title VI requirements but are still encouraged to have a Title VI Plan.

## **D. DBE Program**

### **1. Program Background**

The objective of the NMDOT DBE program is to ensure that small businesses owned and controlled by minorities, women, and other socially and economically-disadvantaged persons have the opportunity to grow and become self-sufficient, so they are able to compete, on an equal basis, with non-disadvantaged businesses for contracts and subcontracts in the transportation industry. See Chapter 3 – Procurement for discussion on the use of DBE subconsultants as a nominal evaluation criterion in the procurement process.

### **2. Prompt Payment**

Prompt payment provisions are viewed as an important race-neutral mechanism that can benefit DBEs and all other small businesses. As a result, under 49 CFR § 26.29(a) the T/LPA is required to include a prompt payment clause in DOT-assisted contracts. In accordance with state law, the T/LPA shall require prime contractors to pay subcontractors and suppliers, at all tiers, for satisfactory performance of their contracts no later than seven (7) days after receipt of a progress payment from the T/LPA. Monitoring of prompt payment is done through the B2Gnow payment reporting and confirmation function (see section F below and Chapter 12 – Construction for more information on the B2GNow software program).

The T/LPA shall ensure prompt and full payment by the prime contractor and subcontractors to their subcontractors and suppliers for satisfactory performance of their contracts within thirty (30) days after receipt of payment from the prime contractor or subcontractor. If the contractor or subcontractor fails to pay the contractor's or subcontractor's subcontractor and suppliers by first-class mailing, electronic funds transfer or by hand delivery within thirty days of receipt of payment, the contractor or subcontractor shall pay interest to the subcontractors and suppliers beginning on the thirty-first day after payment was due, computed at one and one-half percent of the

undisputed amount per month or fraction of a month until payment is issued. These payment provisions apply to all tiers of contractors, subcontractors and suppliers.

For purposes of this section, a subcontractor's work is satisfactorily completed when all the tasks called for in the subcontract have been accomplished and documented as required by the T/LPA. When the T/LPA has made an incremental acceptance of a portion of the contract, the work of a subcontractor covered by that is accepted.

Any delay or postponement of payment among the parties may take place only for good cause, with the prior written approval of T/LPA. The T/LPA is responsible for monitoring prompt payment through the B2Gnow system. More detailed information and procedures are located in the [Civil Rights/EEO Field Procedures Manual](#). The NMDOT may provide assistance to the T/LPA concerning prompt payment on a case by case basis.

In addition to requiring the payment of interest, the T/LPA can use other use legal and contract remedies available under state, and local law, such as suspension or debarment of a prime contractor or subcontractor who exhibits an inability or unwillingness to faithfully comply with the prompt payment requirement.

### 3. Changes in DBE Firms

Where the project has a DBE goal, the prime contractor shall not terminate for convenience or reduce the amount of work committed to a DBE subcontractor listed on Form A-585A (or an approved substitute DBE firm) without the written concurrence of the T/LPA. Form A-585 is included in the contract and the T/LPA's advertisement or invitation for bids should state the project DBE goal. Form A-585 must list the DBE firms the prime contractor intends to utilize on the project to meet the DBE goal.

Prohibited forms of termination, substitution, reduction in the assigned work, or replacement of a DBE include, but are not limited to, instances in which the contractor seeks to perform work originally designated for a DBE subcontractor with its own forces or those of an affiliate, or with a non-DBE firm, or with a substitute DBE firm.

In a limited number of circumstances, a DBE may be terminated, substituted, or replaced when there are "good cause" reasons for termination (see the NMDOT [Civil Rights/EEO Field Procedures Manual](#) in Chapter II, Section 6, Part F for "good cause" reasons for termination). The prime contractor must submit a written request to the T/LPA to terminate, substitute, or replace the DBE before the T/LPA may consent. The T/LPA must also request concurrence from the District Coordinator before it consents to the prime contractor's request.

## **4. Counting DBE Participation**

When a DBE participates in a contract, only the value of the work that is a commercially useful function (CUF) performed by the DBE will be credited toward DBE goals. A DBE performs a CUF when it is responsible for execution of the work of the contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a CUF, the DBE must also be responsible, with respect to materials and supplies used in the contract, for negotiating the price, determining the quality and quantity, ordering the material and installing (where applicable), and paying for the material itself. The intent of these requirements is to verify that the DBE subcontractor is actually performing, managing, and supervising the work it is subcontracted to perform.

When a DBE subcontracts part of the work of its contract to another firm, the value of the subcontracted work may be counted only if the subcontractor or sub consultant is itself a DBE. Work that a DBE subcontracts to a non-DBE firm does not count toward meeting the DBE goal.

The T/LPA is responsible for performing routine CUF reviews on every DBE subcontractor on its project using Form A-1239, DBE CUF Interview and Assessment.

## **E. Labor Compliance Requirements**

### **1. General Considerations**

Labor compliance issues can be complex, and non-compliance with labor requirements can put the T/LPA and its contractors at risk for significant penalties and other consequences from the US Department of Labor, the Office of Federal Contract Compliance Programs and the NM Department of Workforce Solutions

The T/LPA is responsible for ensuring that its contractors abide by all labor compliance requirements of the contract, including compliance with Davis-Bacon and its related Acts, as well as the labor-related state statutes and regulations promulgated by the NM Department of Workforce Solutions. The contract shall contain both a copy of the applicable state and federal wage decisions, and the wage decision that contains the higher wage rates shall govern. No laborer or mechanic shall receive less than the prevailing wage rates, including fringe benefits as indicated in the wage decision, for the classification of work being performed.

On occasion, the wage determinations do not contain sufficient information to issue rates for a particular classification of worker needed in the performance of the contract. Because of this, the Davis-Bacon Act contains a conformance procedure for the purpose of establishing an enforceable wage and benefit rate for the missing classification. If a



a program of  
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #VI-A: NWRTPO 2020 Regional (long-range)  
Transportation Plan Update**

**Subject: NWRTPO RTP Update – process, outline and schedule**

**Prepared for: NWRTPO Report – Robert Kuipers**

**Date: 7/30/20**

**BACKGROUND**

- **Why?** The NWRTPO makes minor updates to its Regional Transportation Plan every year; but every 5 years the NWRTPO undertakes a more major update to its RTP in sync. with NMDOT’s LRTP update.
- **Purpose.** This year the NWRTPO will undertake a more significant update to our Regional Transportation Plan, and try to some extent to coordinate / synchronize our priorities with those represented within the NM-LRTP update that have appeal or utility within our region.
- **Discussion/Finalization.** Members will be provided 1) a concise summary and 2) a more detailed summary outlining the process and schedule for our RTP update.

**CURRENT WORK**

- Members will be encouraged to familiarize with our Regional Transportation Plan on the NWNM Council of Governments website, and consider what interests their respective regional govt. jurisdiction may have for inclusion in our more significant RTP update this year.

**ANTICIPATED WORK**

- Members will be asked to consider and contribute toward updating our RTP this year to insure that their respective interests are represented in the final document – anticipating completion in September or October, 2020.
- Members will be **particularly asked to update their govt. jurisdiction’s priorities** for Appendix 2 – Public Outreach Report, which cites forthcoming priorities for both our region (p.85) and our respective NWRTPO Member Governments pp. 86 – 103. It will be important for our respective members to **execute update recommendations for this section within specified timelines**; those who do not respond will be left out. These new priorities can reflect both current RTIPR project priorities, as well as new prioritized directions or interests that participating member governments wish to pursue for multi-modal transportation maintenance or development.

**ATTACHMENTS**

- Quick Summary – FFY2020 NWRTPO Regional Transportation Plan Update.
- General Schedule for NWRTPO Regional Transportation Plan Update.
- Information on E.D.A. Opportunity Zones that may be relevant for transportation participation and infrastructure.

**BUDGET IMPACT**

- None

**ACTION ITEM**

- N/A



## Quick Summary – FFY2020 NWRTPO Regional Transportation Plan Update

**1) June 10 Virtual Meeting:** Members will vote to approve and authorize the 2020 NWRTPO Regional Transportation Plan update process and schedule.

### **2) June – July:**

a) RTPO Staff will review the various sections of our NWRTPO Regional Transportation Plan (RTP) to consider what old information can go and what new information may be needed, and consult RTPO members at our monthly meetings before making any changes.

b) RTPO staff will: 1) revise and update our stakeholder list for the RTP update; and 2) develop a survey for a) RTPO members, b) regional stakeholders, and c) the general public to gather information and perspectives regarding the NWRTPO RTP update, pertaining to the various sections and any needed / recommended updates.

c) Staff will 1) use conference call opportunities and the surveys to help guide the RTP updates due to the impact on actual meetings related to the COVID 19 pandemic restrictions. 2) Advise RTPO members, stakeholders and the public on where on the NWNMCOG website RTPO section the RTP can be viewed, related to ongoing updates. ([www.nwnmco.com](http://www.nwnmco.com) / Programs / Transportation Planning / Important Doc.s / NWRTPO Planning Doc.s / N.W. RTP Updated 8/18)

### **3) July – August:**

a) Staff will undertake updates to the NWRTPO RTP based on feedback received from RTPO members, area stakeholders, and the general public; along with new trends evidenced in the NMDOT Long Range Transportation Plan (NM-LRTP) update.

b) Staff will follow up with RTPO members at monthly meetings on any updates, as conducted in the RTP, to assure, clarify and define any guiding verbiage questions or concerns. Staff will undertake the same process with regional stakeholders and the general public that participate.

### **4) September – October:**

a) Staff will finalize the 2020 RTP updates for review by RTPO members, regional stakeholders, and the participating public; to accept, consider and report any final edits.

b) Staff will present the final RTP update to RTPO members at the monthly RTPO meeting for RTPO member policy action on approving and authorizing the final RTP product.

**5) Reference the “General Schedule for NWRTPO – RTP Plan Update” for a more detailed summary of the various sections of our RTP which include:**

- Existing and Future Conditions – pp. 2 – 31
- Transportation System Overview – pp. 32 – 39
- Regional Goals & Strategies – pp. 40 – 65
- Next Steps – pp. 66 – 68
- Appendix 1 – Public Involvement Process – pp. 70 – 83
- Appendix 2 – Public Outreach Report – pp. 84 – 103
- Appendix 3 – Public Comments Summary – pp. 104 – 107
- Appendix 4 – Alternative Projects Flowcharts – pp. 108 – 112
- Appendix 5 – Resiliency – pp. 113 – 116
- Appendix 6 – Resolutions – pp. 117 – 119

## General Schedule for NWRTPO Regional Transportation Plan Update

### 1) June 10 NWRTPO Virtual Meeting:

- Initial presentation of the NWRTPO schedule for our Regional Transportation Plan Update and approval / authorization from RTPO members.
- Staff are already collecting information from NMDOT to update various sections of the current RTP.

### 2) June thru August or September:

- Staff will be updating the various sections of our Northwest Regional Transportation Plan (NWRTP) as needed or appropriate including:
- Existing & Future Conditions – pp. 2 – 31, which provide:
  - An overview of the NWRTPO Region pp. 3-7
  - Demographics – pp. 8 – 11
  - Industries & Economy – pp. 12 - 17
  - Land Use and Communities – pp. 18 – 22
  - Safety – pp. 23 – 28
  - Public Health – pp. 29 – 31
- Transportation System Overview – pp. 32 - 39:
  - General Overview – (*Key Routes, Scenic Byways, Airports, Rail Lines, Transit Service, Border Crossings*) pp. 33 - 34
  - Roadway System by Tier pp. 35 – 36
  - Transit System – p. 37
  - Freight – pp. 38 – 39
  - Recreation & Tourism – p. 39
- Regional Goals & Strategies – pp. 40 – 65:
  - Includes Five Goals and associated strategies for implementation:
  - Goal # 1 – Operate with Transparency & Accountability – pp. 43 – 46
  - Goal #2 - Improve Safety of all System Users – pp. 47 – 49
  - Goal #3 – Preserve & Maintain our Transportation Assets for Long-Term – pp. 50 – 53
  - Goal # 4 – Provide Multimodal Access & Connectivity for Community Prosperity – pp. 54 – 59; *this is the section where staff may incorporate economic opportunity zone information.*
  - Goal #5 – Respect New Mexico’s Cultures, Environment, History, Health & Quality of Life – pp. 60 – 65
- Next Steps – pp. 66 – 68 (describes the RTIPR and STIP process)  
These updates may require consultation with our members, DOT staff, and other regional stakeholders. RTPO staff will report progress with these updates at monthly RTPO meetings.

### 3) Appendices:

- Appendix #1 – Public Involvement Process – pp. 70 – 83 – July thru August / September:
  - RTPO staff will invite the public to participate in either actual or virtual RTPO meetings, or hold separate advertised meetings to engage public opinion either by actual or virtual meetings depending on pandemic status. The intent is to gain public and stakeholder opinion of a) existing conditions or concerns, b) vision and anticipated challenges, c) strategic direction for future development.
  
- Appendix #2 – Public Outreach Report – pp. 84 – 103:
  - This appendix will update a regional priorities summary from RTPO members, stakeholders and the public.
  - Provide a general summary of Public comments obtained for each virtual or actual meeting
  - **In this section we will ask our member governments to update their project priorities – as cited in our RTIPR, along with other multi-modal transportation priorities they have in mind for the future – as well as recommendations from public outreach.**
  
- Appendix # 3 – Public Comments Summary – pp. 104 – 107: this section will summarize comments received from the public for our current RTP update – previous information in this section will be taken out if accomplished – or left in if not accomplished, and any new comments from the public will be added.
  
- Appendix #4 – Alternative Projects Flowcharts – pp. 108 – 112: this section will largely remain the same, as it represents an ongoing process describing opportunities for a) federal funding available on a biennial basis thru the NMDOT for our regional projects, or b) alternative funding processes from other funding sources for projects that do not qualify for federal funding thru the state.
  
- Appendix #5 – Resiliency – pp. 113 – 116 – this section will also remain the same as not much has changed for our region in terms of human or natural impacts upon our transportation infrastructure; unless thru stakeholder or public involvement any new ideas come forward.
  
- Appendix #6 – Resolutions – pp. 117 – 119: This section will include the final supporting resolutions for the RTP update from a) the NWRTPO, and b) the NWNMCOG.

NWRTPO Member Survey

1) Have you reviewed our Regional (long-range) Transportation Plan adopted in October 2015 and updated in 2018? Link: (NWNMCOG – PROGRAMS – Transportation Planning – Important Documents – Northwest Regional Transportation Plan | Updated August 2018)

<input type="checkbox"/> YES:	
<input type="checkbox"/> NO:	

2) For our NWRTPO Region and member governments what is your response to the following statements:

<input type="checkbox"/> For each of the following rate your level of agreement:	1) Strongly Disagree	2	3) Indifferent – neither agree or disagree	4	5) Strongly Agree
The quality of transportation in our region is better than five (5) years ago:					
State and Regional Highway conditions have improved:					
NMDOT and our Counties are maintaining and operating our NWNM highway system well:					
NMDOT is planning future transportation investments well:					
I have good access to transportation options:					

3) For our region's transportation infrastructure and service areas – rate your level of satisfaction:

<input type="checkbox"/> Check the appropriate box	1) Very Dissatisfied	2	3) Neither agree or disagree	4	5) Very Satisfied
Pavement conditions:					
Highway congestion levels:					
Winter and general maintenance:					
Highway Safety:					
Multimodal bike and pedestrian options:					
Public transportation options and availability:					

4) Which mode of transportation do you primarily use to work or school:

	<input type="checkbox"/> frequently	<input type="checkbox"/> infrequently	<input type="checkbox"/> never
Personal vehicle:			
Car-pool:			
Public Transit:			
Bicycle or Walk:			

5) How many miles a day is your average round trip to work or school:

<input type="checkbox"/> Less than 10 miles:	
<input type="checkbox"/> Between 10 & 30 miles:	
<input type="checkbox"/> Between 30 & 60 miles:	
<input type="checkbox"/> Between 60 & 150 miles:	

**6) What do you see as appropriate investment areas for future transportation infrastructure or services?**

✓ Check the appropriate box:	1) Not important at all:	2	3) Neither agree or disagree:	4	5) Very Important:
Bicycle infrastructure, trails and facilities:					
Public transportation options:					
Reducing / addressing freight congestion:					
Transportation investments for economic development:					
Improving transportation system resiliency (reducing negative impacts to system infrastructure or services):					

**7) What is your opinion on the following financial investment areas in our region for transportation projects and programs:**

✓ For each of the following rate your level of agreement:	1) Strongly Disagree	2	3) Neither agree or disagree	4	5) Strongly Agree
Funding for highway facilities should be increased:					
Funding for non-highway facilities (e.g. local roads, trails & public transportation) should be increased:					
I support a gas tax increase for transportation investments:					
I support increased vehicle registration fees for transportation investments:					
I support local / regional sales tax increases to support transportation investments:					
The state should commit more general funds toward transportation:					
NMDOT should be able to issue more bonds to pay for transportation projects:					

**8) Does your community or county have an updated comprehensive plan, transportation plan, and/or special studies that might provide useful information for our LRTP update? If so, please email to Bob Kuipers at [rkuipers@nwnmcog.org](mailto:rkuipers@nwnmcog.org) or contact by phone at 505-722-4327.**

**9) Are there any other transportation priorities or projects that should be added to our Regional Transportation Plan?**

**10) Are you willing to participate as a steering committee member to help us review and fine-tune our Long Range Regional Transportation Plan update?**

**11) Do you have any additional questions regarding the NMDOT Long Range Transportation Plan update or our NWRTPO Regional Transportation Plan update – both of which are being undertaken at this time?**

**12) To help us better understand the results of this survey please provide the following information if you are willing:**

<ul style="list-style-type: none"> <li>• Zipcode of residence:</li> <li>• County where you work:</li> <li>• Age:</li> </ul>	<ul style="list-style-type: none"> <li>• Gender:</li> <li>• Number of licensed drivers in your household:</li> </ul>
---	--

## U.S. Economic Development Administration and Indiana University Launch New USA Opportunity Zones Tool

Evan Williams <ewilliams@nwnmcog.org>

Tue 1/14/2020 9:46 AM

To: Michael Sage <msage@nwnmcog.org>

Cc: Brandon Howe <bhowe@nwnmcog.org>; Carrie House <chouse@nwnmcog.org>; Angelina Grey <agrey@nwnmcog.org>; Robert Kuipers <rkuipers@nwnmcog.org>; bruce@gallupedc.com <bruce@gallupedc.com>; Arvin Trujillo <atrujillo@4cornersed.com>; Warren Unsicker <wunsicker@fmtn.org>; eileen@cibolaedc.com <eileen@cibolaedc.com>; patty@gallupedc.com <patty@gallupedc.com>

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



January 14, 2020

## U.S. Economic Development Administration and Indiana University Launch New USA Opportunity Zones Tool

Today the U.S. Economic Development Administration and Indiana University's Kelley School of Business announced the launch of the [USA Opportunity Zones tool](#).

This new web-based tool will help more than 390 EDA-designated Economic Development Districts ([EDDs](#)) across the nation, as well as local economic and community developers and investors, target private investment to economically-distressed areas where private investment may be eligible for capital gain tax incentives under the bipartisan [Opportunity Zones initiative](#).

"President Trump's Opportunity Zones initiative is helping drive transformative private investment to some of the nation's most distressed communities not through a government program, but by providing critical tax incentives to private investors," said **U.S. Assistant Secretary of Commerce for Economic Development Dr. John Fleming**. "This new web-based mapping tool will help investors and economic developers target investment toward Opportunity Zones to effect positive, socially-conscious change in these communities."

As economic development practitioners build their five-year comprehensive economic development strategies, incorporating Opportunity Zones is a new and promising tool for enabling economic growth.

“This tool links and leverages two EDA initiatives to support private Opportunity Zone investment: the large project-based investments in distressed communities and providing the data, tools and analytical resources for economic development through [StatsAmerica](#),” said **Timothy Slaper, co-director of the [Indiana Business Research Center at IU’s Kelley School of Business](#)**. “Having private Opportunity Zone investment piggy-back on EDA’s community investment would be a force multiplier.”

There are more than [8,760 designated Qualified Opportunity Zones](#) located in all 50 states, the District of Columbia, and five United States territories. Investors can defer tax on prior gains invested in a Qualified Opportunity Fund (QOF) until the earlier of the date on which the investment in a QOF is sold or exchanged or until December 31, 2026.

Like other [StatsAmerica](#) tools, the USA Opportunity Zones tool is easy to use, with multiple reports from the perspective of the zone itself, the congressional district, and the economic development district and state in which it resides. This will provide unique context to users.

The website project is being funded through EDA’s [Fiscal Year 2018-2020 Research and National Technical Assistance \(RNTA\) Notice of Funding Opportunity \(NOFO\)](#) which makes \$1.5 million available for Research and Evaluation (R&E) projects and \$1 million available for National Technical Assistance (NTA) projects.

Through the [R&E program](#), EDA supports the development of tools, recommendations, and resources that shape Federal economic development policies and inform economic development decision-making.



Stay Connected with U.S. Economic Development Administration



**SUBSCRIBER SERVICES:**

[Manage Subscriptions](#) | [Unsubscribe All](#) | [Help](#) | [Privacy Policy](#)



"Our Region, Your COG"

Over 47 years of Advancing Northwest NM

106 W. Aztec Avenue | Gallup, NM 87301

505.722.4327 | [www.nwnmcog.com](http://www.nwnmcog.com)

**From:** CDFA Opportunity Zones Update <[ozupdate@cdfa.net](mailto:ozupdate@cdfa.net)>

**Sent:** Tuesday, January 21, 2020 8:29 AM

**To:** Evan Williams <[ewilliams@nwnmcog.org](mailto:ewilliams@nwnmcog.org)>

**Subject:** CDFA Opportunity Zones Update Newsletter - January 21, 2020

[Having trouble viewing this newsletter? View it online.](#)

CDFA Opportunity Zones Update

January 21, 2020

[Subscribe](#)

[Unsubscribe](#)

## Opportunity Zones Update Newsletter

### Features

#### **IRS Publishes Final Opportunity Zone Regulations: Putting It All Together**

The IRS released final regulations under Section 1400Z-2 that tie together many of the loose ends remaining after the publishing of two sets of proposed regulations, one in October 2018 and another in May 2019. This article will attempt to put it ALL together: the statute, the two proposed regulations, and last week's final regulations.

#### **Treasury Inspector General Probes Possible Opportunity Zones Abuses**

The Treasury Department's inspector general is looking into the opportunity zone program following stories by ProPublica and The New York Times about how the tax break meant to help the poor had been manipulated by billionaires. The inspector general said that once the inquiry is complete it plans to publicly post its response.

#### **Final Opportunity Zone Treasury Regulations Released**

The U.S. Department of Treasury released the long-awaited final Opportunity Zone Treasury Regulations (the "Final Regulations"). The Final Regulations and explanatory materials that span 544 pages, are quite extensive and give some needed clarity into how the Opportunity Zone tax rules work. This client alert is intended to highlight just some of the changes and clarifications in the rules.

#### **U.S. Department of Transportation Releases New Interactive Opportunity Zones Map**



The U.S. Department of Transportation's new interactive map provides information about the location and characteristics of significant transportation-related facilities that are located in or near Opportunity Zones.

#### **Insight: Highlights of the Final Opportunity Zone Regulations**

Forrest Milder walks us through highlights of the recently finalized Opportunity Zone regulations under tax code Section 1400Z-2. He praises the IRS for including a great deal of flexibility in these regulations, but he also cautions that many technical and transition rules will require very careful reading and application.

#### **Brownfield Redevelopment Becomes Big Opportunity Zone Winner in Final Treasury Regulations**

The Treasury Department was convinced by EPA's case that Opportunity Zones need to cater to brownfield redevelopment to be successful. The final regulatory release develops clear and detailed pathways and preferences for real estate redevelopment.

#### **The Obscure Reason Banks will Finally Embrace Opportunity Zones**

The federal government plans to give commercial banks credit for issuing loans in low-income communities as part of a larger reform to a 1970s-era Community Reinvestment Act. This is the first direct regulatory incentive for banks to lend in Opportunity Zones and could be a game-changer for the program, according to some experts.

#### **TN ECD Launches Opportunity Zones Directory Site**

Tennessee's Opportunity Zones directory is now live. The new tool makes it easy for communities to connect with developers and opportunity funds.

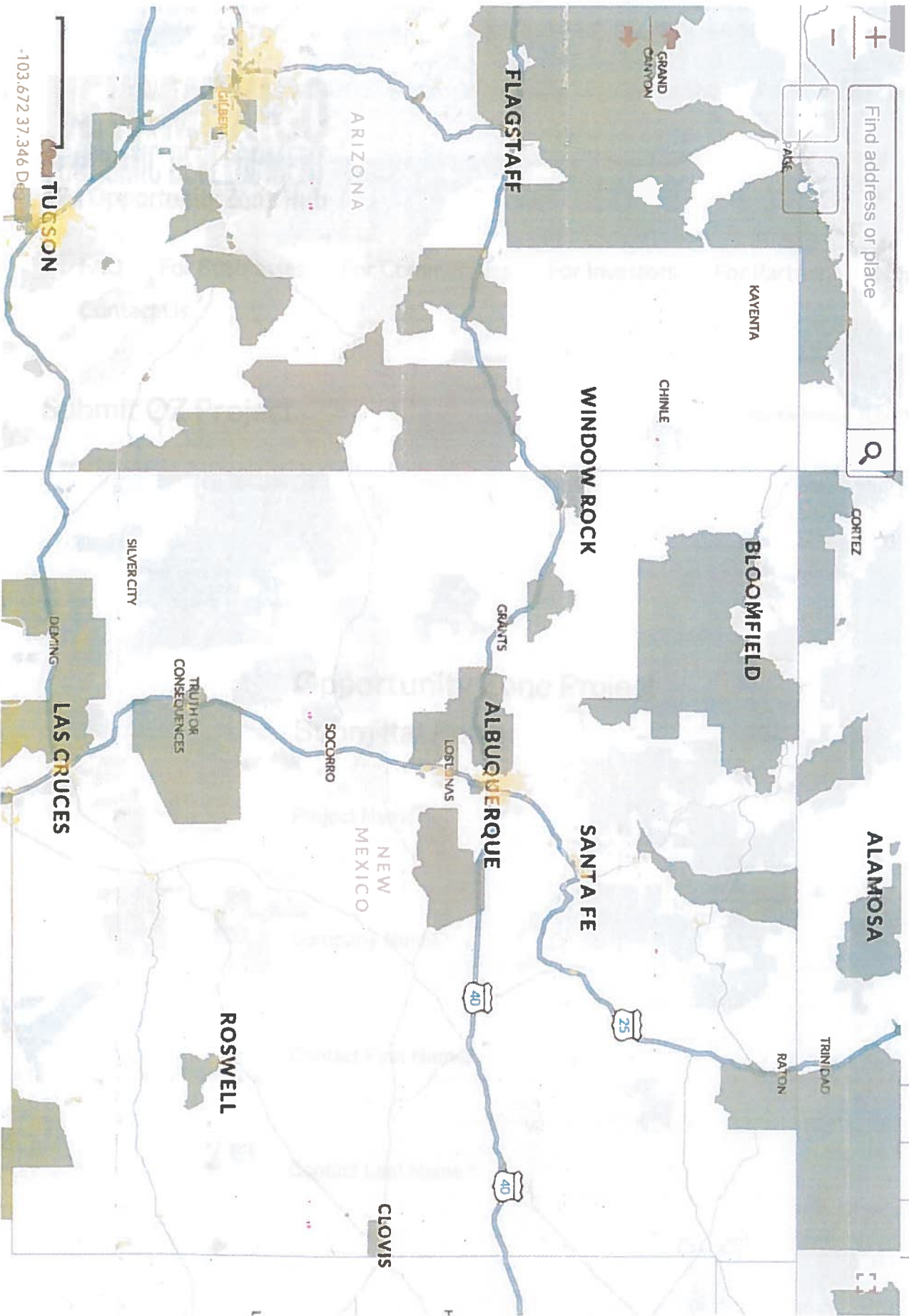
#### **Upcoming Events**

**CDFA Federal Policy Conference**

# Opportunity Zones

U.S. Department of Transportation

OZFAQ USDOT OST-R BTS



103,672.37, 346 Degrees

Submit

---

## Contact

NM Economic  
Development  
Department

Phone: (505) 827-0300

opportunity.zones@state.nm.us

Website:  
<https://gonm.biz/>

## Follow-up

[Ask A Question](#)

[Sign up NM OZ Email List](#)

[Submit A Project](#)

[FundIt-Community/NM  
OZ Interagency Task  
Force](#)

[Connect with NMEDD  
Rep](#)

## Helpful Orgs

[EIG](#)

[CDFA](#)

[NDC](#)

## Learn More

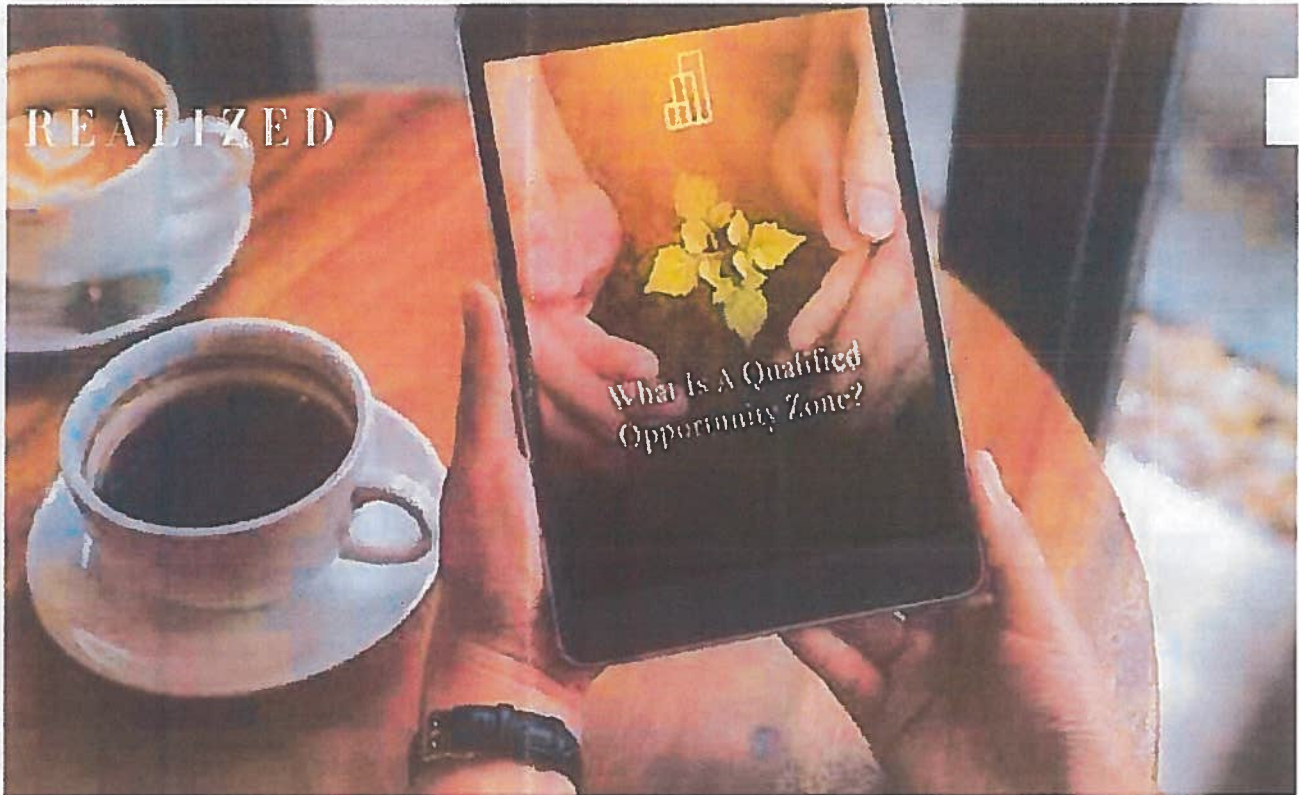
[What's an Opportunity  
Zone?](#)

[Frequently Asked  
Questions](#)



# Qualified Opportunity Zones

An introduction to the Realized Qualified Opportunity  
Zones Marketplace



## The Investor's Guidebook

A Qualified Opportunity Zone investment can be a great opportunity to defer taxes, however, it can be a complicated process, but it doesn't need to be. The key is planning, and that's why we've created an investor's guide to Qualified Opportunity Zone investing. It tackles the art and science of completing your investment, and the pitfalls to avoid.

[DOWNLOAD](#)

Selected Blog Articles

Search this site

Published 7/16/20 9:14 AM

Due to the COVID-19 pandemic, the government has given investors and developers an extension for deploying capital...[Read more](#)



### How Do Opportunity Zones Help Communities?

Published 6/15/20 7:00 AM

The Opportunity Zone (OZ) program was created to help economically disadvantaged communities by providing tax...[Read more](#)

### Common Misconceptions About Qualified Opportunity Zones (QOZs)

Published 5/22/20 7:00 AM

There are a number of common misconceptions about the Qualified Opportunity Zone (QOZ) Program. To help clarify...[Read more](#)

### Where Are Opportunity Zones?

Published 5/11/20 7:00 AM

Designated Qualified Opportunity Zones (QOZs) are located in all 50 states plus six territories. The specific...[Read more](#)

### What Eligible Capital Gains Can I Invest In Opportunity Zones?

Published 4/28/20 7:00 AM

Opportunity zones (OZs) provide an opportunity to invest capital gains in real estate while deferring tax payment...[Read more](#)

[More Articles](#)

## Terms To Know

### QOZ Timelines

Step 1: An investor with a recently realized capital gains elects to invest this gain into the Qualified Opportunity Fund (QOF), taking stock or a partnership interest in

## Non-Like Kind Investment

In order to qualify as an investment in a QOZ, capital obtained by the sale of assets to provide liquidity for investment in a QOZ do not have to be like-kind assets. For example, an investor can...[Read more](#)

## Blind Pool

A blind pool is a limited partnership that raises funds from investors with no specific investment thesis. Typically managed by a general partner, the blind pool's goal is broadly defined as growth...[Read more](#)

## Working Capital

Working capital is the difference between a firm's current assets (e.g. cash, accounts receivable, inventory) and current liabilities (accounts payable, other liabilities due within one year)...[Read more](#)

## Substantial Improvement

Qualified Opportunity Zone Business Property ("QOZBP") is substantially improved for this purpose if during any 30-month period following acquisition of such property there are additions to basis...[Read more](#)

[More Terms](#)

Choose a State ▼



1641-1001 NEW MEXICO BOARD OF SUPERVISORS  
CHARTER 1905, 1911

a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

## Northwest Regional Transportation Planning Organization (NWRTPO)

### Agenda Item #VI-B: RTIPR Revision Process and Timeline

Subject: RTIPR Revision Process and Timeline (CY2020-21)

Prepared for: Discussion with NWRTPO members regarding progress with PFF's for the 2020 RTIPR Revision

Date: 7/30/20

#### BACKGROUND

- **Why?** Every two years (biennial basis) the NWRTPO engages a Call for Projects process to invite new projects into the NWRTPO RTIPR for our local municipal, tribal and county member governments. This process engages a series of document forms and meetings to assure that proposed new projects are both local / regional priorities and qualify for state and federal funding.
- **Purpose.** To engage the NWRTPO members in discussion on progress with Project Feasibility Forms to qualify new projects for inclusion in the FFY2021 RTIPR Revision for the NWRTPO.
- **Discussion/Finalization.** **There will not be a formal Call for Projects in FFY2020:** the NWRTPO will simply update the RTIPR Revision with PFF's for new projects or phases due at our October 14 meeting.

#### CURRENT WORK

- RTPO members will discuss the **RTIPR revision process and timeline.** At this time members will simply discuss progress with updating the RTIPR by removing projects or project phases that have already been funded, and **adding new projects or phases via PFF's.** The NWRTPO will not undertake the entire process recommended in the Call for projects, and simply add projects to the RTIPR via PFF's – **since funding is not anticipated until FFY2021.**

#### ANTICIPATED WORK

- RTPO members will discuss progress with eliminating funded projects or phases in the current RTIPR, and inserting new projects or phases via PFF's for the FFY2020 – FFY2021 NWRTPO RTIPR revision.

#### ATTACHMENTS

- RTIPR Revision Timeline
- PFF form - fillable

#### BUDGET IMPACT

- None.

#### ACTION ITEM

- No action needed other than getting started on a) reviewing the RTIPR and **recommending projects or phases that have been funded for removal,** and b) **submitting PFF's for new projects or phases.**



## NWRTPO Timeline

### RTIPR Revision

#### June 2020 - March 2021:

Task	Timeframe/Due Date	Responsible Party
<b>Approval of RTIPR Revision Process &amp; Timeline</b>	May 13	NWRTPO
<b>Initial Announcement of RTIPR Revision to RTPO Members</b>	June 1, 2020	NWRTPO Staff
<b>Technical Assistance,</b> Contact the NWRTPO to set up a time and place with District staff.	July – September	NWRTPO & District Staff
<b>Project Feasibility Forms (PFF) Due</b> (Must be submitted by appropriate RTPO Member)	October 14	NWRTPO Members
<b>RTPO Staff review of PFFs for completeness</b>	October - November	NWRTPO Staff
<b>Draft RTIPR is presented to the NWRTPO Committee meeting</b> Cibola County Convention Room, 515 West High Street, Grants	January 13, 2021 @ 10AM	NWRTPO Members
<b>Final RTIPR is approved by NWRTPO Committee</b> McKinley Office of Emergency Mgmt., 2221 Boyd Ave., Gallup	February 10 @ 10AM	NWRTPO Members
<b>District 6 RTIPR (“zipper”) Meeting to finalize recommendations and priorities for inclusion into the Statewide Transportation Improvement Program (STIP)</b> NMDOT District 6 Office, 1919 Pinon Drive, Milan	March 10 @ 10AM	District Staff, NWRTPO Members

For more information, feel free to contact Robert Kuipers, RTPO Program Manager (505) 905-4384; [rkuipers@nwnmcog.org](mailto:rkuipers@nwnmcog.org)



# Northwest New Mexico RTPO PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Robert Kuipers, RTPO Planner,  
at (505) 722-4327 or [kuipers@nwnmcoq.org](mailto:kuipers@nwnmcoq.org)

## GENERAL INFORMATION

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

Project Title: [Enter Project name](#)

Requesting Entity: [Enter Entity name](#)

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

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

Phone: [Enter phone #](#)

Email: [Enter email address](#)

## PROJECT DESCRIPTION

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

ROADWAY

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

BRIDGE

SAFETY

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

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

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

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

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

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

STUDY/PLANNING

PRELIMINARY ENGINEERING

DESIGN

CONSTRUCTION

CONSTRUCTION MANAGEMENT & TESTING

## NATIONAL PERFORMANCE GOALS

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

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

- (1) Safety
- (2) Infrastructure Condition
- (3) Congestion Reduction
- (4) System Reliability
- (5) Freight Movement & Economic Vitality
- (6) Environmental Sustainability
- (7) Reduced Project Delivery Delays
- (8) System Connectivity

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

Begin typing here. Box will expand as needed.

### PROJECT COSTS

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

---

**DISTRICT 6 REVIEW:**

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

By: Enter Name

Date: Click here to enter a date.

Recommended: Yes / No

Signed: \_\_\_\_\_

**Type District Comments here.**

Begin typing here. Box will expand as needed.

---

**NORTHWEST NEW MEXICO RTPO**

Recommends that:

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

## Topics to discuss during PFF consultation meetings:

---

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



1647-0001 THE NEW MEXICO COUNCIL OF GOVERNMENTS  
DALLAS TEXAS 75241

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:** 7/31/20

#### **BACKGROUND**

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

#### **Informational Items**

##### **Regional News & Updates**

- Regional Work Program Status Report – none this meeting
- RTPO Report – none this meeting
- Member Reports

##### **Member Special Reports:**

- None submitted prior to the meeting

##### **NMDOT Reports:**

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

##### **News, Training & Funding Opportunities:**

- FHWA Planning, Environment & Realty Reports: 7/9 and 7/23
- NMDOT Govt. to Govt. Update: none
- 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 [tap.unm.edu](http://tap.unm.edu) – Online courses notice emailed to members 7/31
- Data Sources for NWRTPO LRTP Update: emailed to members 7/12
- NM Rec. Trails Advisory Board Nominations Invitation: emailed to members 7/28/20
- Innovation Exchange Webinars: emailed to members 7/28
- ROUTES Tool Kit: emailed to members 7/29
- Federal Grant Opportunities: emailed 7/31
- NEPA Public Involvement Meetings: emailed to members 7/31
- Enhanced Maintenance Management Systems Training: emailed to members 7/31/20
- Gov.Lujan-Grisham approves \$178 million in CARES Act Funding for small business, tribal and local govts: emailed 7/31/20
- ROUTES –“Rural Opportunities to Use Transportation for Economic Success: USDOT Secretary Elaine Chao announced this new funding source supporting rural transportation needs in America.
- US DOT announces \$321.4 million in “Nationally Significant Federal Lands and Tribal Projects”: (NSFLTP) this funding will support maintenance repair or new construction for roads and bridges serving tribal or federal lands. <https://www.transportation.gov/briefing-room/fhwa1519>
- Title VI Training is available to MPO’s and RTPO’s from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance. Based on training length, we could provide it at one of our meetings.
- Tran-SET Conference rescheduled for Sept. 1-2, 2020 Conference will now be virtual

**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**

## Fw: Human Environment Digest 7/23/20

Robert Kuipers <rkuipers@nwnmcog.org>

Tue 7/28/2020 4:41 PM

To: jphoracek <jphoracek@co.cibola.nm.us>; Rodney Skersick <rskersick@co.mckinley.nm.us>; Scott A. Martin, P.E., PLS <scott.martin@sjcounty.net>; Strain, Clyde <cstrain@gallupnm.gov>; Donald Jaramillo <projects@grantsnm.gov>; Sarah Austin <manager@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; ddeutsawe@poemail.org <ddeutsawe@poemail.org>; Gaylord Siow <gsiow@pol-nsn.gov>; Brandon J. Herrera <bjherrera@pol-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>

Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Mario Gomez <mgomez@co.mckinley.nm.us>; Nick Porell <nporell@sjcounty.net>; Alicia Santiago <asantiago@gallupnm.gov>; Mark Teshima <publicworks@grantsnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; Karen Bedonie <kbedonie@navajodot.org>; Raymond J. Concho, Jr. <RJConchojr@poemail.org>; Ray Lucero <raylucero@pol-nsn.gov>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Trina Martine <TrinaMartine@ramahnavajo.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>; stephanie.medina@state.nm.us <stephanie.medina@state.nm.us>; james.mexia@state.nm.us <james.mexia@state.nm.us>

RTPO members and DOT colleagues:

The latest from FHWA Planning, Environment & Realty.

Robert Kuipers, RTPO Program Manager  
Northwest NM Council of Governments  
"Over 45 years of moving the region forward"  
(505) 722-4237  
rkuipers@nwnmcog.org

---

**From:** FHWA Office of Planning, Environment, and Realty (HEP) <FHWA.HEP@public.govdelivery.com>

**Sent:** Thursday, July 23, 2020 10:01 AM

**To:** Robert Kuipers <rkuipers@nwnmcog.org>

**Subject:** Human Environment Digest 7/23/20



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

July 23, 2020

# Human Environment Digest

Welcome to the Federal Highway Administration (FHWA) Office of Human Environment biweekly email digest. This digest shares the latest information from a range of Federal and non-Federal sources, addressing transportation and its relationship to the human environment. Through this information exchange, FHWA hopes to foster dialogue at all levels and continue to further the state of the practice on these important topics in support of safety; infrastructure, including accelerated project delivery, access to jobs, and community revitalization; technology and design innovation; and accountability, including, data-driven decisions and performance-based planning.

For more information on any of these topics, see the FHWA Related Links on the sidebar.

Click [here](#) to manage your subscriptions.

\*The information provided in this mailing does not necessarily reflect the view of the Federal Highway Administration or the U.S. Department of Transportation.

## EVENTS

*Please check with event organizers on if/how events are being adjusted to accommodate remote participation.*



July 30-31, 2020: American Public Transportation Association's Sustainability & Multimodal Planning Workshop. Virtual Event. (There is a fee)

August 3-5, 2020: Association for Commuter Transportation's Virtual International Conference. (There is a fee)

August 3-7, 2020: Walk/Bike/Places Conference. Virtual Event.

August 4-20, 2020: ITE 2020 Virtual Annual Meeting and Exhibition. (There is a fee)

September 1-3, 2020: MOVE America 2020 Conference. Virtual Event. (There is a fee)

September 14-17, 2020: NACTO's Designing Cities 2020. Boston, MA. (In-person event postponed to September 7-10, 2022; virtual event in fall 2020 TBD)

September 21-27, 2020: National Bike to Work Week.

September 29-October 1, 2020: AASHTO 2020 Joint Policy Conference: Connecting the DOTs. Virtual Event. (In-person event postponed to 2021; virtual event

### **PBIC Develops a Resource on Pedestrian Safety**

The *Pedestrian and Bicycle Information Center* published a [resource](#) outlining challenges, impacts, and opportunity areas related to pedestrian safety. The document supports the U.S. Department of Transportation [Virtual Summit on Pedestrian Safety](#), providing background information on pedestrian safety issues, known risks, patterns of injuries, and other outcomes to provide context on pedestrian travel needs. It highlights crash data and key concepts for creating safer and more equitable multimodal transportation environments.

### **PBIC Resource Outlines Active Transportation Planning Considerations for Back to School**

The *Pedestrian and Bicycle Information Center* published a [resource](#) on planning considerations to enhance safe routes to school during the COVID-19 pandemic. The document describes the benefits of walking and bicycling to school to help address school re-opening challenges. It also highlights approaches and resources to support safe student travel through active transportation such as street design, bicycle parking, and walking school buses.

### **Report Analyzes Crash Outcome Differences between Automobiles and Sports Utility Vehicles**

The *Insurance Institute for Highway Safety* released a [report](#) analyzing the differences in crash outcomes and pedestrian injury levels between motor vehicles and sports utility vehicles (SUVs). Researchers used the Vulnerable Road User Injury Prevention Alliance pedestrian crash database, which compiles information from police reports, pedestrian medical records, crash reconstructions, and injury experts. The findings suggest that SUVs



in 2020 TBD)

September 30-October 1, 2020:

North American Bikeshare Association's Together, We Keep Moving Virtual Conference. (There is a fee)

October 1-2, 2020: Micromobility America Conference. Bay Area, CA. (There is a fee)

October 26-30, 2020: AMPO's Annual Conference. Minneapolis, MN. (There is a fee)

## WEBINARS

July 23, 11:00-12:30 PM ET:

FHWA's Advancing Demand Management in Resort Towns and Communities.

July 23, 1:00-3:00 PM ET: FHWA's

Value Capture Virtual Peer Exchange Series: Value Capture Strategies-Special Assessment Districts such as Community Improvement District and Sales Tax District. ([Virtual Peer Exchange Series Information](#))

July 23, 2:00-3:00 PM ET:

Association for Commuter Transportation's Contact Tracing: Driving Participation, Scale & Innovation From a Mobility Framework. (There is a fee)

July 28, 11:30-1:00 PM ET: PBIC's

Going Dutch: Translating Dutch Cycling Ideas to an American Context.

July 28, 1:00-2:00 PM ET: U.S.

DOT's Summit on Pedestrian Safety, Taking Action on Pedestrian Safety – Part 3: Next Steps.

July 29, 1:00-2:30 PM ET: PBIC's

MPO and DOT Partnership for Complete Streets Projects.

July 29, 1:30-3:00 PM ET: U.S.

Access Board's Celebrating 30 Years of the American Disabilities Act Virtual Meeting.

July 29, 2:00-3:30 PM ET: TRB's

Human Trafficking and Mobility of Missing and Murdered Indigenous

pose an elevated injury risk to pedestrians, resulting in more serious or fatal injuries than crashes involving smaller motor vehicles.

## Research Analyzes Effective Messaging Strategies to Enhance Traffic Safety

The *Mineta Transportation Institute* at *San Jose State University* published a [study](#) examining the role of traffic safety messaging and its impact on attitudes and behaviors. Researchers examined the effectiveness of different messaging strategies and frameworks aimed at promoting safer behaviors among pedestrians, bicyclists, and motorists in Fresno, California. The study concludes that appropriately framing messages influences key transportation safety practices. The findings suggest that promotion-based messages on positive outcomes are more effective facilitating safer travel behaviors when compared to prevention-based messages that direct users to avoid negative consequences.



## Infrastructure

### Interactive Dashboard Tool Highlights Benefits of Federal Highway Investment

The *American Road and Transportation Builders Association* launched an [interactive dashboard tool](#) that displays how States deploy their Federal-aid highway funds, featuring projects between 1950 and 2018. The interactive dashboard compiles data from the *Federal Highway Administration* Federal Management Information System, allowing users to visualize the impacts and benefits of Federally-supported infrastructure investments. Users can customize their search to examine how and where each State invests its Federal transportation funds by county, fiscal year, project type, and Federal-aid system.

### ITE Article Discusses Impacts of COVID-19 on Local Complete Streets Development

The *Institute of Transportation Engineers Journal* released an [article](#) discussing the impact of complete streets development in local communities during the COVID-19 pandemic. The article describes how COVID-19 has highlighted the need for improved active transportation infrastructure to support walking and bicycling, including safe and reliable access to jobs, healthcare, food sources, and other essential services. It analyzes how communities are adapting their active transportation networks to better support the needs of community members, featuring examples of complete streets approaches such as open streets and slow streets, as well as other resources to improve conditions for underserved communities.

missing and murdered indigenous Women.

[August 5, 2:00-3:00 PM ET:](#)

MetroQuest's Meaningful Engagement for Environmental Justice Communities Without Public Meetings

[August 6, 1:00-2:30 PM ET:](#)

American Trails' Trail Analytics and Data Storytelling.

[August 11, 2:00-2:45 PM ET:](#)

Eno Center for Transportation's The Role of Transportation in Improving America's Health.

[August 12, 12:00-1:00 PM ET:](#)

Southern Transportation Research, Innovation, Development, and Education Center's Planning for Urban Freight Delivery: How Do City Codes Accommodate Freight.

[August 12, 2:00-3:30 PM ET:](#)

America Walks' Walking Towards Justice in Indian Country Series, Part 2: Missing and Murdered Indigenous Women and Girls.

[August 14, 1:00-2:30 PM ET:](#)

American Planning Association Transportation Planning Division's Perspectives on Resiliency Planning. (There is a fee)

[August 17, 1:30-3:00 PM ET:](#)

FHWA's Virtual Peer Exchange: Engaging Traditionally Underserved Communities Using VPI Tools & Strategies.

[August 19, 12:00-1:00 PM ET:](#)

Southern Transportation Research, Innovation, Development, and Education Center's Discovering Potential Market for the Integration of Public Transportation and Emerging Shared Mobility Services.

[August 19, 3:00-4:00 PM ET:](#)

Association of Pedestrian & Bicycle Professionals' Transit Station Connectivity: How to Get it Done. (There is a fee)

[August 20, 1:00-3:00 PM ET:](#)

FHWA's Value Capture Virtual Peer Exchange Series: Value Capture Strategies-Advertising, Naming Rights, and Sponsorship. (Virtual)

## Research Analyzes Complete Streets Strategies Through Traffic Simulation Models

The *Mineta Transportation Institute* at *San Jose State University* published a [study](#) analyzing the network-wide implications of transforming roadways into complete streets in downtown San Jose, California. Researchers developed a traffic simulation model to assess the impacts of complete streets and tactical urbanism strategies on street design and the overall road network. The findings highlight the importance of integrating travel demand management measures into the planning process in order to support all transportation modes including walking, bicycling, and transit.

## Webinar Discusses Sidewalks and Tree Growth in Urban Areas

An arboriculture advocacy group hosted a webinar discussing the relationship between pavement, sidewalks, and tree growth in urban areas. It presents research findings on different treatments and stormwater considerations in order to reduce sidewalk damage from root development and support tree growth. The webinar recording is [now available](#).



## Innovation

## Research Analyzes Adaptive Bicycle Share Options for Older Adults and People with Disabilities

The *Transportation Research Record: Journal of the Transportation Research Board* published a [research article](#) examining adaptive bicycle share options for older adults and people with disabilities. The article explains that adaptive bikeshare options, such as electric bicycles and three- to four-wheeled devices, provide opportunities for older adults and people with physical limitations to recreate and socialize through motorized travel. Researchers examined the current landscape of adaptive bikeshare systems in select communities, highlighting best practices, areas of improvement, and potential next steps to expand these systems across the country.



## Accountability

## TRB Publishes Guide on Equity in Regional Transportation Planning

The *Transportation Research Board (TRB) Transit Cooperative Research Program* published a [guide](#) analyzing methods for

rights, and sponsorships. ([Virtual Peer Exchange Series Information](#))

**August 20, 2:00-2:30 PM ET:** Eno Center for Transportation's Best Practices for Incorporating Equity Into Performance-Based Processes.

**August 27, 1:00-2:30 PM ET:** American Trails' The Catalytic Impact of Trails on Communities.

**August 31, 2:00-3:30 PM ET:** TRB's The Relationship between Bicycle Facilities and Increasing Bicycle Trips. (There is a fee)

**September 10, 1:00-2:30 PM ET:** American Trails' Effective Wayfinding Signage: Trail System, Planning, Design, and Implementation.

**September 24, 1:00-3:00 PM ET:** FHWA's Value Capture Virtual Peer Exchange Series: Tax Incremental Finance Districts and Transportation Reinvestment Zones. ([Virtual Peer Exchange Series Information](#))

## FHWA RELATED LINKS

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

*To submit comments or information for inclusion in the next HE Digest, click [here](#). Submissions must be made before 12 PM ET Wednesday.*

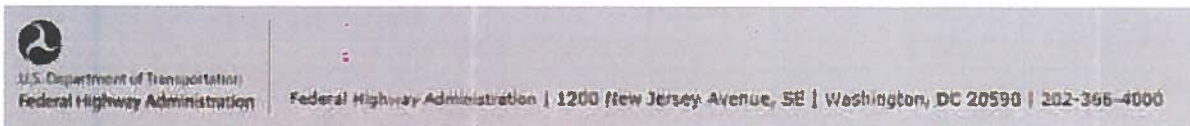
developing and implementing equity analyses in regional transportation planning processes. The guide outlines a five-step framework to better support minority, low-income, and limited English proficiency populations in transportation investments and programs. It includes examples and resources to help metropolitan planning organizations avoid or mitigate inequities during planning and programming processes, as well as strategies to enhance public and stakeholder engagement. TRB also released [Part 1 of a three-part TRB Blog series on equity](#), which discusses socioeconomic equity resources.

## U.S. Access Board Hosting Virtual Meeting to Celebrate 30 Years of the American Disabilities Act

The *U.S. Access Board* is hosting a [virtual public meeting on July 29 at 1:30-3:00 PM ET](#) to celebrate the 30<sup>th</sup> anniversary of the American Disabilities Act (ADA). The event will feature a panel discussion from guest speakers and Access Board members on the ADA and its accomplishments, including early achievements of the disability rights movement. It will also outline how the ADA has advanced inclusive and accessible architecture and design practices.

## Webinar Discusses Local Business Impacts on Walkability

A local transportation advocacy group hosted a webinar discussing the influence of town centers and downtown districts on walkable communities. It highlights the importance of sustaining business districts to encourage walkability, featuring strategies that communities have deployed to support their main streets and local business resilience in response to COVID-19. The webinar recording is [now available](#).



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

This service is provided to you at no charge by [U.S. DOT Federal Highway Administration](#).

## Fw: Human Environment Digest 7/9/20

Robert Kuipers <rkuipers@nwnmcog.org>

Thu 7/16/2020 10:28 AM

To: jphoracek <jphoracek@co.cibola.nm.us>; Rodney Skersick <rskersick@co.mckinley.nm.us>; Scott A. Martin, P.E., PLS <scott.martin@sjcounty.net>; Strain, Clyde <cstrain@gallupnm.gov>; Donald Jaramillo <projects@grantsnm.gov>; 'Sarah Austin' <manager@villageofmilan.com>; Larry Joe <ljoe@navajodot.org>; ddeutsawe@poemail.org <ddeutsawe@poemail.org>; Gaylord Siow <gsiow@pol-nsn.gov>; Brandon J. Herrera <bjherrera@pol-nsn.gov>; Royce.Gchachu@ashiwi.org <Royce.Gchachu@ashiwi.org>; Shane Lewis <ShaneLewis@ramahnavajo.org>  
Cc: gporter@co.cibola.nm.us <gporter@co.cibola.nm.us>; Mario Gomez <mgomez@co.mckinley.nm.us>; Nick Porell <nporell@sjcounty.net>; Alicia Santiago <asantiago@gallupnm.gov>; Mark Teshima <publicworks@grantsnm.gov>; milanclerk@villageofmilan.com <milanclerk@villageofmilan.com>; Karen Bedonie <kbedonie@navajodot.org>; Raymond J. Concho, Jr. <RJConchojr@poemail.org>; Ray Lucero <raylucero@pol-nsn.gov>; Roxann Hughte <Roxann.Hughte@ashiwi.org>; Trina Martine <TrinaMartine@ramahnavajo.org>; Krueger, Neala, NMDOT <Neala.Krueger@state.nm.us>; Shutiva, Ron, NMDOT <ron.shutiva@state.nm.us>; joann.garcia2@state.nm.us <joann.garcia2@state.nm.us>; Santiago, Bill, NMDOT <Bill.Santiago@state.nm.us>; Kazmi, Arif, NMDOT <Arif.Kazmi@state.nm.us>; james.mexia@state.nm.us <james.mexia@state.nm.us>; stephanie.medina@state.nm.us <stephanie.medina@state.nm.us>

RTPO members and DOT colleagues:

The latest from FHWA Planning Environment & Realty.

Also a little late with apologies - quite busy "of late."

Robert Kuipers, RTPO Program Manager  
Northwest NM Council of Governments

"Over 45 years of moving the region forward"

(505) 722-4237

rkuipers@nwnmcog.org

---

**From:** FHWA Office of Planning, Environment, and Realty (HEP) <FHWA.HEP@public.govdelivery.com>

**Sent:** Thursday, July 9, 2020 10:01 AM

**To:** Robert Kuipers <rkuipers@nwnmcog.org>

**Subject:** Human Environment Digest 7/9/20



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

# Human Environment Digest

Welcome to the Federal Highway Administration (FHWA) Office of Human Environment biweekly email digest. This digest shares the latest information from a range of Federal and non-Federal sources, addressing transportation and its relationship to the human environment. Through this information exchange, FHWA hopes to foster dialogue at all levels and continue to further the state of the practice on these important topics in support of safety; infrastructure, including accelerated project delivery, access to jobs, and community revitalization; technology and design innovation; and accountability, including, data-driven decisions and performance-based planning.

For more information on any of these topics, see the FHWA Related Links on the sidebar.

Click [here](#) to manage your subscriptions.

\*The information provided in this mailing does not necessarily reflect the view of the Federal Highway Administration or the U.S. Department of Transportation.

## EVENTS

*Please check with event organizers on if/how events are being adjusted to accommodate remote participation.*



**Safety**

August 3-5, 2020: Association for Commuter Transportation's Virtual International Conference. (There is a fee)

August 3-7, 2020: Walk/Bike/Places Conference. Virtual Event.

August 4-20, 2020: ITE 2020 Virtual Annual Meeting and Exhibition. (There is a fee)

September 14-17, 2020: NACTO's Designing Cities 2020. Boston, MA. (In-person event postponed to September 7-10, 2022, virtual event in fall 2020)

September 21-27, 2020: National Bike to Work Week.

September 29-October 1, 2020: AASHTO 2020 Joint Policy Conference: Connecting the DOTs. Virtual Event. (In-person event postponed to 2021; virtual event in 2020 TBD)

September 30-October 1, 2020: North American Bikeshare

### **PBIC Information Brief Analyzes Safety-Based Prioritization for Youth Pedestrian Travel Planning**

The *Pedestrian Bicycle and Information Center* published an [information brief](#) discussing a process for examining high risk locations for youth pedestrian crashes. The information brief builds on the "[Systemic Pedestrian Safety Analysis Research Report](#)" from the *National Cooperative Highway Research Program*, and describes a systemic approach for collecting data and analyzing risk factors for youth pedestrian crashes. It outlines best practices in proactive, safety-based planning to support the safe travel of youth, families, and other community members.

### **Research Examines Micromobility Crash Characteristics**

A [study](#) published in the *Accident Analysis & Prevention Journal* examined crash characteristics of dockless electric scooters (e-scooters) using news media reports between 2017 and 2019. Researchers conducted a quantitative analysis to better understand the patterns of crashes and crash risk associated with e-scooters, analyzing elements including rider demographics, crash type, and location. The findings suggest that crash outcomes vary based on riding environments. The study also highlights key issues related to helmet use, riding under the influence, vulnerable users such as children and older adults, and exposure data needs.

### **Webinar Discusses Tribal Transportation Planning and Pedestrian safety**

Association's Together, We Keep Moving Virtual Conference. (There is a fee)

October 1-2, 2020: Micromobility America Conference. Bay Area, CA. (There is a fee)

October 26-30, 2020: AMPO's Annual Conference. Minneapolis, MN. (There is a fee)

## WEBINARS

July 9, 1:00-2:30 PM ET: Smart Growth Online's Just Suburbs: Creating Equitable Opportunities in Suburban Development.

July 9, 1:00-2:30 PM ET: American Trails' How to Create an Instant Urban Trail.

July 9, 2:00-3:00 PM ET: Safe Routes Partnership's Making Strides 2020: A Look at Our State Report Cards.

July 10, 2:00-4:00 PM ET: AASHTO's Environmental Justice Virtual Peer Exchange.

July 15, 1:00-2:30 PM ET: U.S. DOT's Summit on Pedestrian Safety, Taking Action on Pedestrian Safety – Part 2: Consider Risk: When, Where, Who, How?

July 15, 3:00-4:00 PM ET: Association of Pedestrian & Bicycle Professionals' Victim Blaming in Crash Reporting: What Is It and How To Stop It. (There is a fee)

July 16, 1:00-2:30 PM ET: Smart Growth Online's Pedaling Through Pandemic: How (E-) Cycling Can Keep Post-COVID Cities Moving.

July 16, 1:00-2:30 PM ET: American Trails' Expanding and Strengthening Partnerships and Engagement Opportunities Through Mountain Biking.

July 21, 1:00-2:30 PM ET: American Trails' Advancing Trails Through Maps, Apps, and Analysis Tools.

A national transportation advocacy group hosted a webinar discussing Tribal transportation planning and pedestrian safety. It provides an overview of pedestrian fatalities among Tribal communities, outlining common challenges, potential solutions, and case studies involving Tribal, State, and Federal governments. The webinar recording is [now available](#).



## Infrastructure

### Report Analyzes Pedestrian Crosswalk Development

The *Minnesota Department of Transportation* published a [report](#) analyzing the development of pedestrian crosswalks in order to help local agencies improve consistency and pedestrian safety. Researchers surveyed local agencies in Minnesota on their policies and practices for marking and managing crosswalks, identifying a set of 12 countermeasures to improve pedestrian safety. As part of the study, researchers developed countermeasure fact sheets and a quick-reference guide based on the *Federal Highway Administration* "[Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations](#)."

### Research Examines User-Rated Comfort and Preference of Separated Bicycle Lane Intersection Designs

The *Transportation Research Record: Journal of the Transportation Research Board* published a [research article](#) surveying bicyclists and their perceived level of comfort and preference of separated bicycle facilities. Researchers collected data at various locations in Colorado, Oregon, Maryland, Minnesota, Utah, and Washington to determine the types of bicycle facilities and intersection designs that users prefer. The findings suggest that separated bicycle lanes, protected intersections, and bicycle signals provide users with the most comfort as compared to designs that direct motor vehicles and bicyclists into shared spaces, which users note provide the least comfort.



## Innovation

### BTS Launches Interactive Map of Docked Bicycle Share Ridership During COVID-19

The *U.S. Bureau of Transportation Statistics* (BTS) launched an [interactive map](#) visualizing the [ridership levels of docked bicycle share systems during COVID-19](#). The map builds on the previous [BTS interactive map of bicycle share and electric scooter systems](#)

[July 23, 11:00-12:15 PM ET:](#) FHWA's Advancing Demand Management in Resort Towns and Communities.

[July 23, 1:00-3:00 PM ET:](#) FHWA's Value Capture Virtual Peer Exchange Series: Value Capture Strategies-Special Assessment Districts such as Community Improvement District and Sales Tax District. ([Virtual Peer Exchange Series Information](#))

[July 23, 2:00-3:00 PM ET:](#) Association for Commuter Transportation's Contact Tracing: Driving Participation, Scale & Innovation From a Mobility Framework. (There is a fee)

[July 28, 11:30-1:00 PM ET:](#) PBIC's Going Dutch: Translating Dutch Cycling Ideas to an American Context.

[July 28, 1:00-2:30 PM ET:](#) U.S. DOT's Summit on Pedestrian Safety, Taking Action on Pedestrian Safety – Part 3: Next Steps.

[July 29, 1:00-2:30 PM ET:](#) PBIC's MPO and DOT Partnership for Complete Streets Projects.

[July 29, 2:00-3:30 PM ET:](#) TRB's Human Trafficking and Mobility of Missing and Murdered Indigenous Women.

[August 6, 1:00-2:30 PM ET:](#) American Trails' Trail Analytics and Data Storytelling.

[August 12, 12:00-1:00 PM ET:](#) Southern Transportation Research, Innovation, Development, and Education Center's Planning for Urban Freight Delivery: How Do City Codes Accommodate Freight.

[August 19, 12:00-1:00 PM ET:](#) Southern Transportation Research, Innovation, Development, and Education Center's Discovering Potential Market for the Integration of Public Transportation and Emerging Shared Mobility Services.

[August 19, 3:00-4:00 PM ET:](#)

[DOT's interactive map of bicycle share and electric scooter systems](#), featuring monthly and trip-level data to better understand the impacts of travel behavior. The map includes ridership data for 12 docked bicycle share systems across the country. It allows users to compare trips in 2020 to 2019 and examine how the spatial distribution of trips have changed due to local stay-at-home orders.

### **Policy Brief Discusses E-Bicycle Influence on Local Travel Behavior**

The *Institute of Transportation Studies* at the *University of California, Davis* released a [policy brief](#) discussing the role of electric bicycle share systems in the Sacramento region. The study analyzes the impacts of dockless bicycle share services on individual travel behavior, including influence on motor vehicle trips and transit use. Researchers surveyed residents before and after the implementation of a dockless electric bicycle share program. The findings suggest that the service is reducing vehicle trips, and that attitudes towards bicycling were more favorable following program implementation.

### **Research Examines E-Scooter Policies and Regulations**

The *Transportation Research Record: Journal of the Transportation Research Board* published a [research article](#) examining electric scooter (e-scooter) policies from 10 mid-sized peer cities with dockless e-scooter programs. The study aimed to better understand the current state of e-scooter systems by comparing local policies and regulation through the perspectives of cities, operators, and users. Researchers analyzed the policies across 12 elements such as fleet size and limits, speed limit, equity, parking, and data sharing. The findings highlight common e-scooter policy measures including device removal, safety, speed limit, and performance bonds.

### **Online Tool Analyzes Potential Impacts of Electric Vehicle Incentive Programs**

The *Transportation Research and Education Center* at *Portland State University* launched an [online tool](#) visualizing the potential impacts of electric vehicle (EV) incentive programs. The tool estimates the cost efficiency of a proposed EV program and enables policymakers, public stakeholders, and advocates to quickly visualize the potential outcomes of an EV incentive program made up of several vehicle types. Researchers also released an [Oregon case study](#) using the tool.

### **FHWA Offers Webinar on Emerging Mobility and Transportation Demand Management**

The *Federal Highway Administration Office of Operations* is offering a [free webinar on July 23 at 11:00 AM ET](#) to discuss the integration of emerging mobility and transportation demand management (TDM). The webinar will discuss how resort towns and communities have implemented strategies to advance TDM, meet visitor travel expectations, and reduce single-occupant vehicle travel.

[August 19, 1:00-2:00 PM ET:](#)

Association of Pedestrian & Bicycle Professionals' Transit Station Connectivity: How to Get it Done. (There is a fee)

[August 20, 1:00-3:00 PM ET:](#)

FHWA's Value Capture Virtual Peer Exchange Series: Value Capture Strategies-Advertising, Naming Rights, and Sponsorships. ([Virtual Peer Exchange Series Information](#))

[August 27, 1:00-2:30 PM ET:](#)

American Trails' The Catalytic Impact of Trails on Communities.

[September 10, 1:00-2:30 PM ET:](#)

American Trails' Effective Wayfinding Signage: Trail System, Planning, Design, and Implementation.

[September 24, 1:00-3:00 PM ET:](#)

FHWA's Value Capture Virtual Peer Exchange Series: Tax Incremental Finance Districts and Transportation Reinvestment Zones. ([Virtual Peer Exchange Series Information](#))

## FHWA RELATED LINKS

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

*To submit comments or information for inclusion in the next HE Digest, click [here](#). Submissions must be made before 12 PM ET Wednesday.*



## Accountability

### FHWA Offers Web-Based Training Course on Fundamentals of Environmental Justice

The *Federal Highway Administration* is offering a free web-based training course on the [Fundamentals of Environmental Justice](#) (EJ) through the *National Highway Institute*. This five-hour course explains how EJ applies to each stage of transportation planning and decision making. The course covers principles related to EJ considerations in environmental review and design, as well as during right-of-way coordination, construction, operations, and maintenance. It presents a variety of strategies and resources for considering EJ throughout the transportation decision-making process.

### Report Analyzes State Practices and Policies Related to Active Transportation and Physical Activity

A national transportation advocacy group released a [report](#) analyzing the current practice of active transportation initiatives across the country. The research includes mapping visualizations, fact sheets, and State report cards summarizing initiatives that support walking, bicycling, and physical activity for children and adults. It examines policies and funding programs related to complete streets, safe routes, active neighborhoods and schools, as well as Federal and State active transportation funding. Researchers are hosting a free [webinar on July 9 at 2:00 PM ET](#) to discuss the report.



U.S. Department of Transportation  
Federal Highway Administration

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

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

This service is provided to you at no charge by [U.S. DOT Federal Highway Administration](#).