



a program of

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization (NWRTPO)

RTPO Joint Technical & Policy Committee Meeting

Wednesday, April 13, 2022

10:00 am

Virtual Meeting – Microsoft Teams

A G E N D A

ROUTINE ITEMS:

| Item # | Item | Presenter |
|--------|---|-------------------------|
| I. | Call to Order and Introductions | Don Jaramillo, Chairman |
| II. | Action: Agenda | Don Jaramillo |
| III. | Action: Minutes – March 9, 2022 meeting | Don Jaramillo |

ACTION ITEMS: none this meeting

DISCUSSION ITEMS:

| Item # | Item | Presenter |
|--------|--|---------------------------|
| IV. | Present: Infrastructure Investment & Jobs Act Transportation Opportunities | DOT Staff, Robert Kuipers |
| V. | Review & Discuss: Annual Meeting Schedule | Robert Kuipers |
| VI. | Review & Discuss: Transportation Project Fund Applications | Robert Kuipers |
| VII. | Present: NMDOT Functional Classification Guidance | Robert Kuipers |

VIII. REPORTS: (10-minute limit)

inclusion in minutes

Please submit Written Reports for

| | |
|--|---|
| RTPO Program Report (<i>significant news only</i>) (incl. 3 county bridge reports) | Robert Kuipers |
| Local Member Reports (<i>significant news only</i>) | By Entity |
| New Mexico Department of Transportation Reports (<i>significant news only</i>) | RTPO Liaison (Neala Krueger) Tribal Liaison (Ron Shutiva) District 5 (James Mexia) District 6 (Bill Santiago, Michael Neely) |

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

ANNOUNCEMENTS & NEXT MEETING: Wednesday, May 11, 2022 – Grants Public Library (unless otherwise determined or virtual via MSTEams)

ADJOURNMENT

NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

NWRTPO | Northwest Regional Transportation Planning Organization

Joint Policy & Technical Committee

NWRTPO Meeting Minutes

Wednesday March 9, 2022

10:00 a.m. – 12:00 p.m.

Virtual meeting executed via Microsoft Teams

Due to COVID-19 Pandemic

ATTENDANCE:

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

| New Mexico Department of Transportation (NMDOT) | |
|--|--|
| Entity | Representative(s) |
| RTPO Liaison | Neala Krueger, |
| District 5 | James Mexia |
| District 6 | Bill Santiago, Michael Neely, Clayton Garner |
| Tribal Liaison | Ron Shutiva |
| DOT Central Regional Design Office | James Sanchez, Juan Archuletta |
| Other NMDOT Staff / Guests | Channing Hofman - MRRTPO , Cerisse Grijalva - SWRTPO |

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

Tally Sheet – Attendance & Quorum

| Total Full Attendance: | Member Entities: | NMDOT | RTPO | Guests (Transit) | Full Attendance Norm: | |
|----------------------------|--------------------|---|--------|------------------|----------------------------|--------|
| | 12 | Normally 4-5: DOT Liaison, Tribal Liaison, District 5 & 6 Representatives | | varies | 17 - 20 | |
| Attendance – this meeting: | Member Attendance: | NMDOT Attendance: | Staff: | Guests: | Attendance % this meeting: | TOTAL: |
| | 7 | 8 | 1 | 3 | 100% | 19 |

ROUTINE ITEMS:

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

ACTION ITEMS:

| Item # | Item | Presenter |
|--|---|-----------------------------|
| IV. | Approve: FFY2022 RTIPR / DOT District 6 Zipper | Robert Kuipers – RTPO Staff |
| <ul style="list-style-type: none"> Why? On a biennial basis each of seven RTPO's in the State of New Mexico update their RTIPR's with new projects. However NMDOT District boundaries do not match RTPO boundaries. In our case for the new DOT District 6 RTIP (Zipper) it includes McKinley and Cibola Counties from the NWRTPO, Sandoval County from the MRRTPO and Catron County from the SWRTPO. Purpose. Representatives from all three RTPO's will negotiate and agree on project prioritization within the new DOT District 6 RTIP (Zipper) for the DOT District 6 Region. Discussion/Finalization. After agreement on project prioritization, the NWRTPO can help generate the final DOT District 6 RTIP and send for review to MRRTPO and SWRTPO colleagues, as well as DOT District 6 staff for final approval. | | |
| CURRENT WORK | | |
| <ul style="list-style-type: none"> NWRTPO staff have assembled the draft DOT Dist. 6 RTIP (Zipper) and forwarded to MRRTPO, SWRTPO and DOT Dist. 6 colleagues in advance of this meeting for informed discussion and final project prioritization at this meeting. | | |
| ANTICIPATED WORK | | |
| <ul style="list-style-type: none"> After prioritization agreement, and finalization for the DOT District 6 RTIP (Zipper); NWRTPO staff will assemble the final DOT District 6 RTIP (Zipper) and submit to MRRTPO, SWRTPO and Dist. 6 staff for final approval | | |
| ATTACHMENTS | | |
| <ul style="list-style-type: none"> None, accept Dist. 6 RTIP (Zipper) was sent to the 3 RTPO's and DOT Dist. 6 in advance of this meeting, as it is too large of a document to fit in this meeting package. | | |
| BUDGET IMPACT | | |
| <ul style="list-style-type: none"> None | | |
| ACTION ITEM | | |
| <ul style="list-style-type: none"> Action will be taken at this meeting to approve and authorize finalization of the DOT Dist. 6 RTIP (Zipper) based on agreed prioritization of inherent projects. | | |

Discussion:

- The NWRTPO RTIPR and DOT District 6 RTIP (Zipper) has been and can be reviewed for each section.
- Staff went thru the RTIPR so members could review each section – members provided a few minor corrections
- It was recommended to withdraw the Nizhoni Blvd. citation within the CMAQ section
- Channing Hofman – MRTRPO and Cerisse Grijalva – SWRTPO participated in the discussion
- Motion:** Ed Begay – Navajo DOT, Second: Gaylord Siow – Pueblo of Acoma; all in favor, none opposed

DISCUSSION ITEMS:

| Item # | Item | Presenter |
|---|--|------------------------|
| V. | Review & Discuss: NMDOT 2045 Freight Plan | Joseph Moriarty, NMDOT |
| BACKGROUND | | |
| <ul style="list-style-type: none"> • Why? Every five years NMDOT updates it's statewide freight plan, and engages input from the statewide RTPO's and MPO's • Purpose. Opportunity for Joseph Moriarty of NMDOT to present the NMDOT Freight Plan update to NWRTPO, SWRTPO, and MRRTPO members participating in this meeting • Discussion/Finalization. Opportunity for all three RTPO's to gain information on the NMDOT Freight Plan update extending from Fall 2021 to Fall 2022 | | |
| CURRENT WORK | | |
| <ul style="list-style-type: none"> • Members from all three RTPO's will gain understanding of the process and intent for the new 12 month update for the NMDOT Statewide Freight Plan | | |
| ANTICIPATED WORK | | |
| <ul style="list-style-type: none"> • All 3 RTPO's will have opportunity going forward – thru the Fall months of 2022 to contribute ideas and recommendations serving our region's needs around statewide freight corridors and services | | |
| ATTACHMENTS | | |
| <ul style="list-style-type: none"> • NM 2045 Freight Plan Overview and Process from NMDOT | | |
| BUDGET IMPACT | | |
| <ul style="list-style-type: none"> • None | | |
| ACTION ITEM | | |
| <ul style="list-style-type: none"> • N/A | | |

Discussion:

Joe Moriarty from NMDOT presented on the 2045 Freight Plan update:

- Will include autonomous vehicles and trucking section
- Must be federally compliant
- \$13 to 15 million available each year for freight corridors
- February 24 a Freight Advisory Committee took place
- High Street Engineering Firm is the NMDOT's consultant
- Anticipate a final plan around November

| Item # | Item | Presenter |
|--|---|-----------------------------|
| VI. | Review & Discuss: Finalize Next Annual Meeting Schedule: 5/22 – 4/23 | Robert Kuipers – RTPO Staff |
| BACKGROUND | | |
| <ul style="list-style-type: none"> • Why? Every year the NWRTPO updates its annual meeting schedule – May thru April of next year • Purpose. To plan and schedule ongoing RTPO meeting hosting and locations for May, 2022 thru April, 2023 • Discussion/Finalization. Members will discuss and agree to another annual schedule of RTPO meetings the second Wednesday of each month from May, 2022 thru April, 2023 | | |
| CURRENT WORK | | |
| <ul style="list-style-type: none"> • RTPO members to agree to the final schedule for hosting meetings May, 2022 – April, 2023 | | |
| ANTICIPATED WORK | | |
| <ul style="list-style-type: none"> • Based on today's agreement, staff will produce and distribute the next annual meeting schedule from May, 2022 thru April, 2023 | | |
| ATTACHMENTS | | |
| <ul style="list-style-type: none"> • FFY2021 – 2022 meeting schedule; proposed FFY2022 – 2023 meeting schedule | | |
| BUDGET IMPACT | | |
| <ul style="list-style-type: none"> • None | | |
| ACTION ITEM | | |
| <ul style="list-style-type: none"> • N/A | | |

Discussion:

Staff provided an annual meeting schedule for May, 2022 thru April, 2023 – based on our previous year's meeting schedule, as all meeting locations are ADA compliant, but reminded that until the COVID 19 pandemic subsides, our meetings will remain virtual via Microsoft Teams. There was little discussion, as members are fine with the ongoing schedule which engages each of our 12 member governments to host a monthly meeting.

Staff will follow up with Navajo DOT staff to see if they want to host the October meeting in Crownpoint (Eastern Navajo's turn) – or the meeting can remain hosted at the NWNMCOG in Gallup; pending lifting meeting restrictions related to the COVID pandemic.

| Item # | Topic | Presenter |
|---|---|--|
| VII. | Reports, Updates & Announcements | Robert Kuipers – NWRTPO RTPO Members, NMDOT Staff |
| BACKGROUND | | |
| <ul style="list-style-type: none"> • Why? Update RTPO members on news, training, funding, and other items of special interest • Purpose. Keep RTPO members up to date on critical information from NWRTPO and NMDOT sources | | |
| Informational Items | | |
| Regional News & Updates <ul style="list-style-type: none"> • Regional Work Program Status Reports • RTPO Monthly Report • Dist. 5 & 6 ADA & Title VI Compliance Reports • Statewide RTPO Roundtable Report – 2/18/22 • Member Reports | | |
| Member Special Reports: <ul style="list-style-type: none"> • None this meeting | | |
| NMDOT Reports: <ul style="list-style-type: none"> • G to G Liaison: Neala Krueger • Tribal Liaison: Ron Shutiva • District 6: JoAnn Garcia & staff; District 5: James Mexia | | |
| News, Training & Funding Opportunities: <ul style="list-style-type: none"> • <u>FHWA Planning, Environment & Realty Reports</u>: none for the past month • <u>NMDOT Govt. to Govt. Update</u>: 2/7/22, 2/24/22 • <u>AASHTO Publications</u>: none • <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 ltap.unm.edu – Online courses notice forwarded to members as LTAP emails come in. • <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. • <u>Local Govt. Road Fund Guidance</u>: 1/10/22 – initial proposals due 3/15/22; additional documents run thru October, 2022. • <u>National Transportation in Indian Country Conference</u>: Aug. 22-26, 2022 – Louisville, Kentucky (2/11/22) • <u>USDOT RAISE Grant Webinars</u>: 2/15/22 • <u>Statewide RTPO Roundtable Virtual Meeting Report</u>: 2/18/22 • <u>UNM LTAP Training Opportunities</u>: 2/23/22, 3/7/22 • <u>NMDOT 2022 Public Entity (equipment / vehicles) Sale</u>: 2/24/22 • <u>NMDOT Dist. 5 & 6 ADA / Title VI Compliance Listing</u>: 3/2/22 (our govt.'s in the clear) • <u>Local Govt. Road Fund Applications due March 15, 2022</u>: 3/2/22 • <u>Federal Grant Writing Training Series</u>: 3/8/22 • <u>Whitehouse Infrastructure Training & Funding Opportunities</u>: 3/8/22 | | |

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

- Robert Kuipers reported that 12 2023 TPF project PFF's have been submitted from 8 of our member governments including two from Sandoval County of MRRTPO for a total of \$21.7 million – deadline for full application packages is May 31, 2022 via NMDOT FTP website.
- Robert Kuipers also provided a report on the Statewide virtual RTPO Roundtable which took place on 2/18/22.

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

New news in bold

Pueblo of Acoma

- The Mesa Hill Bridge project remains unfunded and ongoing, but is fully designed and construction ready with support from NMDOT. The issue is just obtaining significant funding (around \$30 million) from USDOT with every round of major funding they provide. The RAISE grant may be the next opportunity. The Pueblo is updating the NEPA and again getting permission from land owners.
- Pueblo of Acoma has hired a Civil Engineer – Dennis Felipe Jr. who will be the alternate rep. to the NWRTPO.
- The Pueblo is commencing the NM 124 realignment / extension project with DOT Dist. 6 and have submitted an agreement and resolution for approval.
- CMGC2 – 1: Construction of new office for Transportation and other Departments is now complete.
- CMGC2-2 SP130 Veterans Blvd. and Arrowhead Road – projects are now complete.
- CMGC2- 3 . Baseball Fields improvement is now complete.
- **Gaylord Siow is now the new Project Manager for the Pueblo of Acoma.**
- CMGC2 – 4 Projects are now complete.
- The Pueblo is now doing construction to increase its water irrigation system.
- **Acoma Business Park is commencing design. The Pueblo is also developing parking lots for some of their outdoor parks.**
- **NM124 Extension to NM117 has been fully funded thru the Transportation Project Fund which is our current #1 priority. The Pueblo will collaborate with NMDOT Dist. 6 and has submitted an agreement and resolution for approval.**
- **Haaku Road – SP38 is a new priority for the Pueblo for design and reconstruction to improve the corridor to the Sky City Pueblo and Pueblo Museum and Visitor Center – hope to undertake design in 2022. The Pueblo has submitted a TPF request for \$2,900,000 for design of road improvements for the FFY2023 round of this funding. The Pueblo will likely phase this project.**
- The Pueblo is working with DOT Dist. 6 to address drainage issues for the San Lorenzo Road
- FEMA 4352 Large Projects All FEMA Large projects have been completed (104 projects!) - \$13 million a year ahead of time; the Pueblo is now addressing finishing the small projects and only has one to go.
- **The Pueblo has completed their update to their Long-Range Transportation Plan; WH Pacific will do traffic analysis counts to contribute to the Pueblo's LRTP. To mitigate COVID 19 delays, the Pueblo has developed a survey for public input which is also available on Survey Monkey. A supporting resolution is ready for submission to FHWA.**
- **The Pueblo is also updating their Transportation Safety Plan at this time. Public involvement meetings are postponed due to COVID-19, which will delay completion dates for these plans; however, thru distributing a survey at the local Food Pantry, the Pueblo has achieved a 41% response rate from the public for both transportation plans!**
- **FEMA 4352: Small Projects: Recovery work has begun; the POA Public Works / Utility Authority was awarded the small projects (65) at \$2.2 million capital investment. 45 projects have been completed; 22 projects remain. All projects have been completed at this time.**
- Mainstreet Project: The Pueblo will add several projects to the CMGC suite to include projects for housing and economic development. Preparing amendments to conduct engineering studies, land surveys, geotechnical studies, drainage analysis, right of way surveys and proforma.

Pueblo of Zuni

- **The Pueblo will soon be working on drainage improvements along the NM53 corridor mp 15.5 to 19.5.**
- The Pueblo is under lock down with little administrative activity due to COVID-19 pandemic; the Pueblo has extended re-opening until sometime in the future, depending on how long COVID-19 persists.
- Bid packages for Shiwi Ts'ana Elementary School access and Z301 / NM53 intersection improvements were opened July 12 – with one bid submitted. Notice of award offered to Albuquerque Sparling Construction company for both projects combined.
- Zuni purchased a dump truck with FHWA Coronavirus funds.
- The Pueblo is looking to purchase a backup generator for the Andrew Othole Memorial Airport.
- **Zuni Transportation Dept. submitted documents to the Governors Office to fund two historical and cultural sites of significance with related road improvement projects.**

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

McKinley County

- **Pending projects for the County include CR-19 improvements. CR19 – 18.6 miles is at 60%, with gravel and chip seal scheduled for next summer.**
- Deer Springs Road for base course is now complete for Mexican Springs Chapter.
- Woodview Road 1.5 miles of Chipseal in Prewitt is now complete. Hillcrest and Bowman Roads are also complete.
- **The County's Local Government Road Fund projects for FFY2021 are now complete; working on certifications for 2022 projects at this time.**
- County Road #1 chipseal is now complete.
- The County had their ribbon cutting ceremony for Manuelito Canyon bridge replacement on September 10, 2021 – the event was well attended by State and regional legislative leaders along with President Jonathon Nez of the Navajo Nation.
- The County will benefit with \$23 million for improvements to the Carbon Coal Road intersection in Gamerco with US491, which leads to the developing Energy Logistics Park (and potential Inland Port).
- The County has finished chip sealing Pine Haven road; will use remaining funds to finish improvements on Allison road.
- Coal Basin Road and CR-6 are now complete.
- **Cousins Road and CR-1 will move into phase 2 repairs. Superman Canyon Road and Old Church Rock Mine Bridge are next projects on the list. Church Rock Mine Bridge is getting started at this time.**
- **Funded FFY2022 projects will commence this summer**
- Ongoing county-wide maintenance including blading, patching potholes, cleaning culverts, repairing bridges / guardrails, etc. The County has completed the ZMTP Milk Ranch Trail Head.

Gallup

- **Gallup Mainstreet Project** – Ground breaking May 13; construction commenced July 1. Coal Avenue Commons both MAP and Legislative Agreements have been executed by the State. The City is working with Wilson & Co. and NMDOT District 6 on the final PS&E. City Council approved Wilson & Co.'s professional engineering proposal for construction management. The Mainstreet grant resolution was approved by City Council for this project. **Between MAP, State Legislative, Economic and City funding the Coal Avenue Commons project phase 1 is now complete with final walk thru executed 7/20/21. The City has been funded for phase 2 from the NM Transportation Project Fund – and has been awarded \$3,500,000 from this fund to complete this project.**
- **East Nizhoni and West Aztec improvements are currently in design phase – East Nizhoni design at 75%; West Aztec is at 60% design - received news from NMDOT Dist. 6 that the City was awarded MAP funding for East Nizhoni Ave - \$900,000 and out to bid soon. 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. 2nd phase for East Nizhoni will be the College Drive and Nizhoni intersection.**
- **Local Govt. Road Fund funded projects have completed mill and overlay for planned roads; received word from NMDOT Dist. 6 that the City was awarded funds for our next project.**
- The City has submitted a Letter of Intent for Coop funding.
- **Federal Aviation Admin. application for \$5 million has been submitted for our airport taxi-way and connectors. The City has been awarded and construction will begin in the Spring of 2022.**

Milan

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

Ramah

- Condolences to the community for the loss of Shane Lewis, who accomplished significant transportation development on behalf of the Ramah Navajo community.
- Ramah Navajo has filled two positions after the departure of Shane Lewis with Dorothy Claw as primary transportation developer and Tom Martine as transportation assistant – these individuals are also the primary and alternative representatives to the NWRTPO.
- **BIA 175 is the next new project for Ramah Navajo – seeking funding at this time.**
- **Working on signage for BIA 125 and 122.**
- **Completed PFF's for NM53 & BIA 125 intersection and Pine Hill school pedestrian ADA improvements.**
- **Some weather related road maintenance and repair going on at this time.**
- Dorothy and Tom are acclimating with ongoing Ramah transportation projects at this time and updating the Ramah Long Range Transportation Plan, completing an annual report, and looking for training opportunities.
- Acting executive director for Ramah Navajo Chapter's 638 Grants & Contract Programs issued a memorandum for employees to return back to work and follow CDC guidelines within each Chapter program RNDOT is back in operation and continues to maintain roadways.
- BIA Projects Update:
 - BIA 125 mp 18 – 24.6 – received approved design exception report for this project from FHWA and will move to finalize the project. BIA 125 MP 0 – 4.4 received approval from NNHPO on the updated Cultural Report document and Categorical Exclusion. Awaiting ROW documents for BIA 195 in Ramah Band Land to RN Realty Office. BIA 113 and 145 received final report and will review final documents with tribal officials
 - BIA 195: submitted ROW documents to RN Realty Office; **more focus on this road going forward.**
 - BIA 145 and BIA 113: Received draft report for BIA 145 and BIA 113. **More focus on BIA 145 going forward.**
- RNDOT Transportation Technician is vacant and will advertise for the position.
- Submitted grant applications for the NOFO on Tribal Transportation Program Safety Funds.
- BIA 125 striping project is complete; **BIA 125 mp 0-4 and mp12 – 24.6 are now construction ready.**
- NMDOT LGRF received all certifications and submitted a letter of disbursement. Awaiting on contractor to return signed Notice of Award for BIA 125 striping project.
- Cancelled Transportation Committee Meetings until COVID-19 Restrictions are lifted.
- Submitted road signs replacement maintenance project for 2021 LGRF cycle.

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

Cibola County

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

Grants

- The City recently had a ribbon cutting ceremony for the pedestrian bridge on 2nd Street. **The bridge and channel are almost completed.**
- Riverwalk trail: Design at 100% from WHPacific, Project is on hold for the time being.
- First Street phase 2 – Adams to Roosevelt: design at 100%; added a pond and lift station on Geis Street for drainage; allotted \$1.8 million from 2019 state legislature for **final phase 3 from Washington to Roosevelt which was recently awarded is now complete.** Final PS&E was scheduled for this August and project letting is scheduled for September. Total project stands at \$6.2 million. **Striping is now complete; anticipated completion around mid February, 2022.**
- 2nd street bridge out to bid for construction to commence in July – **2nd Street Channel project is now complete for Jefferson Ave. to the Rio San Jose.**
- Washington bridge replacement over 2nd Street through LGTPF funding will include a walking opportunity for High School students; project construction is underway – commenced in June. **Funding was awarded at \$750,000 for the Anderman to Sage St. portion from NM CDBG funds.**
- Lobo Canyon and Roosevelt intersection improvements are underway and ongoing. **Roosevelt Bridge is at 60% design.**

Pueblo of Laguna

- **The Pueblo remains closed to the public, and administration is closed until the COVID-19 Pandemic resides. For I-40 MP 111 – 117 exists are closed to the Pueblo. Access NM124 via I-40 MP108 and 117 exits.**
- **Gaylord informed COG RTPO staff that the Pueblo has six official villages – not seven – staff will execute this correction going forward.**
- **Gaylord Siow and Sharon Hausam have left the Pueblo, so Elroy Keetso is now the only NWRTPO representative for the Pueblo.**
- **The Pueblo is consulting with the MRRTPO for Laguna Pueblo lands within their jurisdiction.**
- **The Pueblo is pursuing an FHWA grant to develop a Pueblo-wide (all Villages / roads) Safety Plan and will be seeking data sources identifying various crash incidents, and high crash incident locations; may need assistance from the RTPO or DOT with analyzing crash data. The Pueblo has a number of State Routes, where high speeds impact upon more fatal crashes.**
- **NM124 Bike and Pedestrian Trail – Paraje to the Kawaika Center project is complete – working with NMDOT for close out.**
- **NM124 Bike and Pedestrian Trail Encinal Road to State Road 279 is complete and in close out.**
- **NM124 Rio San Jose to Roundabout bike & ped path: Design is complete. PS&E checklist is complete – project planned to be let February – March, 2021. **NM 124 design is complete, anticipating construction in Spring of 2022.****
- **L26 Rainfall Road from Cubero Wash to Seama bridge M108: **Construction has been completed**, including a bike & ped. trail. Final audits in progress **and project is in close-out.****
- **M137 bridge at Laguna Subdivision: **Construction complete and project in close out with BIA.****
- **Mill, Overlay, Striping & Enhancement Projects: Construction is complete for L503 – Veterans Memorial Road, L200 Postal Postal Road and L245 Raindrop Road. **The Pueblo is developing the next phase on four BIA routes: LGRF/BIA Road Maintenance Striping Projects – phase 2 & 3: Phase 2 – L500 Mountain Ash Loop and L500 Central Park Road; Phase 3 – L540 Veterans Memorial Road and L200 Elizabeth Bender Road. No bids were received so the Pueblo is working with NMDOT to sole-source these projects.****
- **LGRF / BIA Road Maintenance Mill, Overlay & Striping Projects: Phase 2 & 3: Phase 2 – the Pueblo is working on the next phase for four BIA routes: phase 2 for L500 Mountain Ash Loop and Central Park roads. Phase 3 for L540 – Veterans Memorial Road and L200 Elizabeth Bender Road. **Contract amendments submitted and received. Local Govt. Road Fund and trail projects to commence soon.****
- **NM 124 Roundabout: The repairs to the roundabout are being coordinated by NMDOT, no start date has been determined. **NM124 Road Diet has received an extension and is in final design.****
- **L24 Rainfall Road: design changed to two phases, Ph-1 Road & Trail at final 100% design, and in ROW review. **The Concrete Box Underpass is now eliminated, and DOT Dist. 6 proposes to build an I-40 bridge over L24 road. Construction funded for \$1.9 million from the LGTPF fund!****
- **L26 Deer Dancer Road: at 100% design, working on ROW amendments and E.A.**
- **L243 Acorn Road design: completed 100% design and PS&E review from the BIA. Construction pending funding.**
- **M154 Pagate Wash Bridge: **PER is complete – design phase will commence later this year.****
- **M108 San Jose River Bridge-Seama: PS&E, and ROW complete; EA, FONSI and NOI are in progress. Bridge is now at 100% design.**
- **L248 Bluejay Road and L248 Blue Star Loop: Design is in progress now at 30%. PER report is now in progress to include ROW review.**
- **Pueblo's Safety Plan: Plan is now complete – close out letter sent to BIA.**
- **NMDOT I-40 Safety Project: The Pueblo met with NMDOT on March 3. Design is at 100%; Construction by MSC1 is on-going on the east bound lanes from MM112 – 116..**
- **The Pueblo has completed L26 Rainfall Road along with two trail projects.**

Navajo Nation – Northern Agency

- **Navajo DOT is updating their Long Range Transportation Plan at this time.**
- **Local Govt. Road Fund projects will commence implementation soon for both Eastern and Northern Navajo. Priscilla Lee – NDOT is working on extensions for FFY2019 projects. 2018 projects are complete at this time.**
- **2021 LGRF projects include a) Two Grey Hills N-192 repairs – project is finalizing scope of work; b) preliminary engineering for Crown Point Chapter cemetery road.**

- **Larry has put in a PFF for improving with chip seal the Shiprock Farm Road, along with a Transportation Project Fund application to the state for the same project. This project has been approved by DOT District 5, and has been awarded funding from the DOT Transportation Project Fund at \$1,200,000.**
- **Two Grey Hills Chapter was awarded LGRF 2021 funding for N192 roadway and culvert improvements.**
- Navajo DOT continues development for their Long Range Transportation Plan for 2021.
- Two Grey Hills road is getting drainage improvements.
- Navajo DOT has appointed Marco Sells to fill an administrative position for Eastern Navajo finally bringing Larry Joe some relief! Marco will have his hands full, as he is also the Chinle, AZ Transportation Planner.
- Karen Bedonie has been re-assigned and a new Planning Director by the name of Leanne Roy is on board for NDOT.
- NDOT is working with Sandoval County on inventory to transfer County Roads to the Navajo Nation going forward.
- Shiprock High School Safety corridor project is earmarked for **2023 NMDOT STIP** for three lane road widening construction. Will remain on RTIP.
- **TseDaaKaan Chapter (Hogback) N5031/Hwy 64 Safety intersection improvement is earmarked for 2021 NMDOT STIP for construction.**
- **N36/Hwy 371 intersection improvement (Upperfruitland Chapter)-** This project was funded through NM State Capital Outlay. The project is led by San Juan County, NM. The Design layout of the intersection was completed by Wilson & Company. . NMDOT and Navajo Nation finalizing the MOU, which will allow for the State beginning working on construction of the project. Project needs additional funding to be completed.
- **Newcomb Chapter-** working on **N5007 Low Water Crossing** using the State, and Tribal match fund to complete this low water crossing project. Project Manager, Donald Jackson, worked on the design and it is determined it would need realignment of the road. Therefore, the realignment of the road was submitted to BIA for review and approval. Pending for final review and approval.
- **Beclabito Chapter-** was awarded of NM Capital Outlay for **Helipad for aircraft landing facility**. Land withdrawal is in the works with Project Manager assigned. Will need to complete the preliminary studies and design before the construction of the project.
- **US 64 Study Improvement Plan-** NMDOT officials recently met with local chapters (Beclabito, Gadiahi, Tsedaakaan, Shiprock) on the review and conditions of the highway and improvement plan process is for this 20 plus miles Hogback to AZ Stateline. **Project still Planning stage but improvements anticipated in the near future – executed by NMDOT District 5.** It will need to remain on the RTIP List for future road improvement, which includes road reconstruction, and bridges replacements.
- **Bahali Chapter 2019 LGTPF project is now complete.**
- **Priscilla Lee is working to complete 2019 LGTPF RSA's for Mexican Springs, Twin Lakes and Tohatchi Chapters in Ft. Defiance Agency by the June 30, 2022 deadline.**
- **LGRF projects for Gadiahi, Beclabito and Iyanbito Chapters are now complete.**
- **Hwy 64 Shiprock Bridge Replacement-** public hearing took place November 14, 2019 at Shiprock Chapter. Design plans has started on this project with NMDOT, it will remain the RTIP.
- **San Juan-Hogback Bridge** has completed the feasibility studies for a new bridge. Road alignment is still pending, and it would full preliminary studies and design of the project. San Juan Chapter is seeking additional funding for this project. Project will remain on the RTIP.
- **Shiprock Chapter-** is seeking **Road Safety Audit on Hwy 491, milepost 89-90.** Navajo DOT staff is working on this project using the Navajo Sihasin Fund for RSA. Updates- NMDOT contracted to complete the survey and assessment of the US Highway 491 North of Shiprock. Project will remain on the RTIP for future improvement planning, designing, and construction.
- **Burnham Chapter-** is seeking funding for RSA and N5/Hwy intersection improvement. Chapter is submitting a Letter of Intent through Local Government Road Fund on March 15, 2020. Project did not any funding but it will remain the RTIP for road studies, design and construction.
- **Beclabito Chapter/Hwy 64 Improvement Plan-** is continuing seeking funding for street lighting along Hwy 64 store, NHA Housing, Chapter house within the corridor. This project is added to NMDOT planning and design with when construction fund becomes available.. Project will remain on the RTIP for future funding.

- **Newcomb Chapter- is seeking funding for Street Lighting along Hwy 491 & N5001, RSA was completed 2017 when the chapter contracted with a company that completed the studies. Project will remain on the RTIP.**
- **Sanostee Chapter – is seeking funding to construct new drainage structure at the intersection of Hwy 491 & N34. Recommending for Transportation Project Fund 2021 list. A studies was completed 2018 by Dibble Engineering. Project will remain on the RTIP List.**
- **Sanostee Chapter- is seeking funding for School Zone safety RSA and maintenance on route N34 on pavement road. Chapter is working on submitting to District 5 for studies and safety improvement at the school zone. Project will remain on the RTIP List.**
- **A Road Safety Audit was conducted by Lee Engineering on US491 for Newcomb, Naschitti and Sheep Springs intersections in 2019 – NDOT will be considering recommendations for these intersections based on this RSA.**

Navajo Nation – Eastern Navajo

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

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

- **Smith Lake Chapter- Seeking RSA studies and street lighting at Hwy 371 & N49**
- **Crownpoint Chapter- Seeking RSA studies and street lighting at N9 & Hwy 371 intersection**
- **Becenti Chapter- Seeking RSA studies & Street lighting at Highway 371 & N9**
- **Coyote Canyon Chapter- Street lighting at Intersections of Highway 491 and N9, Milepost 15-15.5**
- **Whiterock Chapter- Seeking RSA & Street lighting at Highway 371 & store junction, chapter access roads**

- Standing Rock Chapter- Seeking RSA & Street lighting at N9 & Chapter access road intersection.
- Little Water Chapter (Eastern)- Seeking RSA & Street lighting at Highway 371 and N7119
- Mexican Springs Chapter- Completing RSA, and seeking street lighting at Highway 491 & N30
- Naschitti Chapter- Completing RSA, and seeking street lighting at Highway 491 & Bus turnaround MP 32
- Tohatchi Chapter- Completing RSA and seeking street lighting at Highway 491 Milepost 22-24
- Twin Lakes Chapter- Completing RSA, and seeking street lighting at Highway 491 & Chapter access road/school access road, Milepost 13 – 13.5 and other lighting at Highway 491 & Giant store/Johnson road, Milepost 9.8 – 10.3

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

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

Multimodal Planning & Programs Bureau – Neala Krueger

- Rosa Kozub is now the Multimodal Planning & Programs Bureau Chief; Jessica Griffin is the Planning Division Chief; Joseph Moriarity is the new Freight & Tech. Planning Supervisor, JoAnn Garcia is the new Multi-modal TAP/RTP Coordinator.
- Joe Moriarity is creating a “Freight Working Group” for the new NM Freight Plan and is seeking Pueblo / Native American participation – requesting consideration to participate from Navajo, Acoma, Laguna, and Zuni. There will be a Freight Committee meeting on Feb. 24.
- The NMDOT website has been updated, and a NMDOT Freight Plan update is underway.
- TAP, RTP and CMAQ award letters are anticipate in March.
- Paul Sittig sent out minutes for the recent statewide RTPO Quarterly meeting.
- The NMDOT 2045 Long Range Transportation Plan is now finalized and available on the NMDOT website.
- A new Pedestrian Safety Action Plan was adopted to commence implementation soon – find it on the NMDOT website.
- The New Mexico LTAP center provides technical assistance and trainings to support workforce development with the aim of helping local governments and municipalities across New Mexico meet their transportation needs.
<https://ltap.unm.edu/>
- A new Functional Classification Guide update has been completed – now available on the DOT website.

NMDOT Tribal Liaison – Ron Shutiva

- Ron reminded our members that 2019 LGTPF funded project completions are due June 30, 2022.
- Ron indicated that the 2021 Transportation Project Fund awarded a total of \$41 million to tribal entities statewide. Ron reminded members to pay attention to the “Buy America” guidelines. Our region did well for this round of TPF funds.
- Ron asked how the Navajo RSA’s are coming along with the 2018 LGTPF deadline of June 30, 2022 coming up – for Twin Lakes, Mexican Springs, and Tohatchi Chapters.
- Ron is collaborating with UNM LTAP for funding opportunities – good training is forthcoming.
- Ron had discussion with Arlando Teller (AZ State Rep.) regarding the \$825 million RAISE grant – application deadline, end of April, 2022.
- Ron is now on the LTAP Board.
- There’s a new Indian Highway Safety Grant out from the BIA.
- Reminding members to keep on top of deadlines for ICIP, TIF, and LGRF.
- Transportation Project Fund: better to phase then have a shortfall on funding for proposed projects.
- A national broadband project is establishing a broadband corridor along I-40, and will involve tribal discussion with Pueblos of Laguna and Acoma and Navajo Nation.
- Ron is encouraging tribal members to pursue bridge funding.

- Ron reminds tribal members to pursue support and related letters of support from state and national legislators.
- NM118 drainage analysis project is finally in progress as the Navajo Council is working on agreements with the local governments in the region of the study between Churchrock and Iyanbito; **need coordination with NDOT.**
- Ron reported on the NM118 drainage analysis that took place between the Iyanbito and Ft. Wingate I-40 intersections at previous meetings. Ron indicated he feels that NM118 drainage issues remain unresolved to this day (in spite of two studies!) and the Navajo Nation DOT remains non-responsive!

NMDOT District 5 – James Mexia

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

NMDOT District 6 – Bill Santiago

- Local Govt. Road Fund – as Stephanie from District 5 mentioned, the 5 certifications are also required before LGRF projects are considered construction ready. **Keep District 6 informed on progress – the time is now critical to request an extension amendment as previously funded LGRF cycle is in close out!**
- A new LGRF call for projects has been issued, with a March 15 deadline for letters of intent. Municipal Arterial Program (MAP) funding applications are also due March 15 !!!!!
- Keep DOT District 6 staff informed on progress for the Transportation Project Fund. 5 certifications takes time – try to get these executed during this Winter season so you are construction ready in the Spring!! **TPF projects from 2019 are due for completion by June 30, 2022 – time to request an extension if this does not look possible!!!** Need Wilson & Co. final report in the near future!!
- Mike Neely is on board with NMDOT District 6 to assist the RTPO's participating in the District 6 region – include Mr. Neely on all communication.
- Mr. Clayton Garner will fill JoAnn Garcia's former position at the District. Reminding members to remind others that traffic safety is important in construction areas.
- Lisa Vega is now the Director for DOT District 6, as Larry Maynard has retired.
- For Local Government Road Fund projects – the District needs certifications for all projects – many RTPO members are not following LGRF guidance for project development and are trying to close out projects without having reported progress to the DOT or following what the program requires – this could jeopardize funding, and DOT District 6 urges follow up with their staff. Have contractors apply to be on the State list as pre-qualified contractors. Using a non-state-qualified contractor could also jeopardize project funding!

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

ANNOUNCEMENTS & NEXT MEETING: No announcements – next meeting March 9, 2022 – virtual meeting via Microsoft Teams

ADJOURNMENT (11:55 am) Edwin Begay, NDOT – motioned; and Judy Horacek, Cibola seconded for adjournment Motion carried by acclamation.

MEETING ACTIONS:

Staff:

- **Orientations:** RTPO Orientations for Local Government Policy Board meetings were completed in August thru September, 2021.
- **Website:** update all important documents page and update Meeting schedule on Meetings page - **complete**

- **Program Guides:** post to website and circulate - **complete**
- **Transportation Project Fund Internal Deadlines:** Implementation – **complete** – all proposed projects have been approved and are now authorized to move forward. A new TPF Call for Projects has been issued for FFY2023.

MEMBERS:

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

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



a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #IV: Infrastructure Investment & Jobs Act
and forthcoming Funding Opportunities**

Subject: Presentation on major near future funding opportunities

Prepared for: April 13 RTPO meeting

Date: 3/29/22

BACKGROUND

- **Why?** Major Funding opportunities are right around the corner from the federal IIJA grant and other sources – members need to pursue these under very limited time constraints
- **Purpose.** Inform and prepare our members to take advantage of this funding
- **Discussion/Finalization.** DOT presentation at our April 13 meeting

CURRENT WORK

- Members to be aware of and pursue these funding opportunities

ANTICIPATED WORK

- Funding applications submitted under short time constraints

ATTACHMENTS

- NMDOT presentation and other relevant documentation

BUDGET IMPACT

- None on RTPO but major funding opportunities for our region's priority projects

ACTION ITEM

- N/A

Infrastructure Investment and Jobs Act
Funding Presentation Webinar

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

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

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

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

3) Mayor Martin Chavez – Albuquerque:

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

4) NMDOT – David Quintana – Lead Engineer:

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

Infrastructure Investment & Jobs Act
Transportation Funding Recommendations:

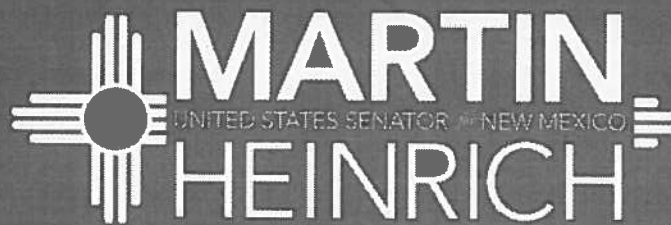
Initial List:

- Seek funding for bridge repair or replacement throughout McKinley County and our broader 3 county region. Bridge Infrastructure Grant Program - \$12.5 billion; \$40 billion national for bridges - NM to receive \$225 million over 5 years for bridge repair = \$45 million per year.
- Consider Inland Port project planning and build out in former Gamerco Mine area as opposed to rail up to Farmington. It seems that trucking to this port from Farmington manufacturing would a) cost less and b) create more jobs with a viable trucking to rail option for shipping. Potential funding sources: Build America Bureau - \$100 billion nationally, RAISE Grant - \$2.275 billion but April 14 deadline, Omnibus Bill at \$775 million – up to \$45 million per application with no timeline restrictions, Capital Investment Grant with \$23 billion nationally for rail infrastructure.
- RAISE (Rebuilding American Infrastructure with Sustainability and Equity) Grants are available at \$2.275 billion, and local match can be waived for rural; this could help fund the Inland Port; **but the problem is an April 14 deadline!**
- Carry forward next phases for the Prewitt and Milan Industrial Parks, and consider manufacturing development opportunities for the Grants park (involve Eileen Yarborough) and Milan Business Park. Consider if rail access to the Grants park is a feasible option. Next phases could include an under or over pass for the BNSF Rail line to the Milan Business park. Railroad at-grade crossing elimination at \$5.5 billion could be a funding source for the Milan BNSF over or underpass. Rural funding NOFO at \$2 billion, Build America Bureau - \$100 billion, Federal Rail Admin. - \$102 billion nationally, RAISE grant but April 14 deadline, Congress Omnibus Bill - \$775 million nationally, Capital Investment Grant - \$23 billion nationally
- Consider where I-40 and NM118 (Old Rt. 66) intersection exit improvements for ingress (on-ramps) and egress (off-ramps) might be needed to improve both access and safety for trucking freight to the Prewitt and Milan Industrial Parks. Reference funding sources in the previous bullet. \$250 million nationally for safety, and \$15.6 billion nationally for highway safety
- Consider using Railroad at-grade crossing elimination funding (\$5.5 billion) to build an over or underpass to the BNSF Rail line for the Milan Industrial Park
- Consider funding additional lanes on NM118, where freight trucking might interact with personal vehicles. FHWA - \$365 million nationally, USDOT - \$140 billion nationally, Highway Safety - \$15.6 billion nationally, NM highway funding at \$2.5 billion over next 5 years
- Consider funding Electric Vehicle Charging Stations along major corridors such as I-40, US491, NM602, NM53, NM371, NM264, US64, US550, NM36, NM117, NM118, NM279, NM170, NM511, NM605, NM509. NM gets \$38 million for this over the next 5 years = \$7.6 million per year.
- Also for any of these corridors – NM to receive \$2.5 billion for highway funding over next 5 years (\$2.5 billion = \$500 million per year for improvements to our highways)
- Ask our RTPO members to identify major corridors needing repair (potholes, cracks, better shoulders) FHWA - \$365 billion, USDOT - \$140 billion, \$250 million for safety (primarily highways), \$15.6 billion for highway safety, Congress Omnibus Bill - \$775 million nationally
- Do any of our communities along the BNSF / Amtrack Rail line need passenger station improvements? Do any of our communities need transit station improvements? Capital Investment Grant available at \$23 billion for national rail and transit. FTA funding at \$107 billion (transit) and FRA funding at \$102 billion (railroad); NM Transit to receive \$379 million the next 5 years; National Rail gets \$102 billion for Amtrack
- \$775 million available nationally – Omnibus Bill – with no timeline restrictions – up to \$45 million per application and TAP or CMAQ funding can qualify for match. This could help fund the Acoma Mesa Hill Bridge project.

- RAISE Grant has \$2.275 billion available, but April 14 deadline – match can we waived for rural – another opportunity for the Acoma Mesa Hill Bridge project?
- Bridge Infrastructure Grant Program at \$12.5 billion could also help Acoma Mesa Hill Bridge project, along with all the other bridges needing repair or replacement in our three county region.
- Federal Aviation Admin. has \$25 billion nationally available for airport improvements; Gallup, Farmington and Grants have airports.

INFRASTRUCTURE INVESTMENT AND JOBS ACT

Formula and Competitive Funding by Agency



Heinrich.Senate.Gov

OFFICE LOCATIONS

ALBUQUERQUE

400 Gold Avenue SW, Ste. 1080

Albuquerque, NM 87102

p: (505) 346-6601

f: (505) 346-6780

FARMINGTON

7450 East Main Street, Ste. A

Farmington, NM 87402

p: (505) 325-5030

f: (505) 325-6035

LAS CRUCES

201 North Church St., Ste. 305

Las Cruces, New Mexico 88001

p: (575) 523-6561

f: (575) 523-6584

ROSWELL

200 East 4th Street, Ste. 300

Roswell, NM 88201

p: (575) 622-7113

f: (575) 622-3538

SANTA FE

123 East Marcy Street, Ste. 103

Santa Fe, NM 87501

p: (505) 988-6647

f: (505) 992-8435

WASHINGTON D.C.

303 Hart Senate Office Building

Washington, D.C. 20510

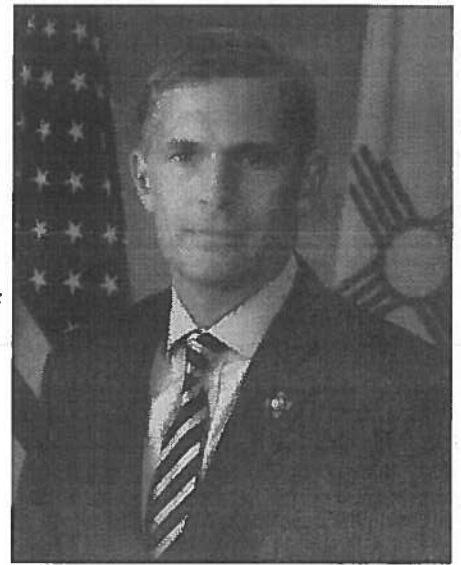
p: (202) 224-5521

f: (202) 228-284

DEAR FRIEND,

New Mexico has long been held back by a systemic lack of investment in our infrastructure. With the Infrastructure Investment and Jobs Act, we finally changed that.

As Vice Chair of the Joint Economic Committee and a member of the Senate Energy and Natural Resources Committee, I fought to guarantee this legislation moves the clean energy transition forward, powers our economic recovery, and delivers for New Mexico. I was proud to vote for this once-in-a-generation investment in our nation's infrastructure and competitiveness and stand with President Joe Biden as he signed it into law on November 15, 2021.



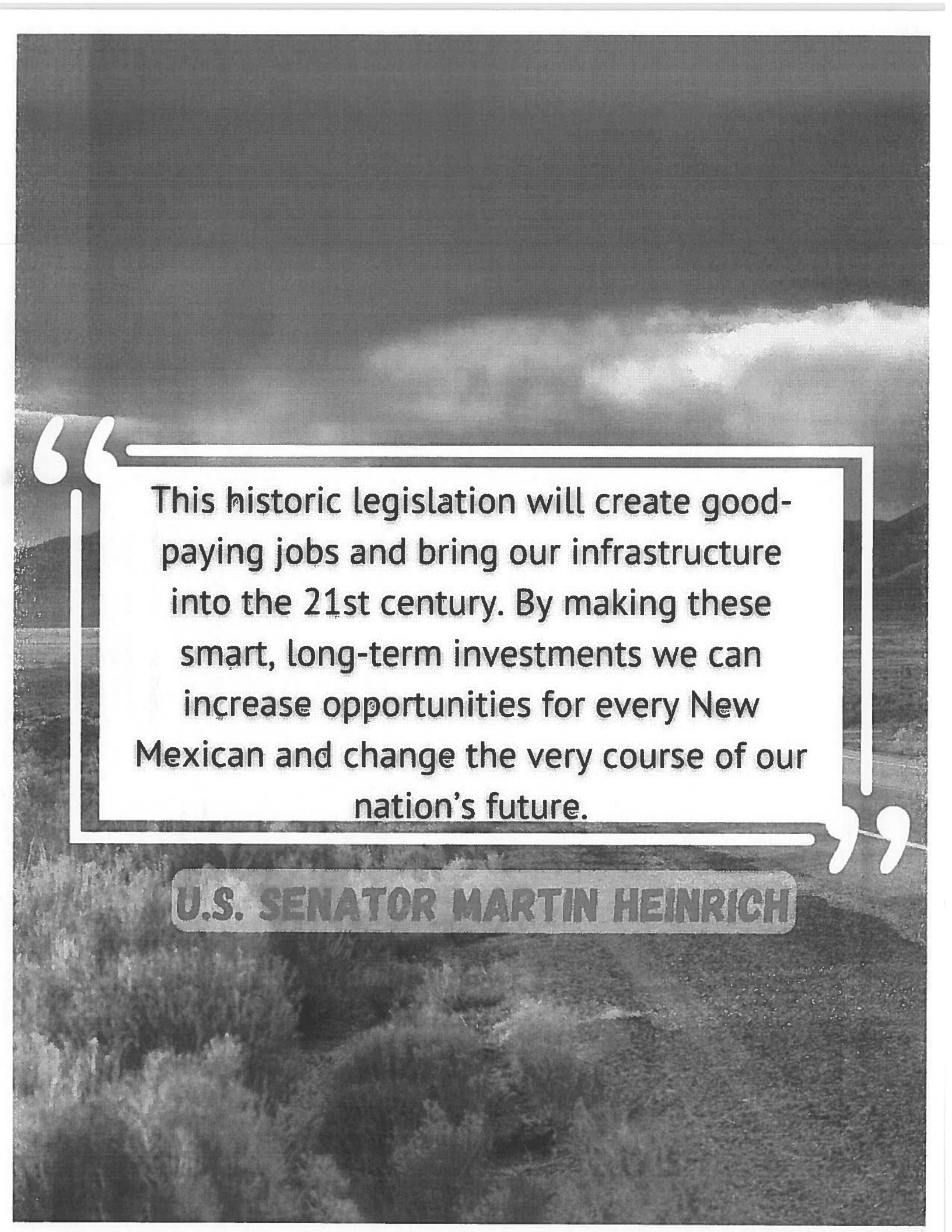
This historic new law will send at least \$3.7 billion in formula funding to New Mexico, plus the opportunity to apply for large amounts of competitive funding. This federal funding will help us build new roads and bridges, improve our clean water infrastructure, install a new electric vehicle charging network, make overdue improvements to our airports, and connect many more New Mexicans to affordable, high-speed internet. These infrastructure investments are on a scale not seen in our state since the construction of I-25, I-40, and I-10, and will create good-paying union jobs and grow our economy.

Now that this major achievement has become law, I am committed to making sure our state receives the maximum amount of available funding possible. My office has compiled this guide to help familiarize you with the funding available through the Infrastructure Investment and Jobs Act, and is here to help you navigate the process of accessing and/or applying for federal funds. For assistance or more information, you can contact my office by calling (505) 346-6601 or by visiting my website, [Heinrich.Senate.Gov](https://heinrich.senate.gov).

Sincerely,

A handwritten signature in black ink, appearing to read 'Martin Heinrich'.

MARTIN HEINRICH
United States Senator



“ This historic legislation will create good-paying jobs and bring our infrastructure into the 21st century. By making these smart, long-term investments we can increase opportunities for every New Mexican and change the very course of our nation’s future. ”

U.S. SENATOR MARTIN HEINRICH

The Infrastructure Investment and Jobs Act: Formula and Competitive Funding by Agency

Table of Contents

| | |
|---|----|
| Army Corps of Engineers | 2 |
| Department of Agriculture | 3 |
| Department of Commerce | 5 |
| Department of Energy | 10 |
| Department of Interior | 17 |
| Department of Transportation | 20 |
| Environmental Protection Agency | 31 |
| Federal Communications Commission | 36 |

Department of Transportation:

Resources:

- DOT state-by-state fact sheets highlighting IIJA benefits [HERE](#)
- DOT Fact Sheet – What the Infrastructure Investment and Jobs Act Will Mean for American Mobility – [HERE](#)
- Federal Highway Administration IIJA homepage [HERE](#)
- Federal Transit Administration IIJA homepage [HERE](#)
- Federal Aviation Administration IIJA homepage [HERE](#)

Formula-Based Funding:

Highways:

- **National Highway Performance Program (\$148B)** – The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
 - Click [HERE](#) for additional program policy, guidance, information, and resources.
- **Surface Transportation Block Grant Program (STBGP) (\$64.8B)** – The STBGP provides funding to States and local governments for a wide range of eligible surface transportation improvements, with flexibility to best address State and local transportation needs.
 - Click [HERE](#) for additional program policy, guidance, information, and resources.
- **STBGP Transportation Alternative Program (TAP) Set-aside (\$7.2B)** – The TAP program authorizes funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure to enhance mobility and access to public transportation, environmental mitigation and preservation activities; recreational trails; safe routes to school projects; and other activities
 - Click [HERE](#) for additional program background, funding features, and eligible activities.
- **Highway Safety Improvement Program (\$15.6B)** – Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
 - Click [HERE](#) for additional program background and related resources.
- **Railway-Highway Grade Crossings Program (\$1.2B)** – Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
 - Click [HERE](#) for program background, policy, guidance, and related resources.
- **Congestion Mitigation and Air Quality Improvement Program (\$13.2B)** – Provides funding to States for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to

- reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
- Click [HERE](#) for additional program information and resources.
 - **Metropolitan Planning Program (\$2.3B)** – Provides funding to support a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas.
 - Click [HERE](#) for additional program information and resources.
 - **National Highway Freight Program (\$7.1B)** – Ensures the efficient movement of freight on the National Highway Freight Network (NHFN) and supports several goals, including:
 - Investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;
 - Improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;
 - Improving the state of good repair of the NHFN;
 - Using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;
 - Improving the efficiency and productivity of the NHFN;
 - Improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and
 - Reducing the environmental impacts of freight movement on the NHFN.
 - Click [HERE](#) for additional program background, funding features, and eligible activities.
 - **Carbon Reduction Program (\$6.4B)** – A new DOT program established to invest in projects that support a reduction in transportation emissions.
 - Eligible projects: Include transportation electrification and EV charging, public transportation, including Bus Rapid Transit, infrastructure for bicycling and walking, intelligent transportation systems (ITS) improvements, infrastructure to support congestion pricing, diesel engine retrofits, and port electrification.
 - Additional Requirements:
 - Of funding, 65% will be suballocated by population to support eligible project priorities in local communities.
 - States will also be required to develop emission carbon reduction strategies.
 - **PROTECT Formula Program (\$7.3B)** – Provides funding to States to enhance the resiliency of surface transportation infrastructure assets to natural disasters and other climate hazards, including projects to improve coastal infrastructure and evacuation routes.
 - **Bridge Formula Program (\$27.5B)** – Provides funding to States and Tribal governments to repair and rebuild bridges in poor condition. To help counties and local governments that struggle to pay for costly bridge projects, 15 percent of funds will be set- aside for “off-system bridges” including projects on locally-owned facilities that are not on the National Highway System.

- **Electric Vehicle Formula Program (\$5B)** – Provides funding to States to strategically deploy EV charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.
- **Ferry Boats and Facilities (\$912M)** – Funds the construction of ferry boats and ferry terminal facilities
 - Click [HERE](#) for program background, guidance, allocation updates.
- **Motor Carrier Safety Assistance Program (MCSAP) Grants (\$2.43B)** – Provides financial assistance to States to reduce the number and severity of crashes and hazardous materials incidents involving commercial motor vehicles.
 - Click [HERE](#) for additional program background and funding information.
- **Highway Safety Program Grants (Section 402) (\$1.99B)** – Provides grants to States to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. Grant funds can be used for programs to reduce drug- and alcohol-impaired driving, improve pedestrian and bicycle safety, and encourage seat belt use, among other uses.
 - Click [HERE](#) for more information on the program and eligible usage of funds.
- **National Priority Safety Program Grants (Section 405) (\$1.86B)** – Provides grant funding to States to address selected national priorities for reducing highway deaths and injuries, including addressing impaired driving countermeasures, distracted driving, and motorcyclist safety.
 - Click [HERE](#) for additional information, resources, and previous allocations.
- **Appalachian Development Highway System (\$1B)** – Provides funding to States to build and complete highway corridors designated in the Appalachian Development Highway System, to generate economic development and improve access across Appalachia.
 - Click [HERE](#) for program background, economic impact, completion status, and other resources.
- **Puerto Rico and Territorial Highway Program (\$1.1B)** – Provides funding to Puerto Rico and other U.S. territories to support for the condition and performance of highways.
 - Click [HERE](#) for additional program background and funding features.
- **Federal Lands Transportation Programs (\$1.7B)** – Provides funding to ensure the safety and condition of highways on Federal lands including roads maintained by the National Park Service.
 - Click [HERE](#) for additional program information, guidance, guidelines, and other resources.
- **Tribal Transportation Program (\$3B)** – Provides funding to Tribal governments for the safe and adequate transportation and public road access to and within Indian reservations, Indian lands, and Alaska Native Village communities.
 - Click [HERE](#) for additional background and program resources.
- **Transit:**
 - **Urbanized Area Program (\$33.5B)** – Makes federal resources available to urbanized areas and to governors for transit capital and operating

assistance in urbanized areas and for transportation-related planning. An urbanized area is an incorporated area with a population of 50,000 or more that is designated as such by the U.S. Department of Commerce, Bureau of the Census.

- Click [HERE](#) for more information on the program, including previous allocations and funding requirements.
 - **Enhanced Mobility of Seniors & Individuals with Disabilities Program (\$2.2B)** – Provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs.
 - Click [HERE](#) for program background, eligibility, and funding requirements.
 - **Rural Program (\$4.6B)** – Provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.
 - Click [HERE](#) for program background, eligibility, and funding requirements.
 - **State of Good Repair Program (\$23.14B)** – Provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.
 - Click [HERE](#) for program background, eligibility, and funding requirements.
 - **Buses and Bus Facilities Program (\$3.2B)** – Makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
 - Click [HERE](#) for program background, eligibility, and funding requirements.
- **Aviation:**
 - **Airport Infrastructure Grants (\$15B)** – For airport-related projects that would be eligible for funding under the Airport Improvement Program or Passenger Facility Charge, for projects such as runways and broader needs like terminal and gate construction, multi-modal projects, and low-emission ground service vehicles. \$100M of which must be for competitive grants for airport sponsors that participate in the contract tower program and contract tower cost share program to make improvements to contract towers.
 - Click [HERE](#) for the program homepage, which will be updated with more information as it becomes available.
 - **Terminal Development (\$5B)** – For a discretionary grant program for terminal development projects to improve aging terminal infrastructure. In awarding grants, DOT is specifically directed to consider certain

projects, such as those that increase airport capacity and passenger access, and those that improve energy efficiency.

- Click [HERE](#) for the program homepage, which will be updated with more information as it becomes available.
- **Air Traffic Facilities and Equipment (\$5B)** – To replace and improve air traffic control facilities and equipment, including landing and navigational aids. \$200M of this funding must be allocated to contract tower facilities.
 - Click [HERE](#) for the program homepage, which will be updated with more information as it becomes available.

Competitive Grant Funding:

- **Highways:**

- **Bridge Investment Program (\$12.5B)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.
 - Eligible applicants: State or group of states; metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; unit of local government or group of local governments; political subdivision of a state or local government; special purpose district or public authority with a transportation function, including a port authority; federal land management agency that applies jointly with a state or group of states; tribal government or a consortium of tribal governments; multi-state or multijurisdictional group of public entities.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$1.4B)** – In addition to formula grants to States, PROTECT will provide \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system.
 - Eligible applicants: State or political subdivision of a state; metropolitan planning organization; unit of local government; special purpose district or public authority with a transportation function, including a port authority; Indian tribe; federal land management agency that applies jointly with a state or group of states; multi-state or multijurisdictional group of public entities.
 - Grant categories:
 - Planning Grants
 - Resilience Improvement Grants
 - Community Resilience and Evacuation Route Grants
 - At-Risk Coastal Infrastructure Grants
- **Rural Surface Transportation Grant Program (\$2B)** – This new competitive grant program will improve and expand surface transportation infrastructure in rural areas, increasing connectivity, improving safety and reliability of the movement of people and freight, and generate regional economic growth.
 - Eligible applicants: State; regional transportation planning organization; a unit of local government; tribal government or a

consortium of tribal governments; multijurisdictional group of entities.

- **Wildlife Crossing Pilot Program (\$350M)** – This new competitive grant program will provide grants for projects designed to reduce wildlife-vehicle collisions and improve habitat connectivity.
 - Eligible applicants: State highway agency, or an equivalent of that agency; a metropolitan planning organization; local government; regional transportation authority; special purpose district or public authority with a transportation function, including a port authority; Indian tribe; federal land management agency; groups of these entities.
- **Charging and fueling infrastructure grants (\$2.5B)** – This discretionary grant program will provide \$2.5 billion in for charging and fueling infrastructure.
 - Eligible applicants: State or political subdivision of a state; metropolitan planning organization; unit of local government; special purpose district or public authority with a transportation function, including a port authority; Indian tribe; a territory of the United States; multi-state or multijurisdictional group of public entities.
 - Grant categories:
 - \$1.25 billion in funding will build out charging and fueling infrastructure along designated Alternative Fuel Corridors;
 - \$1.25 billion in funding will provide Community Charging grants convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B)** – This new competitive program will provide grants for state, local, MPO, and tribal governments to remove barriers to access and mobility, including funding for planning, design, and removal or mitigation of barriers, and reconstruction of street grids or other infrastructure.
 - Eligible applicants: State; local government; tribal government; metropolitan planning organization; nonprofit organization; eligible facility owner.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$275M)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. IIJA amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
 - Eligible applicants: Entities eligible to receive funds under the Federal Lands Access Program (23 State U.S.C. 204), the Federal Lands Transportation Program (23 U.S.C. 203), the Tribal Transportation Program (23 U.S.C. 202), and the Federal Lands Planning Program (23 U.S.C. 201) may apply for funding under the NSFLTP Program, except that a state, county, or unit of local government may apply for funding under the NSFLTP Program only if sponsored by an eligible federal land management agency (FLMA) or federally recognized Indian tribe.
 - Click [HERE](#) to learn how to apply.
- **Congestion Relief Program (\$250M)** – This new competitive grant program will provide grants in large urban areas for projects to advance

innovative, multimodal solutions to relieve congestion and improve transportation operations and performance.

- Eligible applicants: A state, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000; a metropolitan planning organization, city, or municipality, for the purpose of carrying out a project in an urbanized area with a population of more than 1,000,000.
- **Advanced Transportation Technologies & Innovative Mobility Deployment (\$300M)** – This section will provide grants to install and operate advanced transportation technologies that will improve safety, mobility, intermodal connections, and performance.
 - Eligible applicants: The Secretary of Transportation shall solicit applications for grants at such time, in such manner, and containing such information as the Secretary determines to be necessary.
- **Transit:**
 - **Federal Transit Administration (FTA) Low and No Emission Bus Program (\$5.6B)** – IIJA expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low- emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
 - Eligible applicants: Direct or designated recipients of Federal Transit Administration grants; states; local governmental authorities; Indian tribes.
 - Click [HERE](#) to learn how to apply.
 - **FTA Buses + Bus Facilities Competitive Program (\$2.0B)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
 - Eligible applicants: Designated recipients that allocate funds to fixed route bus operators, states or local governmental entities that operate fixed route bus service, and Indian tribes. Eligible subrecipients include all otherwise eligible applicants and private nonprofit organizations engaged in public transportation.
 - Click [HERE](#) to learn how to apply.
 - **Capital Investment Grants (CIG) Program (\$23B)** – The IIJA guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high- capacity transit projects communities choose to build.
 - Eligible applicants: Public entities (transit authorities and other state and local public bodies and agencies thereof) including states, municipalities, other political subdivisions of states; public agencies and instrumentalities of one or more states; and certain public corporations, boards, and commissions established under state law.
 - **FTA All Station Accessibility Program (\$1.75B)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.

- Eligible applicants: "Shall include a State or local government authority."
- **5307 Ferry Program (\$150M)** – IIJA retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
 - Eligible applicants: Eligible applicants under this program must be designated recipients or eligible direct recipients of Section 5307 funds, which include public entities engaged in providing a public transportation passenger ferry service in urbanized areas.
 - Click [HERE](#) to learn how to apply.
- **Electric or Low Emitting Ferry Program (\$500M)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
 - Eligible applicants: TBD
- **Rural Ferry Program (\$2B)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
 - Eligible applicants: TBD
- **Multimodal and Freight Funding:**
 - **MEGA Projects (\$5B)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
 - Eligible applicants: States, metropolitan planning organizations, local governments, political subdivisions of States, port authorities, tribal governments, or Amtrak in partnership with another entity.
 - **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$7.5B)** – RAISE grants support surface transportation projects of local and/or regional significance.
 - Eligible applicants: State; District of Columbia; any territory or possession of the United States; a unit of local government; public agency or publicly chartered authority established by one or more states; special purpose district or public authority with a transportation function, including a port authority; federally recognized Indian tribe or a consortium of such Indian tribes; transit agency; multi-state or multijurisdictional group of eligible entities.
 - Click [HERE](#) to learn how to apply.
 - **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$500M)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.
 - Eligible applicants: State; political subdivision of a state; tribal government; public transit agency or authority; public toll authority; metropolitan planning organization; two or more eligible entities.
 - **Infrastructure for Rebuilding America (INFRA) Grants (\$8B)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The IIJA also raises the cap on multimodal projects to 30% of program funds.

- Eligible applicants: State or group of states; metropolitan planning organization that serves an urbanized area (as defined by the Bureau of the Census) with a population of more than 200,000 individuals; unit of local government or group of local governments; political subdivision of a state or local government; special purpose district or public authority with a transportation function, including a port authority; federal land management agency that applies jointly with a state or group of states; tribal government or a consortium of tribal governments; multi-state or multijurisdictional group of public entities.
 - **Port Infrastructure Development Program (\$2.25B)** – IIJA increases investment in America’s coastal ports and inland waterways, helping to improve the supply chain and enhancing the resilience of our shipping industry. IIJA overall doubles the level of investment in port infrastructure and waterways, helping strengthen our supply chain and reduce pollution.
 - Eligible applicants: State; political subdivision of a state, or a local government; public agency or publicly chartered authority established by one or more states; special purpose district with a transportation function; Indian tribe or a consortium of Indian tribes; multistate or multijurisdictional group of eligible entities; lead entity described here jointly with a private entity or group of private entities, including the owners or operators of a facility or collection of facilities at a port.
 - **National Culvert Removal, Replacement and Restoration Grant Program (\$1B)** – This new grant program will fund states, tribes, and local governments for culvert replacement and removal projects. Priority would be given to projects aimed to improve fish passage for anadromous fish.
 - Eligible applicants: State; unit of local government; Indian tribe.
 - **Marine Highway Program (\$25M)** – Grants through the program are distributed for projects that mitigate landside congestion, expand transportation options, and realize public benefit and external cost savings by awarding Marine Highway grants to qualified applicants to implement designated Marine Highway projects.
 - Eligible applicants: State governments (including State departments of transportation), metropolitan planning organizations, port authorities, and tribal governments, or private sector operators of marine highway services within designated Marine Highway Projects.
 - Click [HERE](#) to learn how to apply.
 - **Reduction of Truck Emissions at Port Facilities (\$400M)** – This new competitive grant program will provide grants to reduce emissions from ports, including through electrification projects.
 - Eligible applicants: The Secretary of Transportation shall solicit applications for grants at such time, in such manner, and containing such information as the Secretary determines to be necessary.
- **Rail:**
 - **Federal-State Partnership for Intercity Passenger Rail (\$36B)** – IIJA provides planning and construction funds for states, local governments,

tribes, and Amtrak to expand the intercity passenger rail system in the United States through improvements to existing routes and the creation of new ones.

- Eligible applicants: State (including the District of Columbia); group of states; interstate compact; public agency or publicly chartered authority established by one or more states; political subdivision of a state; Amtrak, acting on its own behalf or under a cooperative agreement with one or more states; any combination of eligible entities.
- Click [HERE](#) to learn how to apply.
- **Consolidated Rail Infrastructure and Safety Improvements Program (\$5B)** – IIJA expands eligibility for CRISI grant applicants and eligible projects, providing competitive grants to states, local governments, Amtrak, railroads, universities, and others for projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.
 - Eligible applicants: State; group of states; interstate compact; public agency or publicly chartered authority established by one or more states; political subdivision of a state; Amtrak or another rail carrier that provides intercity rail passenger transportation; Class II railroad or Class III railroad; rail carrier or rail equipment manufacturer in partnership with at least one of these earlier entities; Transportation Research Board and any entity with which it contracts in the development of rail-related research, including cooperative research programs; university transportation center engaged in rail-related research; non-profit labor organization representing a class or craft of employees of rail carriers or rail carrier contractors.
 - Click [HERE](#) to learn how to apply.
- **Railroad Crossing Elimination Grant Program (\$3B)** – This new grant program will provide states, tribes, and local governments planning and construction funds for highway-rail grade crossing separation projects that will improve safety and mobility.
 - Eligible applicants: State, including the District of Columbia, Puerto Rico, and other United States territories and possessions; political subdivision of a state; federally recognized Indian tribe; unit of local government or a group of local governments; public port authority; metropolitan planning organization; group of eligible entities.
- **Safety:**
 - **Safe Streets for All (\$5B)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
 - Eligible applicants: Metropolitan planning organization; political subdivision of a state; tribal government; multijurisdictional group of eligible entities.
 - **Crash Data Modernization Grants (\$750M)** – This program provides funding to modernize state and federal crash databases to enable better data sharing and research into motor vehicle crashes.
 - Eligible applicants: States.
 - **Commercial Motor Vehicle Safety Programs (\$746.6M)** – Provides funding for additional grant programs for States, law enforcement

agencies, and safety organizations to enhance motor carrier safety activities and projects, including driver training and commercial driver licensing programs.

- Eligible applicants: States, tribes, local governments, driver training organizations, or safety organizations.
- **Replacing Outdated Pipelines (\$1B)** –These grants will help community-owned utilities to replace outdated gas pipelines in order to reduce injuries and fatalities and prepare our pipeline infrastructure for cleaner fuels.
 - Eligible applicants: Municipality or community-owned utility (not including for-profit entities).
- **Aviation:**
 - **Federal Aviation Administration (FAA) Terminal Program (\$5B)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
 - Eligible applicants: Airport that is eligible to receive a grant from the discretionary fund under section 47115(a) of Title 49.



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

News

The Bipartisan Infrastructure Law Will Deliver for New Mexico

President Biden and Vice President Harris's Bipartisan Infrastructure Law is the largest long-term investment in our infrastructure and competitiveness in nearly a century. **The need for action in New Mexico is clear, and recently released state-level data demonstrates that the Bipartisan Infrastructure Law will deliver for New Mexico.** For decades, infrastructure in New Mexico has suffered from a systemic lack of investment. The historic Bipartisan Infrastructure Law will make life better for millions of New Mexico residents, create a generation of good-paying union jobs and economic growth, and position the United States to win the 21st century.

Specifically, with regard to transportation, the Bipartisan Infrastructure Law will:

Repair and rebuild our roads and bridges with a focus on climate change mitigation, resilience, equity, and safety for all users, including cyclists and pedestrians. In New Mexico there are 207 bridges and over 3,822 miles of highway in poor condition. Since 2011, commute times have increased by 7.7% in New Mexico, and on average, each driver pays \$767 per year in costs due to driving on roads in need of repair. The Bipartisan Infrastructure Law is the single largest dedicated bridge investment since the construction of the interstate highway system. **Based on formula funding alone, New Mexico would expect to receive approximately \$2.8 billion over five years in Federal highway formula funding for highways and bridges.** On an average annual basis, this is about 29.7% more than the State's Federal-aid highway formula funding under current law (1). New Mexico can also compete for the \$12.5 billion Bridge Investment Program for economically significant bridges and \$15 billion of national funding in the law dedicated to megaprojects that will deliver substantial economic benefits to communities. New Mexico can also expect to receive approximately \$61 million over five years in formula funding to reduce transportation-related emissions, in addition to about \$70 million over five years to increase the resilience of its transportation system (2). States may also apply federal aid dollars towards climate resilience and safety projects.

Improve the safety of our transportation system. The Bipartisan Infrastructure Law invests \$13 billion over the Fixing America's Surface Transportation (FAST) Act levels directly into improving roadway safety. Over five years, New Mexico will receive approximately \$17 million in 402 formula funding for highway safety traffic programs, which help states to improve driver behavior and reduce deaths and injuries from motor vehicle-related crashes. On an average annual basis, this represents about a 29% increase over FAST Act levels. Local and tribal governments in New Mexico will also be eligible to compete for \$6 billion in funding for a new **Safe Streets for All program** which will provide funding directly to these entities to support their efforts to advance "vision zero" plans and other improvements to reduce

crashes and fatalities, especially for cyclists and pedestrians. In addition, New Mexico can expect to receive approximately \$33.7 million over five years in funding to augment their commercial motor vehicle (CMV) safety efforts to reduce CMV crashes through the Federal Motor Carrier Safety Administration's Motor Carrier Safety Assistance Program (MCSAP) formula grant (3). This represents about a 71% increase in funding compared to FAST Act levels (4). New Mexico will be able to apply for funds to modernize data collection systems to collect near real time data on all reported crashes, including fatal ones, to enhance safety and to allow the Department to understand and address trends as they are identified.

Improve healthy, sustainable transportation options for millions of Americans. New Mexicans who take public transportation spend an extra 94.3% of their time commuting and non-White households are more likely to commute via public transportation. 20% of transit vehicles in the state are past useful life. **Based on formula funding alone, New Mexico would expect to receive about \$379 million over five years under the Bipartisan Infrastructure Law to improve public transportation options across the state (5). In the first year, this represents about a 37% increase over 2021 FAST Act formula transit funding levels.**

Build a network of EV chargers to facilitate long-distance travel and provide convenient charging options. The U.S. market share of plug-in electric vehicle (EV) sales is only one-third the size of the Chinese EV market – in 2020, plug-in electric vehicles made up only 2.3% of new car sales in the U.S., compared to 6.2% in China. The President believes that must change. The law invests \$7.5 billion to build out the first-ever national network of EV chargers in the United States and is a critical element in the Biden-Harris Administration's plan to accelerate the adoption of EVs to address the climate crisis and support domestic manufacturing jobs. **Under the Bipartisan Infrastructure Law, New Mexico would expect to receive about \$38 million over five years to support the expansion of an EV charging network in the state (6). New Mexico will also have the opportunity to apply for grants out of the \$2.5 billion available for EV charging.**

Modernize and expand passenger rail and improve freight rail efficiency and safety. The Bipartisan Infrastructure Law includes \$66 billion above baseline to eliminate the Amtrak maintenance backlog, modernize the Northeast Corridor, and bring world-class rail service to areas outside the northeast and mid-Atlantic. Within these totals, \$22 billion would be provided as grants to Amtrak, \$24 billion as federal-state partnership grants for Northeast Corridor modernization, and \$12 billion for partnership grants for intercity rail service, including high-speed rail. On top of this, New Mexico will be eligible to compete for \$5 billion for rail improvement and safety grants and \$3 billion for grade crossing safety improvements.

Improve our nation's airports. The United States built modern aviation, but our airports lag far behind our competitors. **Under the Bipartisan Infrastructure Law, airports in New Mexico would receive approximately \$90 million for infrastructure development for airports over five years (7).** This funding will address airside and landside needs at airports, such as improving runways, taxiways and airport-owned towers, terminal development projects, and noise reduction projects. In addition, \$5 billion in discretionary funding is available over five years for airport terminal development projects that address the aging infrastructure of our nation's airports, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.

State and local governments can look forward to these new & expanded competitive grant programs in the Bipartisan Infrastructure Law (BIL) anticipated to launch over the course of the next year:

- **Safe Streets for All (\$6B, new)** – This program will provide funding directly to local and tribal governments to support their efforts to advance “vision zero” plans and other improvements to reduce crashes and fatalities, especially for cyclists and pedestrians.
- **Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grants (\$15B, expanded)** – RAISE grants support surface transportation projects of local and/or regional significance.
- **Infrastructure for Rebuilding America (INFRA) Grants (\$14B, expanded)** – INFRA grants will offer needed aid to freight infrastructure by providing funding to state and local government for projects of regional or national significance. The BIL also raises the cap on multimodal projects to 30% of program funds.
- **Federal Transit Administration (FTA) Low and No Emission Bus Programs (\$5.6B, expanded)** – BIL expands this competitive program which provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.
- **FTA Buses + Bus Facilities Competitive Program (\$2.0B, expanded)** – This program provides competitive funding to states and direct recipients to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities.
- **Capital Investment Grants (CIG) Program (\$23B, expanded)** – The BIL guarantees \$8 billion, and authorizes \$15 billion more in future appropriations, to invest in new high-capacity transit projects communities choose to build.
- **Federal Aviation Administration (FAA) Terminal Program (\$5B, new)** – This discretionary grant program will provide funding for airport terminal development and other landside projects.
- **MEGA Projects (\$15B, new)** – This new National Infrastructure Project Assistance grant program will support multi-modal, multi-jurisdictional projects of national or regional significance.
- **Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT) Program (\$8.7B, new)** – PROTECT will provide \$7.3 billion in formula funding to states and \$1.4 billion in competitive grants to eligible entities to increase the resilience of our transportation system. This includes funding for evacuation routes, coastal resilience, making existing infrastructure more resilient, or efforts to move infrastructure to nearby locations not continuously impacted by extreme weather and natural disasters.
- **5307 Ferry Program (\$150M, existing)** – BIL retains the \$30 million per year passenger ferry program for ferries that serve urbanized areas.
- **Electric or Low Emitting Ferry Program (\$500M, new)** – This competitive grant program will support the transition of passenger ferries to low or zero emission technologies.
- **Rural Ferry Program (\$2B - new)** – This competitive grant program will ensure that basic essential ferry service continues to be provided to rural areas by providing funds to States to support this service.
- **Federal Highway Administration (FHWA) competitive grants for nationally significant bridges and other bridges (\$12.5B, new)** – This new competitive grant program will assist state, local, federal, and tribal entities in rehabilitating or replacing bridges, including culverts. Large projects and bundling of smaller bridge projects will be eligible for funding.

- **FTA All Station Accessibility Program (\$1.75B, new)** – This competitive grant program will provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.
- **Charging and fueling infrastructure discretionary grants (Up to \$2.5B, new)** – This discretionary grant program will provide up to \$2.5 billion in funding to provide convenient charging where people live, work, and shop.
- **Reconnecting Communities Pilot Program (\$1B, new)** – This new competitive program will provide dedicated funding to state, local, MPO, and tribal governments for planning, design, demolition, and reconstruction of street grids, parks, or other infrastructure.
- **FHWA Nationally Significant Federal Lands and Tribal Projects (\$1.5B, expanded)** – This discretionary program provides funding for the construction, reconstruction, and rehabilitation of nationally-significant projects within, adjacent to, or accessing Federal and tribal lands. BIL amends this program to allow smaller projects to qualify for funding and allows 100% federal share for tribal projects.
- **Strengthening Mobility and Revolutionizing Transportation (SMART) Grant Program (\$1B, new)** – The SMART Grant program will be a programmed competition that will deliver competitive grants to states, local governments, and tribes for projects that improve transportation safety and efficiency.

- (1) *These values are estimates and may change based on updated factor data each fiscal year.*
- (2) *These values are estimates and may change based on updated factor data each fiscal year.*
- (3) *These values are estimates based on the 2020 FHWA public road mileage data for FYs 2022-2026. Formula funding amounts in FYs 2023-2026 are subject to change as a result of the annual public road mile data certified by FHWA. The 402 amounts do not include redistribution of unawarded 405 balances per 23 USC § 405(a)(8) as that information is unknown at this time. The Bipartisan Infrastructure Law specifies NHTSA must distribute the supplemental appropriations for Section 402 in "equal amounts for each fiscal year 2022 through 2026". This analysis is subject to provisions of FY 2022-FY2026 appropriations acts.*
- (4) *These values are estimates and may change based on updated factor data each fiscal year.*
- (5) *Transit formula funding amounts are subject to changes resulting from the 2020 census or from annual transit service data reported to FTA's National Transit Database.*
- (6) *These values are estimates and may change based on updated factor data each fiscal year.*
- (7) *Precise allocations would change each year because the formulas use current passenger boarding and cargo data, and this estimate is based on 2019 data.*

###

Multimodal Project Discretionary Grant (MPDG) Program

1) MEGA:

- \$5 billion available FY 22 – 26
- \$1 billion available in FFY 2022 – 80% federal grant share / 20% local match
- Eligible projects for large funding include: bridge, freight, rail, public transit and highway funding
- Eligible applicants include states, metropolitan governments (not sure on tribes?)
- Must have regional economic, mobility and/or safety benefits
- Applicant government must be able to maintain the infrastructure the funding provides

2) INFRA:

- \$8 billion available FY 22 – 26
- \$1.55 billion available FY 2022 for large projects
- 15% available for smaller projects
- 25% available to rural areas
- Minimum of \$5 million for “small” projects; minimum of \$25 million for large projects
- Eligible entities include state, community, county and tribes
- Eligible projects include: freight, bridges, rail, roadway, wildlife crossings
- Requirements: regional benefit, cost effective, meets one or more national goals, based on solid preliminary engineering
- Local govts. must show ability to cover unanticipated costs
- Projects should be completed in 18 months

3) Rural Program:

- \$1.5 billion available FFY 22 – 26
- Minimum awards at \$25 million
- 80% federal grant, 20% match
- Eligible projects: highway, bridges, freight, safety, transit, benefits to regional economy
- Projects should provide mobility and safety benefits
- Sept. 30, 2025 deadline for PER and construction
- Desired project outcomes:
 - Safety
 - State of good repair
 - Economic benefits, freight movement, jobs
 - Address climate change, resiliency, environment
 - Equity, multimodal, quality of life
 - Innovation
 - Benefit cost analysis
 - Project readiness: technical assessment, financial completeness, environmental risk
- More info:
 - https://www.transportation.gov/grants/mpdg_announcement
 - questions to: Engage@dot.gov

(All of this was covered so fast, I could not keep up with my notes – hopefully we'll get a copy of the presentation!)



State Planning & Research

Part A Funds

Program Guide for FFY2023/2024

New Mexico Department of Transportation (NMDOT) March 2022

Introduction

The New Mexico Department of Transportation (NMDOT) receives approximately \$9 million (federal portion) annually in Federal Highway Administration (FHWA) State Planning and Research (SPR) funds to conduct statewide planning and research activities as identified in 23 USC § 135. SPR funds are used to establish a cooperative, continuous, and comprehensive framework for making transportation investment decisions and to carry out transportation planning and research activities throughout the State. This funding guide is for the Federal Fiscal Year (FFY) 2023 and 2024 call for SPR-funded projects that will be included in the FFY2023/2024 Planning Work Program (PWP).

23 USC § 505 mandates a 25% minimum of state SPR funds must be allocated to research. These funds are referred to as SPR Part B funds and are administered by the NMDOT Research Bureau of the Planning Division. The remaining SPR funds are considered Part A funds and are administered by the NMDOT Planning Division (Division), consisting of the Multimodal Planning and Programs, Data Management and Research Bureaus. The Multimodal Planning and Programs and Data Management Bureaus use approximately \$1 million annually of the SPR funds for operations and training; \$720,000 (federal) is allocated annually to the Regional Transportation Planning Organizations (RTPOs).

The remaining funds total approximately \$6 million (federal) per year. In FFY2020, the Division issued the first call for applications for SPR funded projects and issues the call every two years as part of developing the two-year PWP. The Division may issue an additional call for projects during Year 1 of the PWP, if there are unobligated SPR funds available. All proposed projects should be related to further studying or implementing a goal, strategy, or objective within NMDOT's Long Range Statewide Transportation Plan (LRSTP)—currently the [New Mexico 2045 Plan](#). This Guide explains the application process for SPR funds.

Eligibility

The following activities are eligible uses of SPR funds:

- Planning studies
- Active transportation studies and plans
- Data purchase, collection, and/or analysis
- Program development activities
- Performance management activities
- Coordination/outreach activities
- Consultant services for the above
- Planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities, including:
 - adoption of Complete Streets standards or policies;
 - development of a Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street;
 - development of transportation plans—
 - to create a network of active transportation facilities, including sidewalks, bikeways, or pedestrian and bicycle trails, to connect neighborhoods with destinations such as workplaces, schools, residences, businesses, recreation areas, healthcare and childcare services, or other community activity centers;
 - to integrate active transportation facilities with public transportation service or

- improve access to public transportation;
 - to create multiuse active transportation infrastructure facilities, including bikeways or pedestrian and bicycle trails, that make connections within or between communities;
 - to increase public transportation ridership; and
 - to improve the safety of bicyclists and pedestrians;
- regional and megaregional planning to address travel demand and capacity constraints through alternatives to new highway capacity, including through intercity passenger rail; and
- development of transportation plans and policies that support transit-oriented development.

SPR funds may not be used for preliminary engineering, design, right-of-way, construction or maintenance projects.

Eligible entities include NMDOT, Metropolitan Planning Organizations (MPOs) and Regional Transportation Planning Organizations (RTPOs).

Process for Requesting Funds

The Division issues a call for projects every two years in March. The SPR Funding Cycle Timeline is attached in Appendix A of this document and the application is attached as a separate document. NMDOT, MPOs and RTPOs interested in applying for the SPR funds must submit a completed application by 5:00 pm on the deadline stated in the Timeline. The application includes general information regarding the project including:

- Requesting Agency
- Project Manager
- Project Manager Contact Information
- Project Title
- Project Objective
- Project Scope
- Total Cost of Project
- Federal Amount Requested
- Source and Amount of Match Funds
- Anticipated timeframe for accomplishing project
- How the project implements the goals, objectives, strategies, or performance measures identified in the NMDOT's LRSTP.
- If applicable, how the project meets the goals of other plans and/or policy documents including but not limited to:
 - Transportation Asset Management Plan (TAMP)
 - Strategic Highway Safety Plan (SHSP)
 - State Freight Plan
 - State Rail Plan
 - Prioritized Statewide Bicycle Network Plan
 - Statewide Public Transportation Plan
 - Metropolitan Transportation Plan

- Regional Transportation Plan
- If applicable, how the project assists NMDOT with meeting a mandatory federal requirement, such as updating the LRSTP, developing performance reports, the Highway Performance Monitoring System (HPMS) annual submittal, the State Transportation Improvement Program, or traffic count data collection. Please list the applicable Code of Federal Regulations (CFR).
- If the funding request continues or advances a phase of a previous or current project or planning effort.

Funding Information and Match Requirements

The Division anticipates that approximately \$5 million (federal) of SPB Part A funds will be available per year. There is no minimum project cost. Projects requiring multiple years of funding or phased projects are eligible.

SPR funds are federal funds and a 20% match is required to use these funds. SPR is a reimbursement program, where the project sponsor is responsible for incurring 100% of the upfront and eligible costs and then is reimbursed up to 80% after submitting a reimbursement request to NMDOT.

Project Selection

The goal of this program is to implement the ongoing planning and performance-based initiatives of NMDOT. An internal NMDOT committee, composed of executive staff, will review the SPR applications and determine funding awards. The committee will evaluate projects on the following criteria:

- If the purpose and need of the project are clearly explained and eligible.
- How the proposed scope of work supports the NMDOT's goals and objectives identified in the NMDOT LRSTP.
- How the proposed scope of work supports the goals and objectives identified in other plan/policy documents as listed in the previous section.
- If the proposed budget is reasonable given the scope of work and funding available.
- If the project can be completed within the stated timeframe.
- If the project is a continuation of previous planning efforts.

Notification of Selected and Approved Projects

The Division will notify applicants of projects selected for funding via emailed Award Forms. The Award Forms must be signed and returned by the deadline in the SPR Funding Cycle Timeline. The awarded projects will be included in the FFY 2023/2024 PWP, submitted to FHWA-NM for approval on August 1. Once FHWA-NM approves the PWP, the Division will notify project sponsors via email of the approval. NMDOT recipients must follow the Project Obligation process in the *Planning Work Program Manual* to obligate funds. If a project is awarded to an MPO or RTPO, the MPO/RTPO must include the project in its Unified Planning Work Program (UPWP) or Regional Work Program (RWP), and it should work with their NMDOT Government to Government Liaison to obligate the funding. The FFY2023/2024 PWP is effective October 1, 2022; thus, awarded projects can be obligated after that date, depending on availability of the federal funds.

SPR Project Management and Reporting

SPR recipients must obligate programmed projects, or demonstrate that obligation is pending, no later than March 1, 2023 (for FFY2023 SPR) and March 1, 2024 (for FFY2024 SPR). Projects that do not meet this deadline may be cancelled at the discretion of the Division. Projects obligated by March 1 will ensure that the required state funds are encumbered by June 30 of the same year. This timeline allows the Division to issue a call for projects and amend the PWP as needed, if there are funds that will not be used that FFY.

Project Managers are responsible for ensuring that projects remain active, meaning that funds are expended per the established project schedule, and all milestones and deadlines are met. If a project is deemed Inactive (the project has not been billed against in 9 months), the project may be cancelled and the funds de-obligated.

Project Managers are responsible for all amendments to a project. The *Planning Work Program Manual* outlines the process for amending a project.

Project Managers are responsible for submitting the federally mandated Annual End of Year Performance Report (APER) to the Planning Division Director in December of each year (Division Director will inform all Project Managers of information needed and deadline).

How to Apply for SPR Funds

The application is attached to this Guide. Please email completed applications to:

Jessica Griffin, Planning Division Director, at Jessica.Griffin@state.nm.us

Questions?

NMDOT applicants should address questions to:

Jessica Griffin, Planning Division Director, at Jessica.Griffin@state.nm.us

MPO/RTPO applicants should address questions to:

Neala Krueger, Urban and Regional Planner Supervisor, at Neala.Krueger@state.nm.us

Appendix A: SPR PART A FFY2023/2024 Funding Cycle Timeline

| Date | Year | Activity |
|-----------|--------------|---|
| March 10 | 2022 | Call for projects issued by NMDOT Planning Division |
| April 14 | 2022 | Deadline to submit complete applications to the Planning Division. Applications must be submitted by 5 pm. <u>Late or incomplete applications will not be accepted.</u> |
| May 1 | 2022 | Planning Division notifies applicants of projects selected for funding via emailed Award Forms. |
| May 15 | 2022 | Deadline for signed Award Forms to be returned to Planning Division. Awarded projects are included in the FFY 2023/2024 Planning Work Program (PWP); MPO/RTPO awards must be included in the MPO's UPWP and RTPO's RWP. |
| August 1 | 2022 | Deadline for NMDOT Planning Division to submit FFY 2023/2024 PWP to FHWA-NM. |
| September | 2022 | FHWA-NM reviews and approves the PWP. |
| September | 2022 | NMDOT Planning Division notifies project managers via email of FHWA NM's PWP approval. |
| October 1 | 2022 | FFY2023/2024 PWP is active; awarded projects can be obligated. |
| March 1 | 2023 or 2024 | Deadline for SPR recipients to obligate or demonstrate that they are close to obligation. Money will be reprogrammed via PWP Quarter 3 Amendment if not obligated (or close to obligation) by this deadline. |
| May 1 | 2023 or 2024 | Deadline for amendments to reprogram unobligated FFY2023 (or FFY2024) SPR funds. |
| June 30 | 2023 or 2024 | Deadline for SPR funds to be encumbered. |



State Planning & Research Funds Application

Thank you for your interest in applying for State Planning & Research (SPR) Part A funding. The New Mexico Department of Transportation (NMDOT) Planning Division manages the SPR Program. The Planning Division solicits funding applications from NMDOT, Metropolitan Planning Organizations (MPOs), and Regional Transportation Planning Organizations (RTPOs) for new or continuing planning projects.

Please complete and submit this application by April 14, 2022 at 5:00 p.m. for consideration for SPR funds. All questions are required except where otherwise noted. Incomplete applications will not be considered for funding. Please reference the **FFY2023/2024 State Planning & Research Part A Funds Program Guide** for information to complete this application.

Preparation Date: _____

Requesting Agency: _____
(Applicant)

Project Manager Contact Information

Name: _____

Phone: _____

Title: _____

Email: _____

Agency Unique Entity Identifier (Non-NMDOT applicants): _____

Project Title

Please provide a concise title for the project. This is how the project, if selected for funding, will be programmed into the PWP.

Project Objective

Please provide the purpose and need of the project.

Project Scope

Please provide a description of the project. This should include the ultimate product of the project (i.e. planning study), and how that ultimate product will be accomplished (i.e. data collection and analysis).

| |
|--|
| |
|--|

Total Cost of the Project

Please indicate the total cost of the project. SPR funds are federal funds. Generally, match ratios for projects are 80% Federal, 20% State/Local

| |
|--|
| |
|--|

Federal Amount of the Project

Please indicate the federal amount of the project. This is 80% of the total.

| |
|--|
| |
|--|

Source of Match (response required for non-NMDOT applicants only)

Please indicate the source of the 20% match and whether it is currently included in a budget.

| |
|--|
| |
|--|

Anticipated start date of this project

| |
|--|
| |
|--|

Anticipated completion date of this project

| |
|--|
| |
|--|

Explain how this project implements the goals, objectives, strategies, or performance measures identified in NMDOT's Long Range State Transportation Plan (LRSTP).

| |
|--|
| |
|--|

If applicable, explain how this project meets the goals of other Plans and policy documents. Please include the name of the specific plan in your explanation.

If applicable, explain how this project assists NMDOT with meeting a mandatory federal requirement. Please list the applicable Code of Federal Regulations (CFR).

Is this funding request to continue or advance a phase of a previous or current project or planning effort? If so, please explain.

Bipartisan Infrastructure Law (BIL) NMDOT Overview

- Transportation Related Formula Funding Apportionment
- STIP Process for Projects
- Bridge Formula Program Process
- Discretionary Funding (Earmarks and Grant Programs)

Formula Funding Apportionment

- FHWA determines a State's initial apportionment
- Total apportionment is then divided among the State's individual formula programs

Federal Aid Highway Funds
FY2022 Total Initial State Apportionment =
\$486,535,021

STIP Procedures

NMDOT

- Statewide Long Range Plan
- 6 year STIP (Districts, MPO's and RPO's)

Bridge Formula Program

NMDOT

- BIL allocated \$45,000,000/year in Bridge Formula Program funds for NM
- 5-year Bridge Funding, FY2022 – 2026
- 15% (\$6.75 M/year) minimum must be set aside for use on off-system bridges (city, county, town, village, tribal) with 100% federal share

Off-system

- Provide Local Government Entities the Bridge Priority Lists based on inspection data and condition ratings of bridges statewide.
- Use RPO and MPO input (STIP Process) to prioritize and select bridge projects for local governments.

In-service Highway Bridges

- Increase the funding for the NMDOT Statewide Bridge Preservation Program for rehab of “poor” condition bridges and preservation of “fair” condition bridges
- Allocate remainder of funding to NMDOT bridge projects that are underfunded and/or other projects identified through the Bridge Priority Lists

Contact Information

Justin Reese
NMDOT Deputy Secretary
Justin.reese@state.nm.us
(505) 795-2736

David Quintana
NMDOT Chief Engineer
David.quintana@state.nm.us
(505) 660-3654

Rhonda Lopez
NMDOT Program Manager
Rhondac.Lopez@state.nm.us
(505) 231-4094

NMDOT

Questions

NMDOT





USDOT x State of New Mexico

March 23, 2022



Bipartisan Infrastructure Law - Overview

The Bipartisan Infrastructure Law (BIL) includes five-year reauthorization (FY22-26) of surface transportation programs and direct advanced appropriations.

- Total transportation funding in this five-year package is \$660 billion.
 - Includes framework in EPW's Surface Transportation Reauthorization Act and Commerce's Surface Transportation Investment Act
- Total potential funding over five years includes:
 - FHWA: \$365 billion
 - FTA: \$107 billion
 - FRA: \$102 billion
 - FAA: \$25 billion
 - NHTSA: \$8 billion
 - FMCSA: \$5 billion
 - MARAD: \$2.25 billion
 - OST: \$120 billion (Modes + OST)
 - Build America Bureau: \$100 billion (\$30 billion in Private Activity Bonds)
 - \$140 billion in funding for USDOT in FY 2022



Things to Keep In Mind When Applying to USDOT Grants

USDOT's Five Northstars Guiding BIL Implementation

- ★ Safety
- ★ Climate
- ★ Equity
- ★ Economic Strength
- ★ Transformation



Question #1

Roads, Bridges, Sidewalks and Potholes...how do I fix them?



Rebuilding Core Assets

- **Safety First**
 - \$250 million in Highway Safety Grants in December 2021
 - National Roadway Safety Strategy
 - New: Safe Streets for All - \$6 billion in Direct Local Funding – 2nd Quarter 2022
- **Bridge Funding**
 - \$40 billion – Highest Investment since the 1956
 - New Mexico: \$225 million over 5 years (\$45 million annually)
 - New: 15% set aside for locally owned bridges & 100% federal match
 - New: Bridge Investment Grant Program – \$12.5 billion – 2nd Quarter 2022
- **Highway Funding**
 - \$57.5 billion announced – Largest in Decades & 20% higher than last year
 - New Mexico: Roughly \$2.5 billion over 5 years (29.7% more than the previous bill)
 - New: State Consultation with MPOs & RPOs
 - Highway Safety: \$15.6 billion over 5 years + New Guidance Announced in February



Rebuilding Core Assets

- RAISE Grants: \$2.275 billion – Accepting Applications until April 14th @ 5:00 PM EDT
 - The CDBG of DOT
 - Emphasis on Sustainability and Equity
 - NEW: Focus on pre-apprenticeship, apprenticeship, Local Hire and PLAs
 - Streetscapes
 - \$775 Million appropriated by Congress through the Omnibus (Thank you Senators!)
- Local Match
 - Can be waived in RAISE program for disadvantaged and rural areas
 - Transportation Alternatives Program
 - Congestion Mitigation and Air Quality Improvement Program
 - Toll Credits



Question #2

Why Am I in this Traffic?



Congestion Relief

- Transit Funding
 - \$107 billion – Largest Investment in Public Transit Ever
 - New Mexico: \$379 million over 5 years (37% increase)
- Capital Investment Grant (CIG) Program
 - \$23 billion – highest funding amount ever; \$2.8 billion included in FY 2022 Omnibus
 - Direct Local Funding Opportunity for light rail, commuter rail, subways and bus rapid transit (BRT)
- Clean Energy Buses
 - Low or No Emission Bus Grant Program - \$5.6 billion Total; \$1.1 billion NOFO released; Applications due on May 31st
 - Bus and Bus Facilities Grant Program - \$2 billion; \$372 million NOFO release; Applications due on May 31st
- New: Railroad Crossing Elimination - \$5.5 billion (2nd Quarter 2022)
- New: SMART Grants - \$1 billion (2nd Quarter 2022)



Question #3

How do I develop my economy and plan for the future?



Economic Engines – Current Opportunities

- Combined MEGA/INFRA/Rural NOFO: \$1 billion; \$1.55 billion; \$300 million; Applications due May 23rd
 - New: MEGA Projects Program - \$5 billion
 - INFRA - \$8 billion
 - NEW: Rural Surface Transportation Grant Program - \$2 billion for any community under 200k
- New: Airport Terminal Modernization Program - \$5 billion; \$1 billion NOFO; Applications due March 28th
 - New Mexico - \$90 million over next 5 years; \$18 million announced in December 2021 in Airport Improvement Program Grants
- Port Infrastructure Development Program (PIDP) - \$2.25 billion; \$450 million NOFO; Applications due May 16th
 - Supports In-land Ports + EV Charging Infrastructure
- NEW: EV Charging Formula Grants - \$5 billion (\$1 billion this year)
 - New Mexico - \$38 million over next 5 years
 - State Plans due by August 1st
 - Awards expected in September/October 2022
- NEW: EV Charging Station Competitive Grants - \$2.5 billion (2nd Quarter)
- NEW: Expanded loan programs to support TOD, Airports and Ports



Economic Engines – Looking Ahead

- Rail: \$102 billion – most funding for passenger rail since the beginning of Amtrak
 - \$36 billion Federal-State Intercity Rail Partnership Grants
 - \$10 billion for CRISI
 - \$22 billion for Amtrak
- NEW: Reconnecting Communities Pilot Program - \$1 billion
- NEW: All Stations Accessibility Program (ASAP) - \$1.75 billion
- University Transportation Centers relaunch
- Railcar Replacement Program Competitive Grants
- NEW: Natural Gas Distribution Safety and Modernization Program
- Nationally Significant Federal Lands and Tribal Project Program
- NEW: National Culvert Removal, Replacement, and Restoration Grant Program
- FTA Ferry Programs: Electric or Low-Emitting Ferry Program, Ferry Service of Rural Communities Program, and Passenger Ferry Boat Program



BIL Intergovernmental Resources

- Grant tracking: <https://www.grants.gov/>
- White House Guidebook: https://www.whitehouse.gov/wp-content/uploads/2022/01/BUILDING-A-BETTER-AMERICA_FINAL.pdf
- USDOT BIL Website: <https://www.transportation.gov/bipartisan-infrastructure-law>
- State and Local BIL 101 Webinars: https://www.youtube.com/playlist?list=PLEoJbKkgQnJ2_Cqh_CwQS4PFmkmUwy2if
- State by State Fact Sheets: <https://www.transportation.gov/briefing-room/usdot-releases-state-state-fact-sheets-highlighting-benefits-bipartisan>
- Monthly Office Hours and Bi-Weekly Check-Ins for Local Govs: Intergov@dot.gov



Q&A

March 23rd, 2022



a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #V: Finalize FFY2022 – 2023 Annual
Meeting Schedule**

Subject: NWRTPO Members to finalize NWRTPO meeting schedule for
May, 2022 thru April, 2023

Prepared for: Agreement and finalization of next annual meeting
schedule

Date: 2/16/22

BACKGROUND

- **Why?** Every year the NWRTPO updates its annual meeting schedule – May thru April of next year
- **Purpose.** To plan and schedule ongoing RTPO meeting hosting and locations for May, 2022 thru April, 2023
- **Discussion/Finalization.** Members discussed and agreed to another annual schedule of RTPO meetings the second Wednesday of each month from May, 2022 thru April, 2023 at our March 9 meeting.

CURRENT WORK

- Based on discussion at our March meeting, staff will present the final schedule for hosting meetings May, 2022 – April, 2023

ANTICIPATED WORK

- Based on today's final schedule presentation, staff will produce and distribute the next annual meeting schedule from May, 2022 thru April, 2023 to RTPO members and area newspapers

ATTACHMENTS

- FFY2022 – 2023 meeting schedule

BUDGET IMPACT

- None

ACTION ITEM

- N/A

Public Notice

FFY2022 - 2023

The Northwest Regional Transportation Planning Organization (NWRTPO) Committee is scheduled to meet as follows. All meetings are open and accessible to the public. **Due to COVID-19 and New Mexico Open Meetings Act guidance, all virtual meetings will be hosted using the Microsoft Teams website as cited below.** All meetings are subject to change including shifting to a virtual meeting due to COVID-19 or other emergency situations. All information is available and updated at: <http://www.nwnmcog.com/rtpo-meetings.html>

Wednesday, May 11, 2022 @ Grants Public Library, 1101 N. First Street, Grants, NM

Wednesday, June 8, 2022 @ Ashiwi College & Career Center, 67 Rt. 301 North – off Hwy. 53, Zuni, NM

Wednesday, July 13, 2022 @ San Juan County Fire Operations Center, 209 South Oliver Drive, Aztec, NM

Wednesday, August 10, 2022 @ Laguna Public Works Department, I-40 Exit 114 to NM124 Roundabout, then east on Old US66, then left on L55 Rodeo Road, north to first parking lot, Pueblo of Laguna, NM

Wednesday, September 14, 2022 @ Pueblo of Acoma Tribal Auditorium, 33 Pinsbaari Drive, Acoma, NM

Wednesday, October 12, 2022 – @ NWNM Council of Governments, 106 West Aztec, Gallup, NM – or Navajo Nation can host (Eastern)

Wednesday, November 9, 2022 @ Gallup Eastside Fire Station, 3700 Churchrock Street, Gallup, NM

Wednesday, December 14, 2022 @ Ramah Navajo Chapter, 434 BIA Rt. 125, Pine Hill, NM
(MP 4.2 south on BIA Rt. 125 from NM53 intersection in Mountain View)

Wednesday, January 11, 2023 @ Cibola County Management Office, 700 E. Roosevelt Ave., Grants, NM

Wednesday, February 8, 2023 @ McKinley County Office of Emergency Management, 2221 Boyd Ave., Gallup, NM

Wednesday, March 8, 2023 @ NM Department of Transportation District 6 Office, 1919 Pinon Drive, Milan, NM

Wednesday, April 12, 2023 @ Milan Parks & Recreation Office, 409 Airport Road, Milan, NM

Virtual Meetings can be joined and viewed on Microsoft Teams website (log in via Teams Calendar)

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

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

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

Pursuant to the Americans With Disabilities Act of 1990 and Title VI of the Civil Rights Act of 1964, unless compelling reasons dictate otherwise, public meetings and hearings conducted by the RTPO in conjunction with the NMDOT will be held in accessible buildings and are open to the public. Given reasonable notice, interpreters and readers will be available to the hearing and visually impaired, and to those with limited English proficiency. Contact ADA Coordinator, Charles E. Trujillo or current staffer, at NMDOT (505) 470-6739.



a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

**Agenda Item #VI: NMDOT Transportation Project Fund
2023 Call for Projects**

Subject: Discuss member progress with completing TPF application packages due to NMDOT FTP website by May 31

Prepared for: April 13 meeting

Date: 2/16/22

BACKGROUND

- **Why?** The NWRTPO has a strong history of leading the state with TPF funding for our region's projects; we need to maintain this reputation by completing projects within specified timelines and as described in our proposals.
- **Purpose.** Gage progress with members completing their FFY2023 TPF complete application packages
- **Discussion/Finalization.** Members will discuss progress and any assistance needed.

CURRENT WORK

- Continue building 2023 TPF application packages per guidance and timelines.

ANTICIPATED WORK

- Complete 2023 TPF application package by or before the May 31 deadline.

ATTACHMENTS

- 2023 TPF guidance

BUDGET IMPACT

- None (*but strong funding opportunity for our region's projects*)

ACTION ITEM

- N/A

Condensed 2023 Transportation Project Fund Guidance:

RTPO Members: Beside the PFF, the 2023 Transportation Project Fund full application – due before May 31, 2022 includes:

1. A cover letter including:

- Brief overview of project
- Whether or not grantee will apply for a hardship match waiver (5% match normally required)
- Timeframe in which grantee can spend down the funding (project readiness)
- Verification the funding requested will be enough to complete the project or phase
- Whether the project is in locally owned ROW and does not include federal funds, or whether the project is located in NMDOT Right of Way, is a NHS route, or includes federal funds

2. Project must fall into one of these categories: (clearly identify the phase the funds will be used for)

- Environmental or other studies
- Planning
- Design
- Construction
- Acquisition of right of way (*incl. highways, streets, roadways, bridges, crossing structures, parking facilities – incl. areas for vehicular, transit, bicycle or pedestrian ingress, egress, and parking*)

3) Project Feasibility Form: 2022 TPF – PFF, signed by the local entity and the NMDOT District. (***These have already been submitted*** – staff will work to gain the DOT District 5 & 6 signatures of approval)

4) Local Resolution of Sponsorship: from the governing body indicating availability of 5% match; or grantee can submit an official letter from the local govt.'s Chief Executive indicating availability of 5% match (*unless submitting for match waiver*).

5) Map of project location including mileposts.

6) If local govt. entity does not own right of way: A support letter from ROW owners; incl. from NMDOT District if the project is partially or completely within NMDOT right of way.

Complete applications must be submitted thru NMDOT's FTP website no later than close of business (5pm) on May 31, 2022: (*if you submit to NWRTPO staff before this date, staff can submit on your behalf*)

https://grader.dot.nm.gov/public/folder/N5NIRHkt_OqWNqY6lk0fdg/FY23%20TPF%20Application

Questions – contact:

- Clarissa Martinez – 505-699-9946 / Clarissa.Martinez@state.nm.us
- Sean Sandoval – 505-660-6102 / Sean.Sandoval@state.nm.us



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

January 26, 2022

RE: Transportation Project Fund (TPF) Call for Projects

Metropolitan and Regional Transportation Planning Organizations:

The Project Oversight Division is soliciting applications for the Department's Transportation Project Fund (TPF) for fiscal year 2023. Local and tribal governments in New Mexico are eligible to apply for state funded grants. Eligible projects are in the following categories: (1) environmental and other studies; (2) planning; (3) design; (4) construction; and (5) acquisition of rights of way necessary for the development of transportation infrastructure, which includes highways, streets, roadways, bridges, crossing structures and parking facilities, including all areas for vehicular, transit, bicycle or pedestrian use for travel, ingress, egress and parking.

The Metropolitan or Regional Transportation Planning Organizations (MPO/RTPO) will use the following criteria to prioritize their planning-area projects; the District office will also use the criteria to rank projects from their District.

Project Prioritization Criteria:

1. Planning: Is this project identified as a priority on a local or regional planning or programming document? Is this project consistent with local or regional plans?
2. Project readiness: If awarded, will the applicant be able to start spending the money within 3 months from receiving the fully executed project agreement?
3. Priority Bridge: Is this project addressing a bridge on the NMDOT's Local Bridge Priority List for Replacement / Rehabilitation?
4. Phasing:
 - a. Is this project part of a phased project previously funded with other state funds (e.g. Local Government Road Fund, Municipal Arterial Program, Capital Outlay, State Road Fund etc.)?
 - b. Is this project part of a phased project previously funded with TPF? If so, what year?
5. Additional criteria identified by the MPO or RTPO

The application package shall include the following:

1. Cover letter application including: (1) brief overview of project; (2) whether the potential grantee intends to apply for hardship (match waiver); (3) the timeframe in which the potential grantee is prepared to spend the grant funds, if received (project readiness); (4) verification that funding requested will be enough to complete the phase of work submitted, and (5) whether the project falls into category (a) or (b):
 - a) Project is located on or within locally-owned right-of-way and the project does not include federal funds; or
 - b) Project is located within or on NMDOT owned right-of-way or is an NHS route and/or may include federal funds;
2. Project must fall into one or more of the following categories, including: (1) environmental and other studies; (2) planning; (3) design; (4) construction; and (5) acquisition of rights of way necessary for the development of transportation infrastructure, and includes highways, streets, roadways, bridges, crossing structures, parking facilities, including all areas for vehicular, transit, bicycle or pedestrian use for travel, ingress, egress and parking. Please be sure to clearly identify the phase of work the funding will be used for (i.e. planning, design, construction, etc.);
3. Project Feasibility Form (PFF) signed by District representative if the project does not have a signed PFF, then the potential grantee must work with the District on the PFF;

**Michelle Lujan
Grisham**
Governor

Michael R. Sandoval
Cabinet Secretary

Commissioners

Jennifer Sandoval
Commissioner, Vice-Chairman
District 1

Bruce Ellis
Commissioner
District 2

Hilma E. Chynoweth
Commissioner
District 3

Walter G. Adams
Commissioner, Chairman
District 4

Thomas C. Taylor
Commissioner
District 5

Charles Lundstrom
Commissioner, Secretary
District 6

4. Resolution of Sponsorship from their governing body, indicating the availability of the 5% match. Alternatively, the potential grantee may submit an official letter signed by the potential grantee's chief executive or official with budget authority, indicating the availability of the 5% match;
5. Map of project location including mile posts; and
6. **Required if local entity does not own the right of way**; A letter of support from owners of the project right-of-way. This includes getting a letter from the NMDOT District if the project is partially or fully within NMDOT right-of-way.

Complete applications must be submitted through NMDOT's FTP site https://grader.dot.nm.gov/public/folder/N5NIRHkt_0qwNqY6lk0fdg/FY23%20TPF%20Application no later than close of business May 31, 2022. All incomplete applications will be returned to the local entity for submission the following year. Projects will be selected and approved by the State Transportation Committee by September 1, 2022. Selection letters will be mailed out within the first week of September.

If you have any questions regarding funding or agreements please contact Clarissa Martinez, 505.699.9946 or Clarissa.Martinez@state.nm.us or Sean Sandoval, 505.660.6102 or Sean.Sandoval@state.nm.us. George Dodge Jr. our Local Government Relations Director is also available for all other inquiries at George.Dodge@state.nm.us or 505-470-4095.

Sincerely,



Michael Sandoval (Jan 26, 2022 22:03 MST)

Michael Sandoval
Cabinet Secretary

Xc: NMDOT District Engineers
District Coordinators
Clarissa Martinez, State Funded Grant Manager
Sean Sandoval, Project Oversight Director
George Dodge Jr., Local Government Relations Director

TPF Call for Projects FY23 FINAL

Final Audit Report

2022-01-27

| | |
|-----------------|--|
| Created: | 2022-01-26 |
| By: | Jolene Casados (jolene.casados2@state.nm.us) |
| Status: | Signed |
| Transaction ID: | CBJCHBCAABAAITMh-ZFimsuJp878iG6EAbUOP92IGor |

"TPF Call for Projects FY23 FINAL" History

-  Document created by Jolene Casados (jolene.casados2@state.nm.us)
2022-01-26 - 10:13:37 PM GMT- IP address: 73.127.215.70
-  Document emailed to Michael Sandoval (michael.sandoval1@state.nm.us) for signature
2022-01-26 - 10:14:08 PM GMT
-  Email viewed by Michael Sandoval (michael.sandoval1@state.nm.us)
2022-01-27 - 5:02:40 AM GMT- IP address: 104.47.65.254
-  Document e-signed by Michael Sandoval (michael.sandoval1@state.nm.us)
Signature Date: 2022-01-27 - 5:03:02 AM GMT - Time Source: server- IP address: 73.242.240.34
-  Agreement completed.
2022-01-27 - 5:03:02 AM GMT

Transportation Project Fund Application Packages

Checklist Template:

1) Member Government – Name of Proposed Project:

- ✓ ☐ **Cover letter:**
 - ☐ brief overview of project
 - ☐ applying for hardship match waiver?
 - ☐ projected timeframe to execute project & spend funds (*project readiness*)
 - ☐ verify funding enough to complete current phase
 - ☐ project on local ROW with no federal funds included?
 - ☐ project on federal or NMDOT ROW and/or includes federal funds?
 - ☐ NMDOT Dist. Letter of permission for state / federal ROW obtained?

- ✓ **Project Category:**
 - ☐ environmental or other studies
 - ☐ planning
 - ☐ design
 - ☐ construction
 - ☐ acquisition of ROW needed?
 - ☐ phase of work clearly identified?

- ✓ **Project Feasibility Form:**
 - ☐ signed by a) local lead, and b) DOT District Representative (*Lead Engineer*)

- ✓ **Resolution of Sponsorship (or letter from chief executive) indicating availability of 5% match:**
 - ☐ either document completed?

- ✓ **Map of project location including mile posts:**
 - ☐ available / included in submission

- ✓ **Right of Way:** If local entity does not own ROW: a) project support letter from ROW owners, or b) letter from DOT District Office if project is fully or partially on NMDOT ROW or connects to / crosses DOT ROW.
 - ☐ If Local Entity does not own ROW have either of these been executed?

**TRANSPORTATION PROJECT FUND
PROJECT FEASIBILITY FORM (PFF)
MPO/RTPO: _____**

GENERAL INFORMATION

Preparation Date: _____

Project Title: _____

Requesting T/LPA: _____
(Applicant)

Is there an approved Governing Body resolution for this application

☐ YES ☐ NO ☐ PENDING If pending, date expected _____

Responsible Charge

Name: _____

Phone: _____

Title: _____

Email: _____

PROJECT DESCRIPTION

Project Type (Check all that apply):

☐ ROADWAY ☐ BRIDGE ☐ SAFETY ☐ PLANNING/DESIGN ☐ OTHER

If you chose "OTHER" please clarify here: _____

Project Scope: _____

Is the request to address a bridge on the NMDOT's Local Bridge Priority List for Replacement/Rehabilitation?

☐ NO ☐ YES If yes, please indicate bridge #: _____

Is the request to continue or advance a phase of a previous project?

☐ NO ☐ YES If yes, please indicate funding sources and scope of previous phase below.

Funding Source: _____

Previous Phase Project Scope: _____

Completion Date of Previous Phase: _____

Current Phase being requested: _____

Project Location

Route Number and/or Street Name: _____

Project Termini:

Beginning Mile point and/or intersection: _____

Ending Mile point and/or intersection: _____

Total length of proposed project: _____

NOTE: A local government project that is located in full or in part within a department right-of-way or NHS route must be administered in accordance with the "Tribal/Local Public Agency Handbook".

A local government project that ties into, connects or crosses a department right-of-way or an NHS route, or when the project may have an effect on existing improvements within department rights-of-way, requires the approval of the department.

Is the project located in full or in part within a department right-of-way or NHS route?

☐ NO ☐ YES If yes, the project must be administered in accordance with the Tribal/Local Public Agency Handbook and follow all requirements and procedures.

Does the project tie into, connect or cross a department right-of-way or an NHS route, or will the project have an effect on existing improvements within a NMDOT right-of-way? "Letter of Approval" from the NMDOT District Engineer?

☐ NO ☐ YES If yes, a "Letter of Approval" is required from the NMDOT District Engineer.

Will the project impact known environmental and/or cultural resources?

☐ NO ☐ YES If yes, please clarify _____

Is this project tied to any past or future federal funding?

☐ NO ☐ YES If yes, please identify _____

☐ NO ☐ YES Does the Local Entity intend to apply for Match Waiver Funding?

Project Phases to be included in request (Check all that apply):

☐ *PLANNING*

☐ *PRELIMINARY ENGINEERING/DESIGN*

☐ *CONSTRUCTION*

☐ *CONSTRUCTION MANAGEMENT & TESTING*

☐ *RIGHT OF WAY ACQUISITION**

* Projects that are for ROW acquisition will need to follow NMDOT ROW acquisition requirements if the entity intends to utilize federal funding in any subsequent project phase.

PROJECT COSTS:

| Column A (Not Phased) | | | Column B (Phased) | |
|---|-------------|-----------|--|--|
| If project is <u>not</u> phased, complete column A only. | | | Total Phases No. (1, 2, 3, I, II, III, etc.): | |
| If project is phased, list the amount of funding being currently requested in Column A and complete Column B. | | | The amount below represents the cost of the entire project and will be greater than Column A. | |
| | | | Total Project Cost: \$ | |
| Percentage Estimates: | | | Phased projects are usually large and divided into parts or phases. Please clarify how the requested project funding relates to the total overall project. Identify future phases and estimated costs. | |
| Total Local Match | 5% | \$ | | |
| Total State Share | 95% | \$ | | |
| Total cost | 100% | \$ | | |

T/LPA REVIEW:

| | | | | |
|-----|-------|--------------|------------------------------|-----------------------------|
| By: | Date: | Recommended: | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|-----|-------|--------------|------------------------------|-----------------------------|

NMDOT DISTRICT REVIEW:

| | | | | |
|-----|-------|--------------|------------------------------|-----------------------------|
| By: | Date: | Recommended: | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|-----|-------|--------------|------------------------------|-----------------------------|

NMDOT District comments.NMDOT Environmental Bureau comments.

Topics to discuss during all PFF meetings:

- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Does the T/LPA have the minimum match required for the project? If not, does the T/LPA intend to apply for a match waiver?
- Does the T/LPA have a good track record for responsible use/tracking of state funds? Have they met closeout deadlines? Have they successfully completed other state 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?

Additional topics to discuss during PFF meetings ONLY if project is on or intersects with an NMDOT or NHS route:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- Is the project within NMDOT ROW? If so, does the district support the project?
 - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- The T/LPA must follow the NMDOT specifications as outlined in the "Specs for Highway and Bridge Construction" unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.



a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

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

Agenda Item #VII: Functional Classification Guidance

Subject: Provide guidance for Functional Classification upgrades

Prepared for: April 13, 2022 meeting

Date: 2/16/22

BACKGROUND

- **Why?** McKinley County Road Dept. has purchased traffic count equipment which can be used to upgrade functional classification for our regional corridors
- **Purpose.** To provide guidance to RTPO members interested in pursuing functional classification upgrades – which increases competitiveness for funding
- **Discussion/Finalization.** Brief presentation in meeting, with agenda package documentation providing much more extensive guidance for traffic counts

CURRENT WORK

- Present information on performing traffic counts acceptable to NMDOT and provide related guidance materials in the meeting package

ANTICIPATED WORK

- Assist RTPO members going forward with traffic counts in collaboration with NMDOT Districts 5 and 6

ATTACHMENTS

- Various functional classification and traffic count guidance

BUDGET IMPACT

- None

ACTION ITEM

- N/A

Functional Classification Guidance

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

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

A) Traffic Monitoring Program:

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

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

B) Procedures:

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

C) Traffic Data Analysis:

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

D) Types of Counts:

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

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

2) NMDOT Functional Classification System Guide:

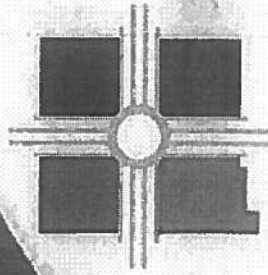
- There are seven (7) functional classifications:

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

- Characteristics that help define functional classification include:

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

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



New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE | MPPB

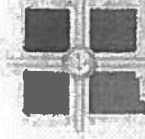
NM Functional Classification Review of Draft Guide and Form

NWRTPO Policy and Technical Meeting

July 14, 2021

Overview

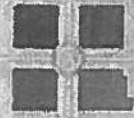
- What are the changes to the guide and change request form?
- What is the significance?
- What is the process to change classifications?
- What are statewide targets?



NMDOT Functional Classification Draft Guide Update

What has changed?

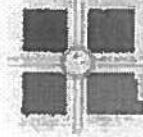
- 2021 guide intends to be a quick reference guide to supplement the existing federal guide
- Written to be a “lasting” document versus a “living” document



Functional Classification Change Request Form

What has changed?

- Form is now digital
- Minor formatting changes
- Minor edits to verbiage for clarification
- Available on the NMDOT Planning website for
download



New Mexico Functional Classification Change Request Form

| Functional Classification Change Request Form State of New Mexico | | | |
|---|---|------------------------------------|-------|
| Sponsored by | Name of NPO/RTPO Here | | |
| Contact | Name | Email | Phone |
| City | | | |
| Street Name | | | |
| Route Description (e.g., main) | Current Functional Classification (e.g., Interstate, Minor Collector, Minor Arterial, etc.) | Proposed Functional Classification | |
| <div style="font-size: 48px; font-weight: bold; letter-spacing: 10px;">OLD</div> | | | |
| Turn of segments: proposed for reclassification (acceptable: four-lane divided interchanges, interchanges, and to rare cases adjacent undivided area boundaries) | | | |
| Estimated length of segments proposed for reclassification: (for the nearest thousand of a mile) | | | |
| Reason for requested changes | | | |
| 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 Statewide Planning Bureau. A copy of this document shall be retained at the office of the sponsoring entity (i.e., MPO, RTPO, NMDOT District Office).

NMDOT Functional Classification Change Request Form

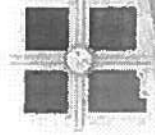
| Name: | |
|---|-----------------------|
| Requester: (NMDOT staff) | Title/Organization: |
| Email: | Phone: |
| NMDOT Route Number: (e.g., 999.999.999) | |
| Street Name: (provide all known names) | |
| Current: | Proposed: |
| Request Description: (e.g., main) | |
| Type of Route Segment: (Interstate, Major Arterial, etc.) | |
| Length of Segment: (in miles) | |
| Reason for requested changes: (e.g., traffic volume, adjacent land use, competing roadway network, etc.) | |
| Characteristics: | Land Use Along Route: |
| Ownership and Maintenance (responsible entity) | Ownership: |
| Traffic Volume: | AADT: |
| Signature: | Date: |

NEW

By signing this form, I acknowledge that I have read and understand the New Mexico Department of Transportation Functional System Guide and the FHWA Functional Classification Manual. I also acknowledge that I am submitting this form and guarantee approval from NMDOT or FHWA.

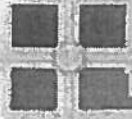
What is the significance?

- Functional Classification System's applications:
- Program & Project Prioritization
- Asset Management
- Safety Programs
- Bridge Programs
- Traffic Control
- Maintenance



Additional information

- NMDOT has performed a cursory decennial review in preparation of the upcoming review
- RTPOs are encouraged to perform their own preliminary review prior to the state-wide review
- Urban boundary “smoothing” to occur first, then a statewide update to the Functional Classification System
- All pending the release of the 2020 Decennial Census (expected September 2021)



New Mexico Mileage and VMT Extents

| Functional Classification | Arterials | | | |
|---------------------------|----------------|---------------------------------|------------------------------|--------------------|
| | Interstate - 1 | Other Freeways & Expressway - 2 | Other Principal Arterial - 3 | Minor Arterial - 4 |
| Rural System | | | | |
| Mileage Extent | 1% | 0% | 3% | 4% |
| VMT Extent | 29% | 0% | 21% | 11%* |
| Urban System | | | | |
| Mileage Extent | 1% | 0% | 6%** | 7% |
| VMT Extent | 26% | 1%* | 37%** | 16% |

| Functional Classification | Collectors | | |
|---------------------------|---------------------|---------------------|-----------|
| | Major Collector - 5 | Minor Collector - 6 | Local - 7 |
| Rural System | | | |
| Mileage Extent | 7%* | 5% | 79%** |
| VMT Extent | 10%* | 3% | 26%** |
| Urban System | | | |
| Mileage Extent | 8% | 3%* | 75% |
| VMT Extent | 9% | 2%* | 9% |

*Indicates a low percentage according to FHWA guidelines

** indicates a high percentage according to FHWA guidelines

Questions?

Feel free to contact:

~~Be~~ Joseph Moriarty / Dan Watts

~~Jeanetta Bachand~~

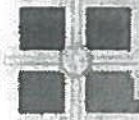
NMDOT Planning Division

~~jeanette.bachand@state.nm.us~~

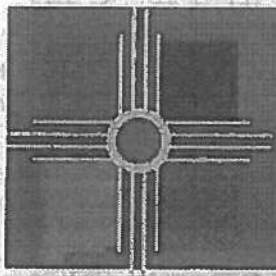
~~(505) 690-3078~~

Joseph Moriarty @ state.nm.us

Dania Watts @ state.nm.us



New Mexico DEPARTMENT OF
TRANSPORTATION



NEW MEXICO DEPARTMENT OF
TRANSPORTATION

NEW MEXICO DEPARTMENT OF TRANSPORTATION FUNCTIONAL CLASSIFICATION SYSTEM GUIDE

MARCH 2021

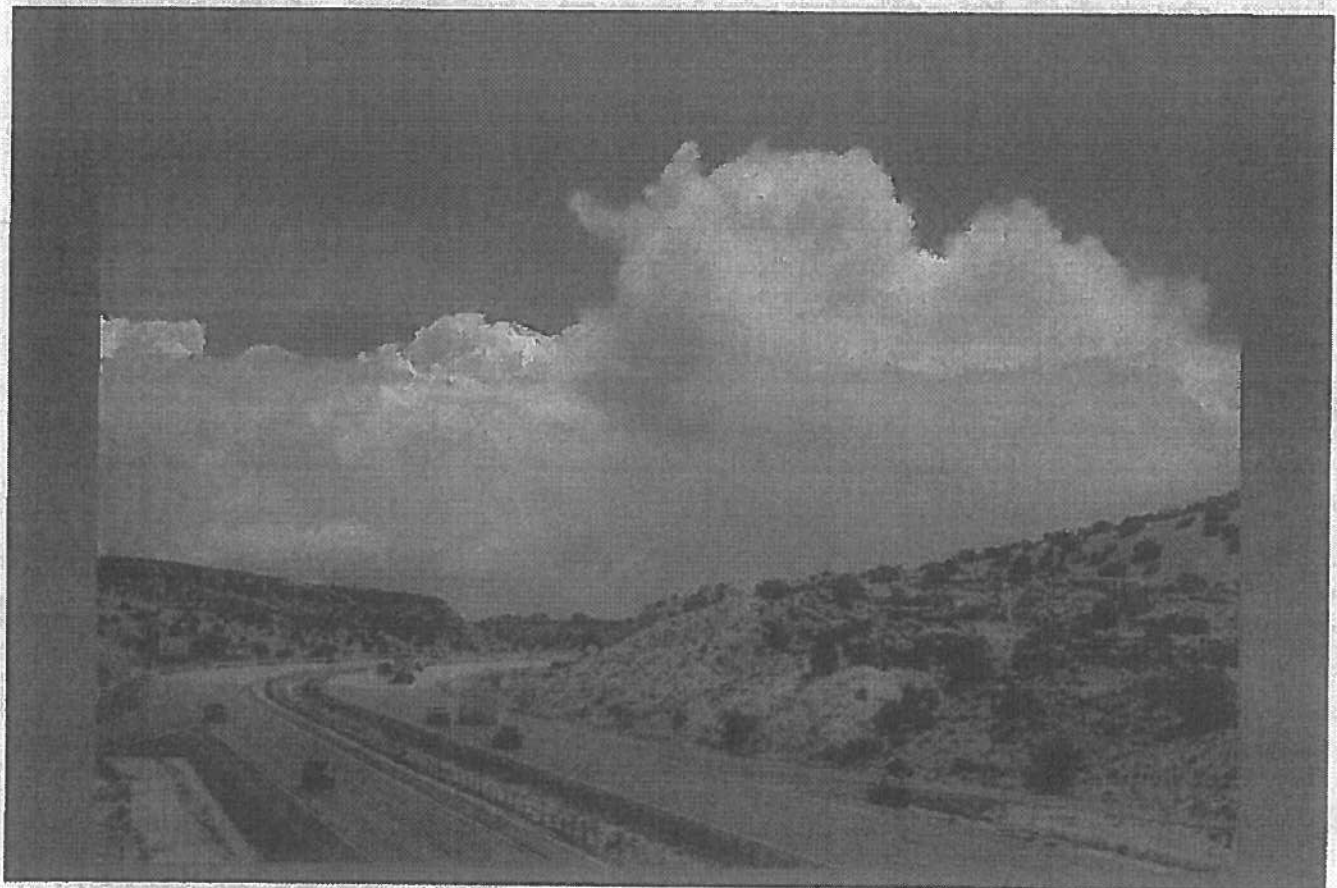


Table of Contents

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

1. INTRODUCTION

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

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

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

2. WHAT are the Functional Classifications?

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

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

Table 1: Assigned Codes of the Functional Classification System

2.1 WHAT are the Different Classes?

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

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

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

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

2.1.1 Arterials

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

2.1.1.1 Interstates

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

2.1.1.2 Other Freeways & Expressways

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

2.1.1.3 Other Principal Arterial

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

2.1.1.4 Minor Arterial

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

2.1.2 Collectors

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

2.1.3 Local Roads

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

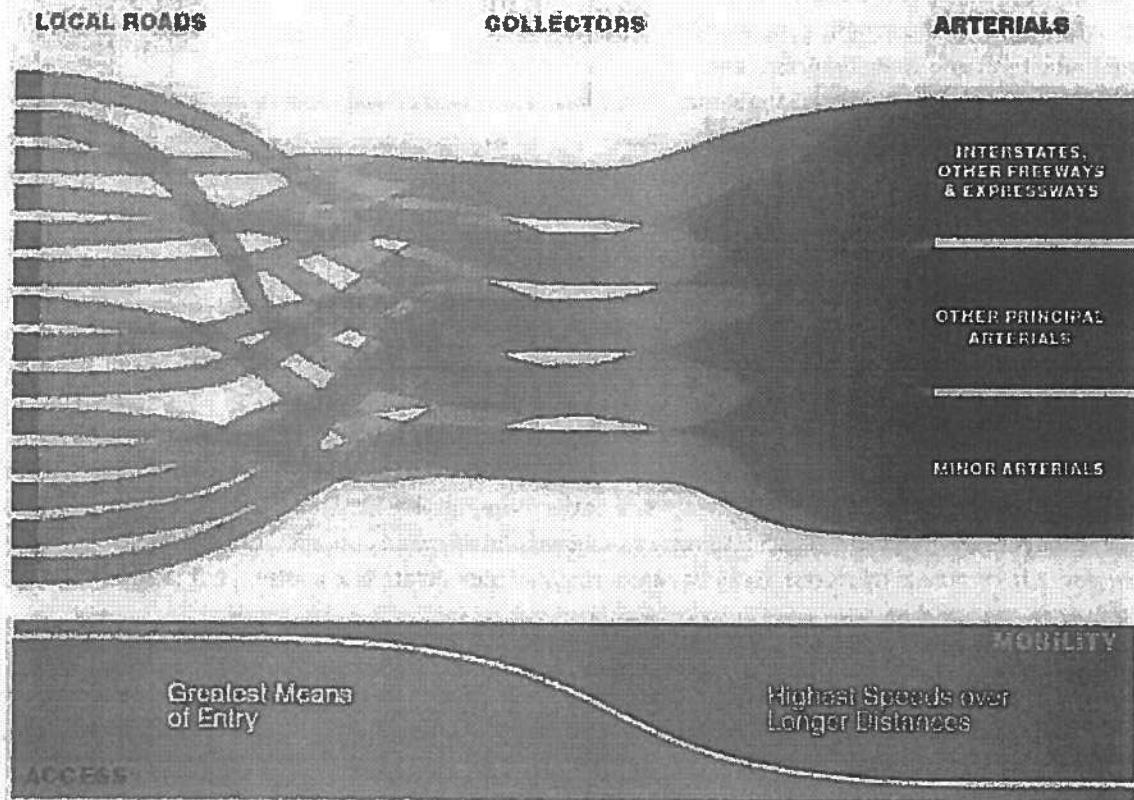


Figure 1: Diagram of the functional classes and their relationship to access and mobility, Source: FHWA

2.2 WHAT Other Considerations Exist?

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

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

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

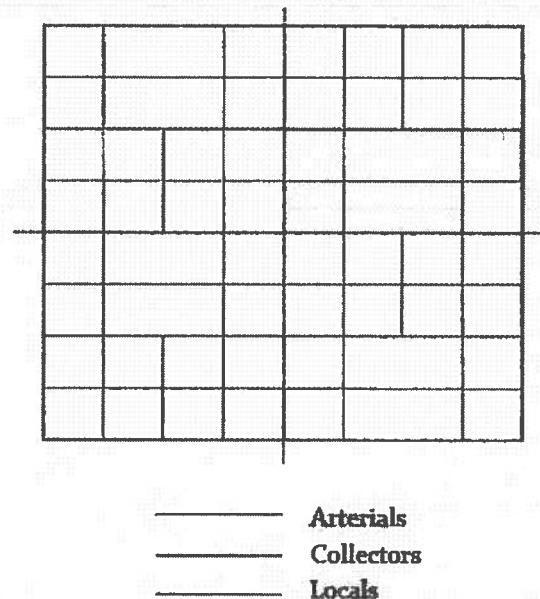


Figure 2: Visual of desired continuity and connectivity,
Source: CDM Smith

3 WHY is it Important?

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

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

4 WHERE are the Lines Drawn?

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

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

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

5 WHEN does it Change?

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

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

6 WHO is Involved?

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

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

7 HOW to Propose Changes?

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

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

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

Appendix A: References & Additional Resources

References:

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

HPMS Field Manual (December 2016)

NMDOT Design Manual (March 2020)

NMDOT Planning Procedures Manual (May 2020)

Additional Resources:

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

FHWA Flexibility in Highway Design Manual

NMDOT Roadway Functional Class web map viewer

Appendix B – VMT and Mileage Guidelines by Functional Classification

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

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

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

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

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

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

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



NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS
GRAND, NEW MEXICO

a program of
NORTHWEST NEW MEXICO COUNCIL OF GOVERNMENTS

Northwest Regional Transportation Planning Organization (NWRTPO)

Agenda Item #VIII: Reports, Updates & Announcements

Subject: Discussion / Presentation Items

Prepared by: Robert Kuipers, NWRTPO

Date: 4/6/22

BACKGROUND

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

Informational Items

Regional News & Updates

- Regional Work Program Status Reports
- County Bridge Funding opportunities – County Bridge lists
- RTPO Monthly Report
- Member Reports

Member Special Reports:

- None this meeting

NMDOT Reports:

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

News, Training & Funding Opportunities:

- FHWA Planning, Environment & Realty Reports: none for the past month
- NMDOT Govt. to Govt. Update: 2/24/22, 3/14/22
- AASHTO Publications: none
- NMDOT / UNM-LTAP: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – **Online courses notice** forwarded to members as LTAP emails come in.
- Title VI Training is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance.
- Local Govt. Road Fund Guidance: 1/10/22 – initial proposals due 3/15/22; additional documents run thru October, 2022.
- National Transportation in Indian Country Conference: Aug. 22-26, 2022 – Louisville, Kentucky 2/11/22
- UNM LTAP Training Opportunities: 2/23/22, 3/7/22
- Bipartisan Infrastructure Law Funding: INFRA, RAISE grants and Bridge Formula Funding 3/10/22
- More Grant & Training Opportunities: NM 2022 Outdoor Rec. Trails Grant, 2022 American Trails Funding, RAISE Grant, UNM LTAP Training opportunities – 3/15, 3/17, 4/11
- Infrastructure & Jobs Act Funding: 3/24/22

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



NWRTPO | Northwest Regional Transportation Planning Organization

Monthly Report – March, 2022

- A. 2022 NWRTPO RTIPR Update:** This year (FFY2021 – 2022) the NWRTPO is executing a full Call for Projects which will extend from April, 2021 thru March 2022, so members are invited to submit new project applications according to our Call For Projects schedule and guidance. At this point, RTPO members have submitted 53 project PFF's and PPF's for our 2021 – 2022 RTIPR update, 49 of which were presented and reviewed by DOT District 6 staff on June 29-30; 4 projects for Northern Navajo were reviewed by DOT District 5. Roadway projects were prioritized in our new RTIPR at our January 12 meeting for 7 of our member governments who have submitted qualified projects – per functional classification. RTIPR was approved, finalized and authorized at our February 9, 2022 meeting; DOT District 6 Zipper will take place at our March 9 meeting. During the course of Feb. – March, 2022 a new 2023 Transportation Project Fund from the State of New Mexico was announced, so staff have asked members to submit PFF's to include these projects proposed for next year, in this year's RTIPR to make them more competitive for funding in our current RTIPR prior to our March 9 DOT Dist. 6 RTIP (Zipper) meeting.
- B. NMDOT Transportation Project Fund:** The State of New Mexico initiated a new LGTPF fund to support transportation needs across New Mexico, complimenting the ongoing Local Govt. Road Fund in 2019. This fund provided \$50 million statewide in FFY2019 and a total of 22 projects were submitted from the NWRTPO, (along with 2 from the SWRTPO and 4 from the MRRTPPO) – totaling 28 projects for the DOT Dist. 6 region. Eleven member governments of the NWRTPO and Farmington MPO were funded for 14 projects for just over \$12 million. In FFY2021 NMDOT had \$120 million available and has been officially renamed to the Transportation Project Fund (TPF) and now officially includes Tribal communities. NMDOT Districts 5 & 6 reviewed and approved 13 projects from 10 of our member governments at a total of just under \$20 million to move forward. When including the Farmington MPO, the total award is at \$22,415,160.00 for our region. A new 2023 TPF call for projects has just been issued with a deadline of May 31, 2022 for project submissions, staff have cited seven (7) projects proposed from our member governments, in our 2022 RTIPR.
- C. GIS Data Gathering, Trails Development, Mapping and Compiling Work:** COG staff Carrie House continues to provide technical assistance and GIS mapping for development of 200 new miles of recreational trails in the Zuni Mountains in McKinley and Cibola Counties during FFY18 – FFY21; and continues contributing GIS mapping for regional transportation infrastructure. The NWCOG was the only New Mexico recipient of a NADO Impact Award for the ongoing development of 200 miles of recreational trails in the Zuni Mountains of McKinley and Cibola Counties. The Navajo Nation will soon be developing 80 miles of recreational trails in the Chuska Mountain range, complimenting the rec. trails being developed in the Zuni Mtns. The Pueblo of Laguna is developing bike and pedestrian trails connecting all six of their Pueblo Villages.
- D. Trail of the Ancients Scenic Byway is Nationally Designated:** President Trump signed the “Reviving America’s Scenic Byways Act of 2019” into law re-establishing the Scenic Byway Program but presently without funding. Nonetheless this provided the NWRTPO the opportunity to undertake a demanding process to pursue national designation for parts of our New Mexico TOA byway portion. RTPO and COG staff submitted the 2020 application for national designation for portions of our New Mexico Trail of the Ancients Scenic Byway. The entire TOA byway corridor is shared by Counties in the 4-Corners region of Utah, Arizona, New Mexico and Colorado; the Utah and Colorado corridors are already nationally designated. We received news that major portions of our New Mexico corridor are now designated as a National Byway corridor! We can now support and work on the Arizona portion of the four state byway, which is primarily on Navajo Nation lands. Historically across the nation - regions who achieved national scenic byway status have enjoyed a major and positive impact on tourism and resulting economic growth. With the return of the federal Scenic Byway Program after a multi-year period when the program went away, we are reconstructing the TOA Byway Council for New Mexico, and undertaking the challenging responsibility shared by participating counties to monitor and improve the national corridor, along with stronger participation in funding the byway, in collaboration with NMDOT staff.
- E. Bipartisan Infrastructure Investment & Jobs Act:** The Federal Govt. and USDOT is providing funding for transportation development in billions of dollars – far beyond anything we’ve seen before, in some cases with short application timeframes. Members are encouraged to become familiar with these opportunities and take advantage of them. COG staff have created County Bridge lists for funding consideration, as many of our bridges are old and in need of replacement; bridges are expensive, so now is the time to take advantage of this funding to repair or replace!
- F. Geo-tourism Website:** RTPO Staff are once again commencing to upgrade our Geo-tourism website which is another four corners states initiative, along with our N.M. Geo-tourism Stewardship Council.
- G. News, Training and Funding Opportunities:** The following training and funding opportunities have recently emerged:
- FHWA Planning, Environment & Realty Reports: none for the past month
 - NMDOT Govt. to Govt. Update: 2/24/22, 3/14/22
 - AASHTO Publications: none
 - NMDOT / UNM-LTAP: Provides a very robust collection of training opportunities – staff forward news to members as it comes out from this source – reference at ltap.unm.edu – Online courses notice forwarded to members as LTAP emails come in.
 - Title VI Training is available to MPO's and RTPO's from Lisa Neie – Civil Rights Manager for FHWA New Mexico. These trainings can be customized to address member concerns and issues for their regions, if provided to her in advance.
 - Local Govt. Road Fund Guidance: 1/10/22 – initial proposals due 3/15/22; additional documents run thru October, 2022.
 - National Transportation in Indian Country Conference: Aug. 22-26, 2022 – Louisville, Kentucky 2/11/22
 - UNM LTAP Training Opportunities: 2/23/22, 3/7/22
 - Bipartisan Infrastructure Law Funding: INFRA, RAISE grants and Bridge Formula Funding 3/10/22
 - More Grant & Training Opportunities: NM 2022 Outdoor Rec. Trails Grant, 2022 American Trails Funding, RAISE Grant, UNM LTAP Training opportunities – 3/15, 3/17, 4/11
 - Infrastructure & Jobs Act Funding: 3/24/22

| March Monthly Report | | | | | | | | | | | |
|----------------------|----------------|--------|---------|---------|--------|--------|------|------|--------------------|---------|---|
| Function | Budgeted Hours | Q1 | Jan. 22 | Feb. 22 | Mar-22 | Q2 | Q3 | Q4 | Total Actual hours | Balance | Percentage budgeted differs from actuals* |
| 1 | 200 | 26.50 | 20.00 | 32.50 | 25.00 | 77.50 | 0.00 | 0.00 | 104.00 | 96.00 | -48.00% |
| 2 | 200 | 5.00 | 2.50 | 14.00 | 15.00 | 31.50 | 0.00 | 0.00 | 36.50 | 163.50 | -81.75% |
| 3 | 450 | 159.00 | 7.50 | 65.50 | 57.50 | 130.50 | 0.00 | 0.00 | 289.50 | 160.50 | -35.67% |
| 4 | 350 | 12.50 | 25.50 | 21.50 | 34.00 | 81.00 | 0.00 | 0.00 | 93.50 | 256.50 | -73.29% |
| 5 | 450 | 119.50 | 49.50 | 43.50 | 50.00 | 143.00 | 0.00 | 0.00 | 262.50 | 187.50 | -41.67% |
| 6 | 450 | 115.00 | 46.00 | 24.00 | 10.50 | 80.50 | 0.00 | 0.00 | 195.50 | 254.50 | -56.56% |
| TOTAL | 2100 | 437.50 | 151.00 | 201.00 | 192.00 | 544.00 | 0.00 | 0.00 | 981.50 | 1118.50 | -53.26% |

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

Quarterly Expenditure Summary February 2022

| NWRTPO FFY2022 Q1 Budget Detail* | Q1 Request | Jan-22 | Feb-22 | Mar-22 | Q2 Request | Q3 Request | Q4 Request | Total Budgeted Amount | Requests YTD (incl. current request) | Balance |
|----------------------------------|---------------------|--------------------|--------------------|-------------|---------------------|-------------|-------------|-----------------------|---|---------------------|
| a. Personnel | \$ 16,325.56 | \$ 4,915.54 | \$ 5,315.48 | \$ - | \$ 10,231.02 | \$ - | \$ - | \$54,070.00 | \$ 26,556.58 | \$ 27,513.42 |
| b. Fringe Benefits | \$ 3,837.70 | \$ 1,203.58 | \$ 1,219.93 | \$ - | \$ 2,423.51 | \$ - | \$ - | \$13,588.00 | \$ 6,261.21 | \$ 7,326.79 |
| c. Travel & Training | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,023.00 | \$ - | \$ 5,023.00 |
| d. Equipment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| e. Supplies | \$ 365.79 | \$ 174.36 | \$ - | \$ - | \$ 174.36 | \$ - | \$ - | \$ 4,591.00 | \$ 540.15 | \$ 4,050.85 |
| f. Contractual | \$ 3,250.14 | \$ 728.16 | \$ 1,310.69 | \$ - | \$ 2,038.85 | \$ - | \$ - | \$ 14,878.00 | \$ 5,288.99 | \$ 9,589.01 |
| g. Construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| h. Other | \$ 2,409.94 | \$ 752.49 | \$ 738.27 | \$ - | \$ 1,490.76 | \$ - | \$ - | \$ 14,100.00 | \$ 3,900.70 | \$ 10,199.30 |
| TOTAL | \$ 26,189.13 | \$ 7,774.13 | \$ 8,584.37 | \$ - | \$ 16,358.50 | \$ - | \$ - | \$ 106,250.00 | \$ 42,547.63 | \$ 63,702.37 |
| Local Match (20%) | \$ 5,237.83 | \$ 1,554.83 | \$ 1,716.87 | \$ - | \$ 3,271.70 | \$ - | \$ - | \$ 21,250.00 | \$ 8,509.53 | \$ 12,740.47 |
| Federal Share (80%) | \$ 20,951.30 | \$ 6,219.30 | \$ 6,867.50 | \$ - | \$ 13,086.80 | \$ - | \$ - | \$ 85,000.00 | \$ 34,038.10 | \$ 50,961.90 |

| Control Number: | Invoice # | TOTAL | Local Match (20%) | Federal Share (80%) |
|---------------------------------|-----------|---------------------|----------------------|------------------------|
| Work Authorization (09/30/2020) | | \$ 106,250.00 | \$ 21,250.00 | \$ 85,000.00 |
| Quarter | | | | |
| Q1 ending 12/31 | | \$ 26,189.13 | \$ 5,237.83 | \$ 20,951.30 |
| Q2 ending 3/31 | | \$ 16,358.50 | \$ 3,271.70 | \$ 13,086.80 |
| Q3 ending 6/30 | | \$ - | \$ - | \$ - |
| Q4 ending 9/30 | | \$ - | \$ - | \$ - |
| BALANCE | | \$ 63,702.37 | \$ 12,740.47 | \$ 50,961.90 |

*line items in excess of \$500 require a detailed explanation. Single purchases over \$500 require invoices and proof of payment

Quarterly Expenditure Summary March 2022

| NWRTPO FFY2022 Q1 Budget Detail* | Q1 Request | Jan-22 | Feb-22 | Mar-22 | Q2 Request | Q3 Request | Q4 Request | Total Budgeted Amount | Requests YTD (Incl. current request) | Balance |
|----------------------------------|---------------------|--------------------|--------------------|---------------------|---------------------|-------------|-------------|-----------------------|---|---------------------|
| a. Personnel | \$ 16,325.56 | \$ 4,915.54 | \$ 5,315.48 | \$ 7,854.42 | \$ 18,085.44 | \$ - | \$ - | \$54,070.00 | \$ 34,411.00 | \$ 19,659.00 |
| b. Fringe Benefits | \$ 3,837.70 | \$ 1,203.58 | \$ 1,219.93 | \$1,723.96 | \$ 4,147.47 | \$ - | \$ - | \$13,588.00 | \$ 7,985.17 | \$ 5,602.83 |
| c. Travel & Training | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ 5,023.00 | \$ - | \$ 5,023.00 |
| d. Equipment | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| e. Supplies | \$ 365.79 | \$ 174.36 | \$ - | \$ - | \$ 174.36 | \$ - | \$ - | \$ 4,591.00 | \$ 540.15 | \$ 4,050.85 |
| f. Contractual | \$ 3,250.14 | \$ 728.16 | \$ 1,310.69 | \$ 728.16 | \$ 2,767.01 | \$ - | \$ - | \$ 14,878.00 | \$ 6,017.15 | \$ 8,860.85 |
| g. Construction | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 69001: Property Improvements | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| h. Other | \$ 2,409.94 | \$ 752.49 | \$ 738.27 | \$ 739.15 | \$ 2,229.91 | \$ - | \$ - | \$ 14,100.00 | \$ 4,639.85 | \$ 9,460.15 |
| TOTAL | \$ 26,189.13 | \$ 7,774.13 | \$ 8,584.37 | \$ 11,045.69 | \$ 27,404.19 | \$ - | \$ - | \$ 106,250.00 | \$ 53,593.32 | \$ 52,656.68 |
| Local Match (20%) | \$ 5,237.83 | \$ 1,554.83 | \$ 1,716.87 | \$ 2,209.14 | \$ 5,480.84 | \$ - | \$ - | \$ 21,250.00 | \$ 10,718.66 | \$ 10,531.34 |
| Federal Share (80%) | \$ 20,951.30 | \$ 6,219.30 | \$ 6,867.50 | \$ 8,836.55 | \$ 21,923.35 | \$ - | \$ - | \$ 85,000.00 | \$ 42,874.66 | \$ 42,125.34 |

| Control Number: | Invoice # | TOTAL | Local Match (20%) | Federal Share (80%) |
|---------------------------------|-----------|---------------------|----------------------|------------------------|
| Work Authorization (09/30/2020) | | \$ 106,250.00 | \$ 21,250.00 | \$ 85,000.00 |
| Quarter | | | | |
| Q1 ending 12/31 | | \$ 26,189.13 | \$ 5,237.83 | \$ 20,951.30 |
| Q2 ending 3/31 | | \$ 27,404.19 | \$ 5,480.84 | \$ 21,923.35 |
| Q3 ending 6/30 | | \$ - | \$ - | \$ - |
| Q4 ending 9/30 | | \$ - | \$ - | \$ - |
| BALANCE | | \$ 52,656.68 | \$ 10,531.34 | \$ 42,125.34 |

*line items in excess of \$500 require a detailed explanation. Single purchases over \$500 require invoices and proof of payment