



Mid-Region Metropolitan Planning Organization
of the Mid-Region Council of Governments

METROPOLITAN TRANSPORTATION BOARD

Friday, May 21, 2021

10:00 a.m.-11:00 a.m.

809 Copper Avenue N.W., Albuquerque, NM 87102

Instructions for joining the meeting via Zoom are at the bottom of this page.

Jack Torres, Chair

Cynthia Borrego, Vice Chair

AGENDA

Call to Order

A roll-call of those in attendance will be done. The presence of a quorum will be noted.

Approval of Agenda for May 21, 2021

Tab 1

Approval of Action Summary of April 16, 2021

PUBLIC COMMENTS AND REPORTS

Public Comments.

Anyone wishing to address the MTB must join via Zoom.

Reports

ACTION ITEMS

Tab 2

R-21-03 MTB

Amending the FY 2020-2025 Transportation Improvement Program (TIP) (Out of cycle TIP amendment)

DISCUSSION AND INFORMATION ITEMS

Tab 3

NMDOT Transportation Project Fund Call for Projects

Tab 4

Community Engagement Committee Update

Adjournment (A motion to adjourn is not necessary.)

**Next Meeting: Friday, June 18, 2021, 10:00 a.m. - 11:00 a.m.
MRCOG Board Room or Via Zoom**

Anyone requiring special accommodations is requested to notify the MRCOG at (505) 247-1750 or email bthomas@mrcog-nm.gov 72 hours prior to the meeting.

Zoom link below....

Mrcog Zoom8 is inviting you to a scheduled Zoom meeting.

Topic: MRMPO May 21st MTB Meeting

Time: May 21, 2021 10:00 AM Mountain Time (US and Canada)

Join Zoom Meeting

<https://zoom.us/j/95367799084?pwd=TjR0YzBtNlE5a29oRmtpQT09>

Meeting ID: 953 6779 9084

Passcode: 708559

One tap mobile

+16699006833,,95367799084#,,,,*708559# US (San Jose)

+12532158782,,95367799084#,,,,*708559# US (Tacoma)

Dial by your location

+1 669 900 6833 US (San Jose)

+1 253 215 8782 US (Tacoma)

+1 346 248 7799 US (Houston)

+1 929 436 2866 US (New York)

+1 301 715 8592 US (Washington DC)

+1 312 626 6799 US (Chicago)

Meeting ID: 953 6779 9084

Passcode: 708559

Find your local number: <https://zoom.us/u/abAqJR2ovx>

Join by Skype for Business

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Mid-Region Council of Governments
Metropolitan Transportation Board
Action Summary
 Friday, April 16, 2021 (A virtual meeting)

Jack Torres, Chair

Cynthia Borrego, Vice Chair

ORGANIZATION		MEMBER		ALTERNATE
Village of Los Ranchos de Albuq	X	Donald Lopez, Mayor		Ann Simon
Bernalillo County	X	Walt Benson, Commissioner		Brian Lopez
Bernalillo County	X	Debbie O'Malley, Commissioner		Rodrigo Eichwald
Bernalillo County	X	Steven M Quezada, Commissioner		Richard Meadows
City of Albuquerque	X	Isaac Benton, Councilor		Tom Menicucci
	X	Diane Gibson, Councilor		Abigail Stiles
	X	Cynthia Borrego, Councilor, Vice-Chair		Susan Vigil
	X	Klarissa Peña, Councilor		
	X	Lan Sena, Councilor		Tom Menicucci
		Lawrence Rael, COO	X	Patrick Montoya
AMAFCA	X	Ron Brown, Board Member		
Albuquerque Public Schools	X	Candy Patterson		Dave Peercy
Town of Bernalillo		Jack Torres, Mayor, Chair		Troy Martinez
Village of Bosque Farms		Russell Walkup, Mayor		Vacant
Village of Corrales	X	Kevin Lucero		JoAnne Roake
Village of Los Lunas		Michael Jaramillo		Erin Callahan
MRGCD		Barbara Baca		Karen Dunning
New Mexico DOT	X	David Quintana		
New Mexico DOT	X	Justin Gibson		Jill Mosher
City of Belen		Jerah Cordova		Steven Tomita
City of Rio Rancho		Robert Tyler, Councilor		Peter Wells
		Greggory Hull, Mayor		Peter Wells
City of Rio Communities	X	Jim Winters		
Rio Rancho Public Schools		Vacant		Sal Maniaci
Cochii Pueblo		Vacant		Other councilmen
Isleta Pueblo		Kathy Trujillo		
Laguna Pueblo		Vacant	X	Sharon Hausam
Sandia Pueblo		Jon Paul Romero		
Sandoval County	X	David Heil, Commissioner		Mark Hatzenbuhler
Valencia County	X	Nancy Gonzales		Lina Benavidez, Danny Monette
SSCAFCA		Jim Fahey		Dave Gatterman
RMRTD		Terry Doyle, Director	X	Grant Brodehl
Village of Tijeras		Jake Bruton		Vacant
NON-VOTING ADVISORY MEMBERS				
MEMBER		ORGANIZATION		ALTERNATE
Albuq/Bern Cty Air Qual Control Board		Vacant		Vacant
City of Albuquerque Aviation				Jim Hinde
Federal Highway Administration		J. Don Martinez Rodolfo Monge Oviedo		
Federal Transit Administration		Robert Patrick		
Kirtland Air Force Base		Vacant		Susan Leitner
NM State Transportation Commission		Vacant		Vacant
NM Public Schools Facility Authority		Vacant		
NM Construction Industry Division		Vacant		
		NON-VOTING ASSOCIATE MEMBERS		
Santa Ana Pueblo		Nathan Tsosie		
Bernalillo Public Schools		Vacant		Vacant
Santo Domingo Pueblo		Kathy Ashley		

AGENDA

Call to Order

The virtual meeting of the MTB was called to order at 10:02 a.m. by Vice Chair Cynthia Borrego, City of Albuquerque. Roll call was taken and the persons noted above were present.

The presence of a quorum was noted.

Approval of Agenda for April 16, 2021

Action Taken:

Debbie O'Malley, Bernalillo County, made a motion to:

APPROVE THE AGENDA FOR APRIL 16, 2021

The motion was seconded by Ron Brown, Albuquerque Metropolitan Arroyo Flood Control Authority (AMAFCA), and passed unanimously on a roll call vote of 20 in favor and none opposed. See attendance above.

Approval of Action Summary of March 19, 2021

Action Taken:

Mr. Brown made a motion to:

APPROVE THE ACTION SUMMARY OF MARCH 19, 2021

The motion was seconded by Candelaria Patterson, Albuquerque Public Schools, and passed on a roll call vote of 20 in favor and none opposed. See attendance above.

PUBLIC COMMENT AND REPORTS

Public Comments

There was no one signed up for public comment.

Reports

◆Staff

Steven Montiel, MPO Transportation Program Coordinator, reported that the MRCOG experienced a malicious hack of our files in December. Mr. Montiel thanked all staff, including our IT staff, for working to recover data.

Mr. Montiel said that the MPO had the Annual Quality Assurance Review with the New Mexico Department of Transportation and that it went extremely well. He noted that the MPO is bound to very strict standards.

Kendra Montanari, MPO Transportation Program Manager, reported on some of the highlights of the Metropolitan Planning Organization's work including: staff training with Good

Bones Consulting which focuses on project management and teamwork; working with a data visualization website which deals with travel demand and active transportation and continued work on the traffic monitoring program and technical assistance for our member communities.

ACTION ITEMS

There were no Action Items on this agenda.

DISCUSSION AND INFORMATION ITEMS

Tab 2

Highway Infrastructure Programs – Coronavirus Response and Relief Supplemental Appropriations Act, 2021

Dewey Cave, MRCOG Executive Director, said that it is his wish to resolve any issues from the March MTB meeting. He clarified that no policies were violated and made it clear that there are unfunded needs in the Metropolitan Planning Area. The proposal that will be presented today represents what we, as a region, need to do. Mr. Cave thanked the TPTG and the TCC representatives for their cooperation with the MPO staff and also for the proposal that will be presented at today's meeting.

Klarissa Peña thanked Mr. Cave and the City of Albuquerque staff for the clarification.

Mr. Montiel presented information explaining how Covid 19 supplemental funds can be used. He noted that at last month's MTB meeting he said he would review the TIP amendment and present a solution for discussion today.

Mr. Montiel said that the recommendation before the Board has the recommendation for approval of the MPO staff, the TCC and the TPTG.

The funding available and under discussion is only for large urban areas and comes from two different sources: reserve monies as there was extreme uncertainty about the Covid situation and Covid Relief funds which are separate from TIP amendment monies.

The staff looked at the project selection criteria and federal guidelines. There is monthly review of projects in the TIP that might delay a project. All were reviewed for an out of cycle amendment and all projects before the Board today are existing projects and they each have additional needs. As well, Mr. Montiel said, the projects are looked for readiness i.e. shovel ready.

Mr. Montiel reviewed each project and stood for questions. There were no questions asked. He noted that if the proposed solution before the Board today goes forward, the TCC will add PPP scores to the list.

David Quintana, NMDOT, said that a new "call for projects" is forthcoming and letters are being sent out. Ranking is required for local transportation funds.

Ms. O'Malley thanked Bernalillo County staff for working on the mutual agreement. Ms. Borrego thanked all for their work.

Adjournment

The April 16, 2021 meeting of the Metropolitan Transportation Board was adjourned at 10:42 p.m.

Jack Torres, Chair
Metropolitan Transportation Board

ATTEST:

Dewey V. Cave, Executive Director



Metropolitan Transportation Board

Action Item

Friday, May 21, 2021

R-21-03 MTB Amending the FFY 2020-2025 Transportation Improvement Program (TIP)

Background

The requests for amendments to the current Transportation Improvement Program (TIP), for the AMPA come from various entities. These amendments to the TIP have been requested as part of the quarterly amendment cycle. The following amendment programs the MTB recommended funding scenario for unprogrammed STP-Large Urban funds and COVID Supplemental Relief Funds.

MPO Staff Recommendation

All proposals meet the qualifications for a TIP Amendment and are consistent with Connections 2040 Metropolitan Transportation Plan (2040 MTP).

Public Comment

The amendment has been posted for the MPO's 15-day public review period. Any comments received will be presented at the meeting.

TPTG Recommendation

This amendment was reviewed at the last meeting of the Transportation Program Technical Group (TPTG) and the amendment is recommended for approval.

TCC Recommendation

This amendment was reviewed at the last meeting of the Transportation Coordinating Committee (TCC) and the amendment is recommended for approval.

Attachment(s)

R-21-03 MTB Resolution

1 RESOLUTION

2 of the

3 METROPOLITAN TRANSPORTATION BOARD

4 of the

5 MID-REGION METROPOLITAN PLANNING ORGANIZATION

6 Division of the

7 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

8 (R-21-03 MTB)

9 **AMENDING THE FFY 2020-2025 TIP**
10 **TO ACCOMMODATE VARIOUS CHANGES**
11

12 **WHEREAS**, the FFY 2020-2025 Transportation Improvement Program (TIP) is
13 the TIP for the Albuquerque Metropolitan Planning Area (AMPA) and has been
14 reviewed for conformity in conjunction with the *Futures 2040, Metropolitan*
15 *Transportation Plan* and became effective October 1, 2019; and

16 **WHEREAS**, the TIP must contain all federally-funded transportation projects in
17 the metropolitan transportation planning area prior to the distribution of funds to those
18 projects; and

19 **WHEREAS**, the TIP must contain all regionally significant projects in the
20 metropolitan transportation planning area regardless of the source of funding; and

21 **WHEREAS**, the TIP may be revised in accordance with 23 CFR part 450.328.

22 **NOW THEREFORE BE IT RESOLVED** by the Metropolitan Transportation Board
23 of the Mid-Region Metropolitan Planning Organization, a division of the Mid-Region
24 Council of Governments of New Mexico, that the FFY 2020-2025 TIP for the
25 Albuquerque Metropolitan Planning Area is revised to reflect the changes as set out in

26 ATTACHMENT A.

27 **AND BE IT FURTHER RESOLVED**, the Metropolitan Transportation Board, in
28 accordance with 23 CFR 450.336, certifies that the transportation planning process is
29 being conducted in accordance with all applicable requirements of:

- 30 a) fiscal constraint required in 23 CFR 450;
- 31 b) 23 U.S.C. 134 and 135, 49 U.S.C. Section 5303 through 5306 and 5323(1)
32 and 23 U.S.C. 450.220;
- 33 c) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C.
34 7504, 7506(c) and (d) and 40 CFR part 93;
- 35 d) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and
36 49 CFR part 21 and the Title VI assurance executed by each State under 23
37 U.S.C. 324 and 29 U.S.C. 794;
- 38 e) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed,
39 national origin, sex, or age in employment or business opportunity;
- 40 f) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L.
41 105-178) regarding the involvement of Disadvantaged Business Enterprises
42 in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96
43 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- 44 g) 23 CFR part 230, regarding the implementation of an equal employment
45 opportunity program on Federal and Federal-aid highway construction
46 contracts;
- 47 h) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-
48 336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- 49 i) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting

- 50 discrimination on the basis of age in programs or activities receiving Federal
51 financial assistance;
- 52 j) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based
53 on gender; and
- 54 k) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR
55 part 27 regarding discrimination against individuals with disabilities;
- 56 l) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing
57 certain activities;
- 58 m) 23 CFR 490, Final Rule on the Highway Safety Improvement Program;
- 59 n) 23 CFR 490 Subpart C, National Performance Management Measures for
60 Assessing Pavement Condition;
- 61 o) 23 CFR 490 Subpart D, National Performance Management Measures for
62 Assessing Bridge Condition;
- 63 p) 23 CFR 490, Final Rule on System Performance, Freight, and Congestion
64 Mitigation Air Quality (CMAQ);
- 65 q) 49 CFR 625, Transit Asset Management; and
- 66 r) 23 CFR 450.326(d), Linking the TIP to the MTP and Performance Targets.

67 **PASSED, APPROVED, AND ADOPTED** this 21st day of May 2021 by the
68 Metropolitan Transportation Board of the Mid-Region Metropolitan Planning
69 Organization, a division of the Mid-Region Council of Governments of New Mexico.

70
71
72 ATTEST: _____
Jack Torres, Chairperson
Metropolitan Transportation Board

73
74
75 _____
76 Dewey V. Cave
77 Executive Director, Mid-Region Council of Governments
Executive Director, Mid-Region Metropolitan Planning Organization

Control Number	Existing Project Title	Existing Terminus From	Existing Terminus To	Proposed Project Title	Proposed Terminus From	Proposed Terminus To	Existing Project Description	Proposed Project Description	Lead Agency	Project Type	Ph Env Doc	Ph PE	Ph Design	Ph ROW	Ph Constr	Ph Other	Total Est. Proj Cost	FFY	Funding Category	Existing Fed Amt	Proposed Fed Amt	Existing State Amt	Proposed State Amt	Existing Local Amt	Proposed Local Amt	Existing Total Amt for Fund Source	Proposed Total Changes for Fund Source	Resulting Total Amt for Fund Source	WorkType	Notes
A300942	NM 500 Rio Bravo Blvd & 2nd St Intersection Improvements	NM 500 at 2nd St (MP 3.16)					Plan, environmental, design, right-of-way, and construct intersection improvements with pedestrian and bicycle facilities. NOTE: local match will		County of Bernalillo	Hwy & Brg Pres	Y	Y	Y	Y	Y	Y	\$5,840,824	2022	STP-U	\$2,000,000	\$0	\$0	\$0	\$340,824	\$0	\$2,340,824	\$0	\$2,340,824	01	Adding FFY 2023 Covid Funds
A300942																		2023	COVID Supplemental Funds	\$0	\$3,500,000	\$0	\$0	\$0	\$0	\$0	\$3,500,000	\$3,500,000	\$3,500,000	
A301891	I-25 / Gibson Blvd. Interchange Reconstruction						Reconstruct interchange with bridge replacement and auxiliary lanes. CONSTRUCTION		NMDOT CRDC	Capacity Proj	Y	Y	Y	Y	Y	Y	\$33,351,625	2024	NHPP	\$21,236,561	\$0	\$3,618,964	\$0	\$0	\$0	\$24,855,525	\$0	\$24,855,525	03	Adding STP-U funds in FFY 2024 & FFY 2025
A301891																		2024	STP-U	\$0	\$610,932	\$0	\$104,110	\$0	\$0	\$715,042	\$715,042	03		
A301891																		2025	STP-U	\$4,272,000	\$602,727	\$728,000	\$102,712	\$0	\$0	\$5,000,000	\$705,439	\$5,705,439	03	
A300759	ITS-Albuquerque Traffic Management Systems-Louisiana Boulevard	Central	Menaul				Implementation of ITS fiber upgrades, signal timing, signal improvements including but not limited to ASTPM and other elements related to fiber and ITS		City of Albuquerque-DMD	ITS-TSM	Y	Y	Y	Y	Y	Y	\$1,770,412	2021	COVID Supplemental Funds	\$0	\$600,000	\$0	\$0	\$0	\$0	\$600,000	\$600,000	24	Adding FFY 2021 Covid funds	
A300759																		2021	STP-U	\$1,000,000	\$0	\$0	\$0	\$170,412	\$0	\$1,170,412	\$0	\$1,170,412		24
A302151	4th St Revitalization Phase 2	Pueblo Solano RD	Village limits north of Ortega RD				Plan and design lane reconfiguration on 4th Street from Pueblo Solano to northern Village boundary to accommodate pedestrian, bicycle, and on street parking improvements		Village of Los Ranchos de Albuquerque	Bike/Ped	Y	Y	Y	Y	Y	Y	\$1,508,091	2020	Local Match for State \$	\$0	\$0	\$0	\$0	\$25,404	\$0	\$25,404	\$0	\$25,404	15	Adding FFY 2024 Covid funds
A302151																		2020	State Funds	\$0	\$0	\$482,687	\$0	\$0	\$0	\$482,687	\$0	\$482,687	15	
A302151																		2024	COVID Supplemental Funds	\$0	\$1,000,000	\$0	\$0	\$0	\$0	\$1,000,000	\$1,000,000	15		
A301753	NM 347 (Paseo del Volcan) and Broadmoor Blvd Intersection Improvemnts	NM 347 and Broadmoor Blvd					Design & Construct intersection improvements to NM 347 & Broadmoor Blvd. Project includes a right turn lane on eastbound PdV to southbound Broadmoor Blvd & a right turn lane on		City of Rio Rancho	Safety	Y	Y	Y	Y	Y	Y	\$476,112	2022	STP-U	\$100,000	\$0	\$0	\$0	\$17,041	\$0	\$117,041	\$0	\$117,041	15	Addong FFY 2023 Covid funds
A301753																		2023	COVID Supplemental Funds	\$0	\$150,000	\$0	\$0	\$0	\$0	\$150,000	\$150,000	21		
A301753																		2023	STP-U	\$178,630	\$0	\$0	\$0	\$30,441	\$0	\$209,071	\$0	\$209,071	21	
A301313	Bernalillo Main St Streetscape Phase 4	Southern Municipal Boundary	Intersection of NM473 & NM313				Sidewalk improvements for ADA compliance. Widen sidewalks to accommodate wheelchair, pedestrian and roadway lighting. Project includes ADA sloped curbs for entry from street level.	"Bernalillo Main St. Streetscape Phase 4 from Lucero Avenue to the intersection of NM 473	Town of Bernalillo	Bike/Ped	Y	Y	Y	Y	Y	Y	\$3,099,975	2021	STP-U	\$273,408	\$0	\$0	\$0	\$46,592	\$0	\$320,000	\$0	\$320,000	15	Adding FFY 2023 STP-U funds and FFY 2024 Covid Funds. Also updating the scope and mile limits
A301313																		2022	STP-U	\$42,720	\$0	\$0	\$0	\$7,280	\$0	\$50,000	\$0	\$50,000	43	
A301313																		2022	STP-U	\$64,080	\$0	\$0	\$0	\$10,920	\$0	\$75,000	\$0	\$75,000	16	
A301313																		2023	STP-U	\$0	\$322,603	\$0	\$0	\$0	\$54,975	\$0	\$377,578	\$377,578	28	
A301313																		2024	COVID Supplemental Funds	\$0	\$677,397	\$0	\$0	\$0	\$0	\$677,397	\$677,397	28		
A301313																		2024	STP-U	\$1,367,040	\$0	\$0	\$0	\$232,960	\$0	\$1,600,000	\$0	\$1,600,000	28	
A300304	Unser Blvd Gap Widening Phase 2	Kimmick Dr.	Paradise Blvd.				Widen roadway from 2 to 4 lanes including on-street bicycle lanes, off-street multi use trail, lighting, landscape buffer, storm drainage improvements and storage area, and ITS related		City of Albuquerque-DMD	Capacity Proj	Y	Y	Y	Y	Y	Y	\$15,286,891	2020	State Capital Outlay	\$0	\$0	\$247,097	\$0	\$0	\$0	\$247,097	\$0	\$247,097	15	Adding FFY 2024 & 2025 STP-U funds
A300304																		2020	STP-U	\$1,450,000	\$0	\$0	\$0	\$247,097	\$0	\$1,697,097	\$0	\$1,697,097	15	
A300304																		2024	STP-U	\$8,000,000	\$900,000	\$0	\$0	\$1,363,296	\$153,371	\$9,363,296	\$1,053,371	\$10,416,667	03	
A300304																		2025	STP-U	\$0	\$2,500,000	\$0	\$0	\$0	\$426,030	\$0	\$2,926,030	\$2,926,030	03	
A301052	Westside Blvd Bike/Ped Path	Unser Blvd	Rio Rancho/City of Albuquerque City Limits				Design and construct an ADA compliant multi-use path along with curb ramps. Project to include retaining walls, fire hydrant relocations and other appurtenances as needed.		City of Rio Rancho	Bike/Ped	Y	Y	Y	Y	Y	Y	\$1,238,866	2021	COVID Supplemental Funds	\$0	\$460,000	\$0	\$0	\$0	\$0	\$460,000	\$460,000	28	Adding FFY 2021 funds	
A301052																		2021	STP-U	\$13,130	\$0	\$0	\$0	\$2,238	\$0	\$15,368	\$0	\$15,368		28
A301052																		2021	STP-U	\$85,440	\$0	\$0	\$0	\$14,560	\$0	\$100,000	\$0	\$100,000		15
A301052																		2021	TAP-Lg Urb	\$566,893	\$0	\$0	\$0	\$96,605	\$0	\$663,498	\$0	\$663,498		28
TA00371	Commuter Rail: Centralized Traffic Control	CP Abajo	CP Hahn				Design and install centralized traffic control system including signals, powered switches, track material, hardware, software, and other appurtenances as needed.		Rio Metro NMRRX	Transit	Y	Y	Y	Y	Y	Y	\$10,371,156	2021	STP-U	\$5,540,443	\$0	\$0	\$0	\$944,158	\$0	\$6,484,601	\$0	\$6,484,601	23	Adding FFY 2022 Covid funds and removing FFY 2023 STP-U funds
TA00371																		2022	COVID Supplemental Funds	\$0	\$333,926	\$0	\$0	\$0	\$0	\$333,926	\$333,926	23		
TA00371																		2022	STP-U	\$2,750,061	\$0	\$0	\$0	\$468,643	\$0	\$3,218,704	\$0	\$3,218,704	23	
TA00371																		2023	STP-U	\$285,306	(\$285,306)	\$0	\$0	\$48,620	(\$48,620)	\$333,926	(\$333,926)	(\$0)	23	
A300849	Albuquerque Complete Streets: West	98th Street	Sarracino Place				Implementation of CABQ Complete Streets Ordinance, including ADA compliant sidewalks, pedestrian and cyclists amenities, landscaping, storm		City of Albuquerque-DMD	Misc	Y	Y	Y	Y	Y	Y	\$8,022,472	2022	Local Other	\$0	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000	\$0	\$1,000,000	04	Adding FFY 2023 STP-U funds
A300849																		2022	STL-E	\$1,441,916	\$0	\$0	\$0	\$245,720	\$0	\$1,687,636	\$0	\$1,687,636	04	
A300849																		2022	STP-U	\$1,558,084	\$0	\$0	\$0	\$265,516	\$0	\$1,823,600	\$0	\$1,823,600	04	
A300849																		2023	STP-U	\$0	\$3,000,000	\$0	\$0	\$0	\$511,236	\$0	\$3,511,236	\$3,511,236	04	
A300504	Bridge Blvd and Tower Rd Reconstruction Phase 2	Young Ave	La Vega (Approaches)				Design, Recon. & or widen Rd. sections including intersec. improv/realignments, sidewalks, ADA accomod., drainage, lighting, & other appurtenances as necess. (The \$80,376 HUD match includes \$15,000 in-kind).		County of Bernalillo	Hwy & Brg Pres	Y	Y	Y	Y	Y	Y	\$9,014,045	2021	STP-U	\$130,796	\$0	\$0	\$0	\$22,289	\$0	\$153,085	\$0	\$153,085	04	Adding FFY 2022 Covid funds
A300504																		2022	COVID Supplemental Funds	\$0	\$1,500,000	\$0	\$0	\$0	\$0	\$1,500,000	\$1,500,000	04		
A300504																		2022	STP-U	\$6,289,204	\$0	\$0	\$0	\$1,071,756	\$0	\$7,360,960	\$0	\$7,360,960	04	
A301901	I-25 / Montgomery Blvd. Interchange Reconstructions	(Bridge# 6261)					Reconstruct interchange with bridge rehab or replacement. Design Underway		NMDOT CRDC	Hwy & Brg Pres	Y	Y	Y	Y	Y	Y	\$63,611,476	2021	NHPP	\$2,292,247	\$0	\$390,626	\$0	\$0	\$0	\$2,682,873	\$0	\$2,682,873	15	Adding FFY 2023 Covid Funds
A301901																		2021	STL-E	\$2,540,443	\$0	\$432,922	\$0	\$0	\$0	\$2,973,365	\$0	\$2,973,365	15	
A301901																		2021	STP-U	\$1,148,110	\$0	\$195,652	\$0	\$0	\$1,343,762	\$0	\$1,343,762	15		
A301901																		2022	NHPP	\$4,088,980	\$0	\$696,811	\$0	\$0	\$4,785,791	\$0	\$4,785,791	03		
A301901																		2022	State Funds	\$0	\$0	\$28,278,943	\$0	\$0	\$28,278,943	\$0	\$28,278,943	03		
A301901																		2022	STP-Flex	\$681,006	\$0	\$116,052	\$0	\$0	\$797,058	\$0	\$797,058	03		
A301901																		2023	STP-U	\$0	\$1,773,409	\$0	\$302,210	\$0	\$0	\$2,075,619	\$2,075,619	03		
A301901																		2023	NHPP	\$17,663,922	\$0	\$0	\$0	\$3,010,143	\$0	\$20,674,065	\$0	\$20,674,065	03	

Mid Region Metropolitan Planning Organization-Final Programming Scenario for Unprogrammed STP-Large Urban and COVID Relief Funds

Date: May 5, 2021

Lead Agency	Project Name	Control Number	Fund Source	FFY 2021	FFY 2022	FFY 2023	FFY 2024	FFY 2025	Total
Bernalillo County Public Works	NM 500 Rio Bravo Blvd & 2nd St Intersection Improvements	A300942	COVID Relief	\$0	\$0	\$3,500,000	\$0	\$0	\$3,500,000
Bernalillo County Public Works	Bridge Blvd and Tower Rd Reconstruction Phase 2	A300504	COVID Relief	\$0	\$1,500,000	\$0	\$0	\$0	\$1,500,000
City of Albuquerque-DMD	Albuquerque Complete Streets-West	A300849	STP-Large Urban	\$0	\$0	\$3,000,000	\$0	\$0	\$3,000,000
City of Albuquerque-DMD	ITS - Albuquerque Traffic Management Systems - Louisiana Blvd, Indian School Rd & Americas Pkwy	A300759	COVID Relief	\$600,000	\$0	\$0	\$0	\$0	\$600,000
City of Albuquerque-DMD	Unser Blvd Gap Widening Phase 2	A300304	STP-Large Urban	\$0	\$0	\$0	\$900,000	\$2,500,000	\$3,400,000
City of Rio Rancho	NM 347 (Paseo del Volcan) and Broadmoor Blvd Intersection Improvements	A301753	COVID Relief	\$0	\$0	\$150,000	\$0	\$0	\$150,000
City of Rio Rancho	Westside Blvd Bike/Ped Path	A301052	COVID Relief	\$460,000	\$0	\$0	\$0	\$0	\$460,000
NMDOT	I-25 and Gibson Interchange	A301891	STP-Large Urban	\$0	\$0	\$0	\$610,932	\$602,727	\$1,213,659
NMDOT	I-25 and Montgomery Interchange	A301901	STP-Large Urban	\$0	\$0	\$1,773,409	\$0	\$0	\$1,773,409
Rio Metro	Commuter Rail: Centralized Traffic Control	TA00371	COVID Relief	\$0	\$333,926	\$0	\$0	\$0	\$333,926
Town of Bernalillo	Bernalillo Main St Streetscape Phase 4	A301313	SP-Large Urban & COVID Relief	\$0	\$0	\$322,603	\$677,397	\$0	\$1,000,000
Village of Los Ranchos	4th Street Revitalization Phase 2	A302151	COVID Relief	\$0	\$0	\$0	\$1,000,000	\$0	\$1,000,000
Reserve STP-Large Urban				\$0	\$0	\$1,000,000	\$0	\$0	\$1,000,000
Total Amount Programmed in Scenario				\$1,060,000	\$1,833,926	\$8,746,012	\$3,188,329	\$3,102,727	\$18,930,994

Total Amount Unprogrammed in Scenario	\$1,000,000
Total Funds Available (STP-Large Urban Reserve)	\$10,709,671
Total Funds Available (COVID Relief)	\$8,221,323
Grand Total Available	\$18,930,994
Balance for reserve in FFY 2023	\$1,000,000



April 15, 2021

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 2022 formally known as Local Government Transportation Project Fund (LGTPF). 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.);

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

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;
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.state.nm.us/public/folder/d8gSzswmw0ezwTcsxTQodQ/FY22%20TPF%20Applications> no later than close of business May 31, 2021. 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, 2021. 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
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

TITLE 18 TRANSPORTATION AND HIGHWAYS
CHAPTER 27 HIGHWAY CONSTRUCTION GENERAL PROVISIONS
PART 6 TRANSPORTATION PROJECT FUND

18.27.6.1 ISSUING AGENCY: New Mexico department of transportation, Post Office Box 1149, Santa Fe, New Mexico 87504-1149.
[18.27.6.1 NMAC - N, 4/20/2021]

18.27.6.2 SCOPE: This rule covers the application, evaluation, award and close out process for the transportation project fund (the fund) and all eligible entities in the state of New Mexico applying for and receiving grant money from the fund.
[18.27.6.2 NMAC - N, 4/20/2021]

18.27.6.3 STATUTORY AUTHORITY: Sections 67-3-11, 67-3-28 and 67-3-78 NMSA 1978.
[18.27.6.3 NMAC - N, 4/20/2021]

18.27.6.4 DURATION: Permanent.
[18.27.6.4 NMAC - N, 4/20/2021]

18.27.6.5 EFFECTIVE DATE: April 20, 2021 unless a later date is cited at the end of a section.
[18.27.6.5 NMAC - N, 4/20/2021]

18.27.6.6 OBJECTIVE:

A. In 2019, the New Mexico legislature enacted Laws of 2019, Chapter 205, Section 1, which created the local government transportation project fund and was compiled as Section 67-3-78 NMSA 1978. In 2020, the New Mexico legislature enacted Laws of 2020, Chapter 31, Section 1, which made certain amendments to the local government transportation project fund enabling statute including changing the title of the fund to simply “transportation project fund.” Money in the transportation project fund is appropriated to the New Mexico department of transportation to administer the fund and to make grants to eligible entities for transportation projects.

B. The purpose of this rule is to describe the application, evaluation, award, and close out processes to be administered by the department for money appropriated to the fund by the New Mexico legislature for the development of transportation infrastructure.

[18.27.6.6 NMAC - N, 4/20/2021]

18.27.6.7 DEFINITIONS: As used in this rule:

A. “**Annual appropriation**” means the annual amount of state funds appropriated to the fund by the legislature.

B. “**Beautification project**” means a landscape project that is intended to enhance the attractiveness of a public right-of-way or a transportation facility.

C. “**Commission**” means the state transportation commission.

D. Definitions beginning with “D”:

(1) “Department” means the New Mexico department of transportation.

(2) “DFA” means the department of finance and administration of the state of New Mexico.

(3) “Directive” is a written communication that prescribes or establishes policy, organization, methods, procedures, requirements, guidelines, or delegations of authority. It also provides information essential to the administration or operation of the fund.

(4) “District” means one of the six New Mexico department of transportation districts.

(5) “District engineer” means the department of transportation district engineer as designated pursuant to Subsection C of Section 67-3-8 NMSA 1978.

E. “**Eligible entity**” means those entities eligible under the provisions of the transportation project fund to receive grants for transportation projects.

F. Definitions beginning with “F”:

(1) “Fiscal year” means 12 calendar months commencing on July first and ending on June 30 of the year being described.

(2) “Fund” has the same meaning as defined in Section 67-3-78 NMSA 1978 (2019).

- G. Definitions beginning with “G”:**
- (1) **“Grant”** means the award of funds from the fund to a grantee for a transportation project.
- (2) **“Grantee”** means an eligible entity receiving a grant.
- (3) **“Grant agreement”** means a written document memorializing the terms and conditions of a grant award granted pursuant to the grant program.
- (4) **“Grant award”** means the funds awarded to a grantee from the fund pursuant to a grant.
- (5) **“Grant program”** means the grant program established by the department to make grants to eligible entities for transportation projects.
- H. Definitions beginning with “H”:** [RESERVED]
- I. Definitions beginning with “I”:** [RESERVED]
- J. Definitions beginning with “J”:** [RESERVED]
- K. Definitions beginning with “K”:** [RESERVED]
- L. Definitions beginning with “L”:**
- (1) **“Landscape” or “landscaping”** means any vegetation, mulches, irrigation systems, and other landscape components, such as street furniture, specialty paving, tree gates, walls, planters, fountains, fences, and lighting (excluding public utility street and area lighting).
- (2) **“Landscape project”** means any planned or actual landscape or landscaping on a public right-of-way, including its construction or installation, planning, beautification, and maintenance thereof, by a municipality, county, tribe, or an abutting private property owner or other non-governmental entity.
- (3) **“Letter of approval”** means a document issued by a district engineer that authorizes an eligible entity to proceed with a project that is located in full or in part within a department right-of-way or NHS route, or when the project ties into 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. A project agreement is not required for a project that receives a letter of approval.
- (4) **“Letter of authorization”** means a document issued by a district engineer that authorizes an eligible entity to proceed with seeking funding for a project that is located in full or in part within a department right-of-way or NHS route, or when the project ties into 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. A letter of authorization is a conditional approval of a project. Final approval shall be given by a project agreement.
- (5) **“Local funds”** means revenue received from any locally imposed gross receipts tax, property tax, municipal gasoline tax, franchise fee, user fees or any other locally imposed fees or taxes, and enterprise activities, which can be lawfully used for transportation projects, but excluding state grants and loans and federal grants.
- M. Definitions beginning with “M”:**
- (1) **“Maintenance”** is defined as the planned strategy of extending the service life of an existing roadway system, including its structures and appurtenances, by applying cost-effective treatments or procedures that preserves the system, retards future deterioration, and maintains or improves the functional condition of the system without significantly increasing the structural capacity. Examples of pavement related maintenance activities include asphalt crack sealing, chip sealing, slurry or micro-surfacing, thin and ultra-thin hot-mix asphalt overlay, concrete joint sealing, diamond grinding, dowel-bar retrofit, and isolated, partial or full-depth concrete repairs to restore functionality of the slab; e.g.; edge spalls, or corner breaks. Examples of maintenance activities for bridge structures include deck joint repair and replacement; bearing repair and replacement; localized deck repairs; deck sealing; grid deck section repair or localized section replacement; concrete repair on pedestals, bents, caps, piling, piers, and columns; and bridge deck drainage.
- (2) **“Metropolitan transportation plan”** means the official multimodal transportation plan addressing no less than a 2-year planning horizon that a MPO develops, adopts, and updates through the metropolitan transportation planning process.
- (3) **“MPO”** means metropolitan planning organization.
- N. Definitions beginning with “N”:**
- (1) **“National highway system” or “NHS”** means that system of highways designated and approved in accordance with the provisions of 23 U.S.C. 103(b).
- (2) **“Non-state money”** has the same meaning as defined in Section 67-3-78 NMSA 1978.
- O. Definitions beginning with “O”:** [RESERVED]

P. Definitions beginning with “P”:

(1) **“Program guidelines”** means guidelines for the operation of the grant program established and revised by the department from time to time.

(2) **“Project agreement”** means a written document between an eligible entity and the department that memorializes the roles and responsibilities of the parties with respect to a project that receives a letter of authorization. The project agreement will include, but is not limited to, the roles and responsibilities with respect to design standards and exceptions, compliance with state, local and federal regulations, survey and right of way acquisition requirements, and construction phase duties and obligations. A project agreement is required in addition to a grant agreement.

(3) **“Public authority”** is defined as a Federal, State, county, municipality, village, town, tribe, or other local government or instrumentality with authority to finance, build, operate, or maintain a public roadway.

(4) **“Public highway”** means every public street, road, highway or thoroughfare of any kind in this state used by the public whether actually dedicated to the public and accepted by proper authority or otherwise.

(5) **“Public right-of-way”** means a strip of property, owned by a public authority, within which a public roadway exists or is planned to be built. The public right-of-way consists of all lands within the defined highway right-of-way limits, including airspace above and below the facility. This area typically includes, but is not limited to, the roadway(s), shoulders, and sidewalk(s), if any; areas for drainage, utilities, landscaping, berms, and fencing; rest areas; and the defined clear zone.

(6) **“Public roadway”** means any road or street owned and maintained by a public authority and open to public travel.

Q. Definitions beginning with “Q”: [RESERVED]

R. Definitions beginning with “R”:

(1) **“Regional transportation plan”** means the multimodal transportation plan for the non-metropolitan area covered by the RTPO, developed, adopted and updated through the RTPO planning process.

(2) **“Roadway”** means that portion of a public roadway intended for vehicular use.

(3) **“RTPO”** means regional transportation planning organization.

S. Definitions beginning with “S”:

(1) **“Secretary”** means the cabinet secretary of the New Mexico department of transportation or designee.

(2) **“State highway”** means every public highway which has been designated as a state highway either by the legislature or by the state transportation commission.

T. Definitions beginning with “T”:

(1) **“Transportation facility”** means any road, bridge, tunnel, overpass, ferry, airport, mass transit facility, vehicle parking facility, port facility, sidewalk, bicycle facility or similar facility used for the transportation of persons or goods, together with any buildings, structures, parking areas, appurtenances, and other property needed to operate such facility.

(2) **“Transportation infrastructure”** has the same meaning as defined in Section 67-3-78 NMSA 1978.

(3) **“Transportation project”** has the same meaning as defined in Section 67-3-78 NMSA 1978.

(4) **“Transportation improvement program” (TIP)** means a prioritized listing/program of transportation projects covering a period of four years that is developed and formally adopted by a MPO as part of the metropolitan transportation planning process, consistent with the metropolitan transportation plan, and required for projects to be eligible for funding under title 23 U.S.C. and title 49 U.S.C. chapter 53.

(5) **“Tribal/local public agency handbook”** means the most recent edition of the guidance developed by the department to assist tribal and local public agencies in successfully navigating the planning, design, and implementation of federally-funded transportation projects.

U. Definitions beginning with “U”: [RESERVED]

V. Definitions beginning with “V”: [RESERVED]

W. Definitions beginning with “W”: [RESERVED]

X. Definitions beginning with “X”: [RESERVED]

Y. Definitions beginning with “Y”: [RESERVED]

Z. Definitions beginning with “Z”: [RESERVED]

18.27.6.8 GENERAL GUIDELINES:

A. The department may make grants to eligible entities for transportation projects as funds are appropriated in a manner deemed necessary to effectuate the purposes of the fund.

B. Eligible projects include environmental and other studies, planning, design, construction and 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. An eligible entity may seek funding for any discrete phase of a transportation project. A project included in a transportation improvement program is an eligible project provided the project is not funded with federal funds and the project does not qualify as a beautification project.

C. The department will award up to ninety-five percent of the total cost of a transportation project provided that the eligible entity has demonstrated an ability to provide the remainder of the project costs in local funds. The eligible entity is responsible for any and all expenditures in excess of the grant award.

D. The department will award up to one hundred percent of the total cost of a transportation project if a financial hardship qualification certificate is issued by DFA, or if the department makes such a determination in the event a tribe requests a waiver. The eligible entity is responsible for any and all expenditures in excess of the grant award.

E. Costs associated with preparing, reviewing, and submitting an application and any required supporting documentation prepared by the eligible entity, and any costs of a consultant's services incurred in preparing an application, are not eligible for grant funding participation.

F. The department will not perform any in depth analysis or review of project scope, cost estimates, functionality, project phasing and scheduling or overall constructability. The department may conduct an in-depth analysis after the completion of a project when evaluating the eligible entity's ability to properly administer, implement and complete a project.

G. Applicants must have the ability to successfully deliver their project.

H. All grant awarded funds must be spent no later than 30 months from the effective date of the grant agreement.

I. All grants are subject to department audit.

J. Grants awarded to an eligible entity will be provided for a specific project. Unexpended funds cannot be used for any other purpose or project. A grant award can be used for any project included in the state transportation improvement program provided the project will not be receiving any federal funding and is not a transportation beautification project. Unexpended grant awards will be returned to the department after project completion.

[18.27.6.8 NMAC - N, 4/20/2021]

18.27.6.9 CALL FOR PROJECTS:

A. The department will invite eligible entities to submit applications for grants from the fund for transportation projects by a call for projects letter using a two-phase application process. The first phase will consist of a request to submit a project feasibility form. Submittal of the project feasibility form is mandatory in order to be eligible to submit a full application in the second phase. If a project is determined to be feasible, phase two will consist of a request for the eligible entity to submit a completed project application. Any specific criteria applicable to the funding cycle will be specified in the call for projects. Applications for program funds shall conform to the application instructions described in the call for projects or the phase two request. Any procedures, requirements, conditions, restrictions, and limitations applicable to the funding cycle other than those contained in this rule will be specified in the call for projects or the phase two application request.

B. The completed phase one feasibility form must be submitted to the appropriate MPO or RTPO based on a project's physical location on or before the date specified in the call for projects. Failure to timely submit the required project feasibility form as required in the call for projects will result in the eligible entity being ineligible for funding in the funding cycle.

C. The completed project application must be submitted to the same MPO or RTPO where the project feasibility form was submitted unless otherwise instructed in writing by the department. Failure to timely submit the phase two project application will result in the eligible entity being ineligible for funding in the funding cycle.

D. An incomplete project feasibility form or project application will be rejected and will not be considered for funding in the funding cycle unless amended or corrected on or before the date specified in the call for projects.

[18.27.6.9 NMAC - N, 4/20/2021]

18.27.6.10 FINANCIAL HARDSHIP:

A. Eligible entities may request a waiver of their share in whole or in part due to financial hardship. Waiver requests with supporting documentation shall be submitted to the department's division or bureau designated in the call for projects.

B. If the eligible entity's application is accepted, the eligible entity shall submit a resolution or certification indicating that it cannot match all or a portion of its share. The resolution or certification shall be signed by the appropriate eligible entity official(s).

C. The department will request from the DFA's local government division a financial analysis and recommendation on a financial hardship request submitted by a county or municipality. The department will conduct the financial analysis if a waiver request is made by a tribe. The eligible entity shall cooperate with any request to provide necessary financial documents or other information requested by DFA or the department in conjunction with a financial analysis. Failure to do so will result in a denial of the waiver request.

D. If a waiver is granted, the eligible entity must request an amendment to its grant agreement.

[18.27.6.10 NMAC - N, 4/20/2021]

18.27.6.11 APPLICATION PROCEDURES, REVIEW AND EVALUATION PROCESS:

A. Any eligible entity interested in applying for a grant award must submit a completed project feasibility form to their MPO or RTPO. A complete project feasibility form must be submitted to the appropriate MPO or RTPO before the deadline specified in the call for projects.

B. If a project is determined to be feasible, the eligible entity will be requested to submit a project application.

C. Timely application packages will be reviewed and ranked by the MPO/RTPO using the criteria specified in the call for projects.

D. Each MPO/RTPO will submit its ranked list of projects to the district engineer for the district where the project is located no later than 30 days prior to the start of the fiscal year in which funding is available.

E. Each individual district engineer will present their recommendation to the secretary prior to start of the fiscal year in which funding is available.

F. The secretary shall by August first of the fiscal year in which funds are available submit a proposed list of transportation projects identified by the above described project review process to the commission.

G. Final project selection and funding amounts will be determined by the commission no later than September first of that same fiscal year. The commission's decision will be final. At its discretion, the commission may adjust the projects selected in an effort to program funds in a geographically equitable manner or in any other manner. The commission may, in its sole discretion, reject all applications or award grants totaling less than the funds appropriated for the particular fiscal year. The commission may approve subsequent changes to a priority list as it deems necessary.

H. After projects are selected, the department will send out award letters and grant agreements to the selected eligible entities. Applicants whose projects were not selected will be notified as well. Each awarded eligible entity must execute a grant agreement with the department. Once a fully executed grant agreement has been received by the department, the eligible entity may then proceed with authorized project activities. If the eligible entity fails to execute and return the grant agreement within 60 days of receiving the notice of award, the project shall be considered lapsed and may be submitted to the commission for re-programming.

I. The department shall disburse the grant to the eligible entity after receipt of a request for disbursement submitted by the eligible entity to the department and receipt of a fully executed project agreement. The format of the request for disbursement will be determined by the department.

J. Any moneys appropriated to a specific eligible entity by the legislature shall be disbursed to the eligible entity after receipt of a request for disbursement submitted by the eligible entity to the department and the receipt of a fully executed project agreement.

[18.27.6.11 NMAC - N, 4/20/2021]

18.27.6.12 APPLICATION REQUIREMENTS: Applicants must submit the following documents (as a single PDF) as part of the application process:

A. Completed application: The format and content of the application will be determined by the department.

B. Resolution of sponsorship from their governing body, indicating the availability of the proposed match. Subject to any local restrictions, the resolution may provide that the applicant's chief executive or other appropriate officer is authorized to sign the grant agreements and all associated documents and amendments on behalf of the eligible entity as required for receipt of the grant. Alternatively, the applicant may submit an official letter signed by the applicant's chief executive or official with budget authority, indicating the availability of the match.

C. Detailed map of project location.

D. If applicable, letters of support from the governmental entity that owns in fee simple or possesses a perpetual easement for the project right-of-way (ROW) if the applying applicant does not own in fee simple or possess a perpetual easement for all of the project ROW.

E. If applicable, a letter of approval or authorization from the district engineer.

[18.27.6.12 NMAC - N, 4/20/2021]

18.27.6.13 EVALUATION PROCESS: Each MPO/RTPO will be evaluating and ranking projects based on the specific merits of the individual projects using the evaluation criteria specified in the call for projects.

[18.27.6.13 NMAC - N, 4/20/2021]

18.27.6.14 AGREEMENT CONDITIONS, REQUIREMENTS AND PROCEDURES:

A. The eligible entity must expend and account for grant funds in accordance with state laws and procedures for expending and accounting for its own funds.

B. If an eligible entity commences performance on a transportation infrastructure project but fails to complete the project, the department may seek reimbursement of the grant award received by the eligible entity for that project.

C. The department shall have the right to evaluate the activities of eligible entity as necessary to ensure grant awards are used for authorized purposes in compliance with applicable laws, regulations and the provisions of the grant agreement.

[18.27.6.14 NMAC - N, 4/20/2021]

18.27.6.15 DESIGN/BIDDING/CONSTRUCTION:

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

B. A transportation project that ties into 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 as evidenced by either a letter of approval or letter of authorization from the district engineer for the district where the project is located. The eligible entity shall contact the appropriate district engineer to determine if either is needed for the project. The district engineer will conduct a review of the project and determine whether the project requires a letter of approval or a letter of authorization from the department. If the district engineer determines the project does not require a letter of authorization, the district engineer, or designee, will submit a letter of approval to the eligible entity. If the district engineer determines the project requires a letter of authorization, the eligible entity must enter into a project agreement with the department before any grant funding will be distributed. The eligible entity shall cause the project to be constructed in compliance with any and all department designated standards, conditions and criteria as specified in the project agreement.

C. For transportation projects funded entirely by the fund, or in combination with local funds, and no Federal-aid funds are involved, the following apply:

(1) It will be the eligible entity's responsibility to ensure compliance with any and all state, local and federal regulations including the Americans with Disabilities Act (ADA) and laws regarding noise ordinances, air quality, surface water quality, ground water quality, threatened and endangered species, hazardous materials, historic and cultural properties, and cultural resources. The department will not be involved in permit preparation, review, or coordination with the regulatory agencies. However, the eligible entity shall provide to the district where the project is located a copy of any permit identified by the department in the project feasibility form.

(2) Projects on locally owned roadways are to be designed in accordance with the eligible entity's established design standards. The eligible entity is responsible for ensuring that the plans, specifications and estimates meet applicable design criteria and standards. The department will not perform any detailed technical reviews of project design and related documents.

D. In accordance with Section 67-3-62 NMSA 1978, any transportation projects for constructing highways along new alignments or for purposes of substantially widening highways along the existing alignments must consider provisions for pedestrian, bicycle, and equestrian facilities concurrent with the design of the project.

E. Pursuant to Section 61-23-26 NMSA 1978, all transportation projects involving engineering requires the engineering to be under the responsible charge of a licensed professional engineer.

F. The eligible entity will be responsible for advertising the project for construction bids and for receiving and publicly opening bids received for the project. The department will have no involvement in the bidding process.

G. The eligible entity shall follow its normal procedures for award of the contract and assure that all applicable requirements are followed. The eligible entity shall retain the executed contract, document the award date, and the preconstruction conference minutes as part of the project files. The department will have no involvement in the award of the contract and will not participate in resolving any disputes between the eligible entity and its bidders.

H. The eligible entity will have the responsibility and control of the construction phase and resulting quality of the completed work. The department will have no involvement in the construction phase other than its discretionary ability to periodically monitor the implementation of the project, and will not participate in resolving any disputes between the eligible entity and its contractor.

I. Department personnel will not conduct periodic assurance inspections or comparison material testing. The department, at its discretion, may perform a final inspection upon project completion.
[18.27.6.15 NMAC - N, 4/20/2021]

18.27.6.16 PROJECT EVALUATION:

A. The eligible entity's performance and administration of the grant funding will be reviewed and evaluated by the department at the completion of the project or, if the eligible entity fails to complete the project, following the close of the fiscal year in which the project was to be completed. If an eligible entity demonstrates, pursuant to the criteria set forth in subsection B below, an inability to properly administer a project a reduction of twenty five percent will be applied to the scoring criteria applicable to the eligible entity's next project application.

B. The following criteria shall be used in determining the ability of an eligible entity to properly administer a project:

(1) whether the eligible entity demonstrated a pattern of unsatisfactory project implementation and completion;

(2) whether the eligible entity has failed to keep all required books, make all requested reports, and conform to all rules and regulations adopted by DFA's local government division, financial management bureau applicable to the grant;

(3) whether the eligible entity fails the complete the project within the allotted time; or

(4) whether the department obtains documentation through an audit or audits that finds the eligible entity has not performed in accordance with the terms of the grant agreement, the standards set forth in the grant agreement, in accordance with generally accepted governmental accounting principles, or failed to comply with any and all state, local and federal regulations including the Americans with Disabilities Act (ADA) and laws regarding noise ordinances, air quality, surface water quality, ground water quality, threatened and endangered species, hazardous materials, historic and cultural properties, and cultural resources.

C. In the event the department has conducted an evaluation pursuant to this section and has issued a preliminary determination that the eligible entity has demonstrated an inability to properly administer a project, the department shall provide written notice of the determination to the eligible entity with an opportunity to provide additional information within 30 calendar days, unless the parties to some other timeframe, to address, mitigate or refute the conclusions of the department.

(1) If the eligible entity does not produce any additional information with the designated timeframe, the preliminary determination of the department shall become final.

(2) If the eligible entity produces information with the designated timeframe, after considering the additional information the department will promptly issue a final a final determination.

[18.27.6.16 NMAC - N, 4/20/2021]

18.27.6.17 PROJECT DOCUMENTATION: The eligible entity shall maintain a complete set of project files for a period of not less than five years following the completion of the project. The project files shall contain all documents that are specified as required by the grant agreement.

[18.27.6.17 NMAC - N, 4/20/2021]

18.27.6.18 PROJECT MONITORING AND CLOSE OUT:

A. The department reserves the right to request the eligible entity to submit progress reports at any time. Reports are due within 30 days of such a request.

B. Within 60 days after the date of completion of the project, the eligible entity must submit a written certification that it has complied with the requirements of this rule and the grant agreement.

C. The department reserves the right to request the eligible entity to submit additional documentation to demonstrate completion of the terms and conditions required by the grant program. It is the responsibility of the eligible entity to comply in full with all such requests and to submit the requested documentation in a timely manner.

D. Financial audits of the project may be required. Financial audits do not limit the authority of the department to conduct or arrange for additional audits, reviews, and evaluations. The eligible entity must make records available for review or audit upon request by the department. The department is entitled to recover amounts based on the results of an audit.

[18.27.6.18 NMAC - N, 4/20/2021]

HISTORY OF 18.27.6 NMAC:

GENERAL INFORMATION

Preparation Date: _____ **Project Title:** _____

Requesting T/LPA: _____ **Is there an approved Governing Body resolution for**
(Applicant) **this application**

YES NO _ PENDING__

Responsible Charge

Name: _____ **Phone:** _____

Title: _____ **Email:** _____

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline 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?

YES NO If yes, please clarify _____

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

YES NO If yes, please identify _____

Project Phases to be included in request (Circle/boldface/underline 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			Column B	
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):	
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.	
Requested Cost		\$	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	%	\$		
Total State Share	%	\$		
	100%			

- 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.

Frequently Asked Questions

The Department of Transportation established the Transportation Project Fund (TPF, formerly known as LGTPF) in 2019. The MPO/RTPO played an important role in application process. The department provided webinars and public hearing to help establish the criteria and processes. Since the 2019 call for projects, the department has not changed the process or the roles of the MPO/RTPO. The most pertinent change to the process is that projects that have federal funds, no longer qualify for TPF funding.

Below are a list of frequently asked questions.

1. When are applications due to the NMDOT FTP site?

The department has extended the submittal date for FY22 Call for Projects. The deadline to submit applications to the FTP site is Tuesday, June 15, 2021 by 5:00 pm.

2. What is the estimated amount of funding available for the TPF program?

The estimated amount of funding available for FY22 is 120 million (\$3 million will be held for hardship waivers). In the future, the program anticipates being approximately \$40 million per year.

3. What is the definition of "Shovel Ready"?

Shovel Ready is defined as- the project is advertisement ready, regardless of the phase the funding is being applied for.

4. Do the MPO/RTPO's need to create a point system to prioritize and rank projects?

No, a point system is not necessary to prioritize projects, however an MPO/RTPO may use one if they choose to. A ranking scale of 1-10 will be sufficient. If no point system is used, submit all applications received.

5. What if an MPO/RTPO does not wish to rank their projects?

If the MPO/RTPO does not wish to rank their projects, they will need to submit a letter to the Cabinet Secretary stating they do not want to rank the projects and they are allowing the District to do so on their behalf.

6. What criteria does the MPO/RTPO use to rank projects?

The criteria is provided in the call for projects letter dated April 15. The MPO/RTPOs have the option to add additional criteria if desired.

7. Is the MPO/RTPO Board required to approve the ranked list of projects?

No, the MPO/RTPO Boards are not required to approve the ranked projects. However, each respective board should decide if a ranking system would be used.

8. Who can approve the ranking of projects?

MPO/RTPOs Staff or Boards are all eligible to approve ranking of projects if desired.

9. Is the MPO/RTPO staff responsible for uploading approved applications to the FTP site or will the local entities do this individually?

Yes, MPO/RTPO's should upload the applications to the FTP on behalf of the local entities.

10. Does NMDOT accept the Project Prospectus Form (PPF) in place of the Project Feasibility Form (PFF)?

Yes will accept the PPF. However, we recommend using the PFF that has been created for use with the TPF program and is geared toward 100% state funding.

11. Does a project have to be on an RTIPR to be eligible for funding?

No, projects do not have to be on an RTIPR to be submitted for consideration. However, if a project is on the RTIPR local entities must ensure that no federal funds have or will be used on the project. If a project does have federal funds, it will need to be de-federalized to be eligible for TPF funding.

12. Is drainage work an allowed expense?

Yes, as long as the drainage work is part of an overall project it is eligible. The drainage work cannot be a standalone project.

13. Is utility work an allowed expense?

Yes, if the utility work is required to mitigate the impacts of the proposed construction. A standalone project or upgrading of utilities will not be eligible for this grant funding. This work can be added to the project provided it is paid for with another local or state funding source.

14. Can an application be submitted with the same scope of work as a project that has already been awarded federal funding?

No, the scope of work being submitted cannot be identical to a federally funded project. Per the final rule, federal funds may not be used as part of a TPF funded project.

15. Can any form of meeting (i.e. Zoom, Phone, in person, etc.) be used to review project applications with NMDOT District staff?

Yes, meetings to review projects are allowed to be held virtually, by phone or in person.

16. What role do the Districts play in the application review process?

The districts will review the applications to ensure all paperwork is filled out correctly. They will also review the project feasibility form to verify the work can be completed in the time allotted and that funding requested is enough to complete the work/phase requested. The districts provide a priority list of projects to the Cabinet Secretary based on project evaluation criteria.

17. Can the District Engineer reprioritize the list of projects received by the MPO/RTPO?

Yes, the District Engineer has the ability to reprioritize the projects submitted to the Cabinet Secretary.

18. Can the Cabinet Secretary reprioritize the list of projects received by the District Engineer?

Yes, the Cabinet Secretary has the ability to reprioritize the projects submitted to the State Transportation Commission.

19. Who is responsible for the final approval of Transportation Project Funds?

The State Transportation Commission is responsible for final approval of awards.

20. Can Tribal Entities apply for TPF Hardship waiver?

Yes, Tribal Entities qualify for Hardship waiver only if the Department of Finance approves a financial hardship qualification certification. Tribal Entities may use Tribal Transportation Funds as their match, but this must be disclosed on the application. It is not the department's responsibility to verify the requirements for the Tribal Transportation funds are followed.

Community Engagement Committee (C E C)

Background:

- The CEC was approved by the MTB on September 10, 2019 to gather feedback on public engagement policies and practices by MRMPO.
- In December 2020, MRMPO presented an informational item about our intention to propose charter revisions before convening this committee.
- At the December 2020 MTB Meeting, we discussed:
 - Maintaining the charter clause for committee members to run for chair and vice-chair positions.
 - Developing language and document accessibility protocols for hosting committee meetings.
 - Ensuring committee membership reflects the diversity of constituents in our region.

Community Engagement Committee (C E C)

Status Update:

- This draft of the Charter maintains the election of officers in Section II, Subsection C as discussed by the MTB in December 2020.
- MRCOG is currently developing protocols for more accessible documents and MRMPO is taking steps to expand our capacity for language accessibility resources.
- Following this meeting, MRMPO will present draft charter revisions for a 45-day period of public review.
- Feedback will be compiled and presented as an information item to the Board before we draft a resolution for consideration as an action item.

Community Engagement Committee (C E C)

Next Steps:

- In June 2021, the draft charter revisions can open for 45-day public review.
- MRMPO will propose a resolution for the MTB to consider amending the CEC Charter following review of feedback in late Spring or early Summer 2021.
- Over the summer of 2021 the staff will recruit community members to serve on the committee, implementing our accessibility protocols in this process.
- By early Fall 2021 the committee will host their first meeting to elect officers and review the inaugural agenda.
- The first meeting agenda will include a review of community engagement processes for the adopted *Connections 2040 MTP* and also MRCOG accessibility protocols and practices.

Community Engagement Committee (C E C)

Discussion and Questions

Contact information for the Community Engagement Committee Working Group within the Metropolitan Planning Organization:

Jake Wolff – jwolff@mrcog-nm.gov

Tara Cok – tcok@mrcog-nm.gov

Bianca Borg – bborg@mrcog-nm.gov

Charter of the Community Engagement Committee (CEC) Copy of DRAFT Revisions ONLY for MTB Review

An advisory subcommittee to the Transportation Coordinating Committee (TCC) and the Metropolitan Transportation Board (MTB)

The draft revisions shown on this document are color coded by added text in blue and removed words struck-through in red. This may be difficult to decode with a screen reader. The MPO is working to improve accessibility of this working document.

I. Statement of Purpose, Roles and Responsibilities of this Subcommittee

- A. The purpose of the Community Engagement Committee (CEC) is **to serve as a moderated public forum** to review the public outreach process and activities of the Mid-Region Metropolitan Planning Organization (MRMPO) in order to provide advice and **guidance recommendations** to the TCC on matters, including the following:
- B. The purpose of the CEC is to **share ideas with** ~~advise~~ the Metropolitan Transportation Board (MTB) and the Transportation Coordinating Committee (TCC) on public involvement processes, methods, procedures, and public outreach concerns regarding the transportation planning process, plans, and programs for the Albuquerque Metropolitan Planning Area (AMPA). Including the following:
- Evaluation of the Public Participation Procedures (PPP) and provide recommendations as necessary;
 - Evaluation of the Public Outreach Plan for development of the MRMPO's long-range Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and other plans and studies and provide recommendations as necessary;
 - Evaluation of general outreach activities and provide recommendations as necessary;
 - Suggest various outreach methods to encourage public engagement including minority and non-English speaking residents, and low-income residents.
 - Post plan-adoption review of public outreach methods used during the plan's development with evaluation of the methodology and recommendations for improvement.
- C. This group will consider other matters referred to them by the TCC, MTB or the MRCOG Board of Directors or Executive Director.

II. Organization and Membership of this Subcommittee

- A. The M.P.O. Administrator or Executive Director shall appoint an MPO staff member to serve as the staff coordinator(s) for the committee. The staff coordinator shall ~~work with the MRCOG Communications Officer to~~ develop agendas, reports, present information and data, and other tasks relevant to the work of this committee.
- B. Membership of this subcommittee shall be composed of volunteer representatives **holding renewable, two-year terms** from various groups and positions such as:
- ~~1. The MRCOG Public Information Officer/Communications Manager;~~
 - ~~1.~~~~2.~~ Public information/public relations/public outreach staff from various member governments and agencies choosing to be represented;
 - ~~3. Staff from any news media outlet serving the region;~~
 - ~~2.~~~~4.~~ Representatives from community-based organizations located within the AMPA;
 - ~~3.~~~~5.~~ Transportation related organizations;
 - ~~4.~~~~6.~~ Representatives from institutions of higher education; and
 - ~~5.~~~~7.~~ Representation from other groups the subcommittee believes would provide meaningful input.

C. The subcommittee may elect officers or choose to have the staff coordinator moderate ~~chair~~ the subcommittee meetings. Any election of officers shall be by consensus of those present to select a Chairperson and Vice Chairperson from among the representatives.

1. If a vacancy occurs in the office of Chairperson, the Vice Chairperson shall assume the duties of the Chairperson. If a vacancy occurs in the office of Vice Chairperson, the group shall select, by consensus, a new Vice Chairperson.
2. If both officers are unable to attend a meeting of this subcommittee, the lead staff coordinator shall preside over the meeting.

D. The Chairperson, Vice Chairperson or staff coordinator shall report on the activities of this subcommittee to the TCC and MTB (and other boards if requested).

III. Meeting Procedures and Consensus Process

A. This subcommittee is a moderated forum for open discussion of matters before it and development of recommendations, therefore, formal votes shall not be taken.

B. All matters brought before this committee are for the purpose of providing community insights ~~analyses and recommendations~~ to the TCC and MTB and shall not be construed to have any decision-making authority.

C. Matters brought before this committee shall strive for open and moderated discussion, and all perspectives and ideas will be recorded and reviewed during planning processes. ~~to have any recommendations on the matter agreed upon by consensus of its membership. If consensus cannot be achieved or is not practical.~~ This committee shall present to the TCC/MTB for their consideration and deliberation, a summarization of the matter, reasons and rationale supporting all viewpoints and alternatives studied.

- ~~1. "Consensus" shall be defined as all members in attendance being in favor of, abstaining, or not opposing, a recommendation or motion.~~

D. Meetings of this committee shall generally be conducted with informal discussions, presentations, and debate. At the discretion of the presiding officer or staff coordinator, the *MRCOG Rules of Procedure* may be implemented.

E. This committee shall meet at a time, location and schedule adopted by them.

1. Special meetings of this committee may be called by the Chairperson or staff coordinator, or at the direction of the TCC Chairperson, MTB Chairperson, MRCOG Board of Directors Chairperson, or the Executive Director of MRMPO.

IV. Revisions to this Charter

A. This committee may recommend revisions to this charter.

B. Any revisions to this charter shall be approved by the MTB upon recommendation of the TCC.

Approved by the Metropolitan Transportation Board
R-19-10 MTB September 20, 2019