



METROPOLITAN TRANSPORTATION BOARD

Friday, January 17, 2020
10:00 a.m.-11:00 a.m.
809 Copper Avenue N.W., Albuquerque, NM 87102

Wayne Ake, *Chair*

Vacant, *Vice Chair*

AGENDA

Call to Order - *The presence of a quorum will be noted.*

Approval of Agenda for January 17, 2020

Tab 1 **Approval of Action Summary of December 13, 2019**

Tab 2 **Public Comments**
Anyone wanting to address the MTB must register with the Secretary of the Board.

Tab 3 **Reports**
 →**Staff**
 →**TCC**

ACTION ITEMS

Tab 4 **Election of a Vice Chair**

Tab 5 **Adoption of MRCOG Title VI Program**
R-20-01 MTB

DISCUSSION AND INFORMATION ITEMS

Tab 6 **Review of FFY 2019 Annual Project Listing and Obligation Report**

Tab 7 **Report on Public School Ad Hoc Committee Meeting**

Tab 8 **Presentation of First Draft of “Connections 2040” MTP Update
(Handouts will be distributed at the meeting)**

Adjournment (A motion to adjourn is not necessary)

NOTES

**Next Meeting: Friday, February 21, 2020
10:00 a.m. - 11:00 a.m.
MRCOG Board Room**

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



Mid-Region Council of Governments
Metropolitan Transportation Board
Action Summary
Friday, December 13, 2019

Wayne Ake, Chair

Mary Homan, Vice Chair

ORGANIZATION		MEMBER		ALTERNATE
Village of Los Ranchos de Albuq		Mary Homan, Mayor Pro Tem		Donald Lopez
Bernalillo County		Charlene Pyskoty, Commissioner	X	Brian Lopez Joe Noriega
Bernalillo County		Maggie Hart Stebbins, Commissioner	X	Richard Meadows
Bernalillo County	X	Debbie O'Malley, Commissioner		Richard Meadows
City of Albuquerque		Isaac Benton, Councilor <i>Chair</i>		Tom Menicucci
	X	Diane Gibson, Councilor		Abigail Stiles
	X	Klarissa Peña, Councilor		Cherise Quezada
	X	Cynthia Borrego, Councilor		Susan Vigil
		Don Harris, Councilor	X	Tom Menicucci
		Ken Sanchez, Councilor		Tom Menicucci
		Lawrence Rael, COO	X	Patrick Montoya
AMAFCA		Ron Brown, Board Member		
Albuquerque Public Schools		Candy Patterson	X	Dave Peercy
Town of Bernalillo		Jack Torres, Mayor		Ida Fierro
Village of Bosque Farms		Wayne Ake, <i>Chair</i>		Vacant
Village of Corrales	X	Kevin Lucero		JoAnne Roake
Village of Los Lunas	X	Michael Jaramillo		Erin Callahan
MRGCD		Vacant		Karen Dunning
New Mexico DOT	X	David Quintana		Jill Mosher
New Mexico DOT		Ken Murphy	X	Jill Mosher
City of Belen		Jerah Cordova	X	Steven Tomita
City of Rio Rancho	X	Robert Tyler, Councilor		Peter Wells
	X	Greggory Hull, Mayor		Peter Wells
City of Rio Communities		Vacant		Jim Winters
Rio Rancho Public Schools	X	Mike Padilla		Sal Maniaci
Cochii Pueblo		Vacant		Other councilmen
Isleta Pueblo		Kathy Trujillo		Shawna Ballay
Laguna Pueblo		Gaylord Siow	X	Sharon Hausam
Sandia Pueblo	X	John Paul Romero		
Sandoval County	X	David Heil, Commissioner		Amy Griffin Mark Hatzenbuhler
Valencia County		Dave Carlberg		Gabe Luna
SSCAFCA		Jim Fahey		Dave Gatterman
RMRTD	X	Terry Doyle, Director		Grant Brodehl
Village of Tijeras		Vacant		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
Santa Ana Pueblo		Vacant		
Bernalillo Public Schools		Vacant		Vacant

MRCOG STAFF PRESENT

Dave Pennella, Barbara Thomas, Steven Montiel, John Felix, Sandy Gaiser, James Kohlberg, Nathan Masek, Tony Sylvester, Will Simon

AGENDA

Call to Order

The meeting was called to order at 10:10 a.m. by Debbie O'Malley, Bernalillo County, in the absence of both the chair and vice chair. The presence of a quorum was noted.

Approval of Agenda

Dave Pennella, MPO Administrator, requested that Tab 7 be moved up to follow Tab 4 due to similarity of topics. All concurred.

Action Taken:

Steven Tomita, City of Belen, made a motion to:

APPROVE THE AGENDA FOR DECEMBER 13, 2019 AS REVISED

The motion was seconded by John Paul Romero, Sandia Pueblo, and passed unanimously.

Tab 1 **Approval of Action Summary of November 15, 2019**

Action Taken:

Ms. O'Malley made a motion to:

APPROVE THE ACTION SUMMARY OF NOVEMBER 15, 2019

The motion was seconded by Mr. Romero and passed unanimously.

PUBLIC COMMENT AND REPORTS

Tab 2 **Public Comments**

There were no public comments.

Tab 3 **Reports**

◆Staff

◆TCC

There were no reports from staff or the TCC.

ACTION ITEMS

Tab 4 **Amending the FFY 2020-2025 Transportation Improvement Program (TIP)** R-19-11 MTB

Steven Montiel, TIP Coordinator, presented the TIP amendment and reviewed the projects.

Mr. Pennella thanked Jill Mosher, NMDOT, for her assistance in resolving the funding issue brought about by the reduction of targets in the STP-Small Urban and STP-Rural.

Action Taken:

Cynthia Borrego, City of Albuquerque, made a motion to:

APPROVE R-19-11 MTB AS PRESENTED WITH THE ADDITION OF \$250 THOUSAND OF STP-U PLUS MATCH TO PROJECT A300304.

The motion was seconded by Debbie O'Malley and passed unanimously.

Tab 7

TIP Funding Changes

Mr. Pennella reviewed the proposed administrative modifications to the TIP to preserve funding for the local Valencia County project, which was impacted by the target reduction.

Mr. Montiel thanked Ms. Mosher and reiterated that a coordinated effort between Ms. Mosher and MPO staff resolved the issue.

Councilor Klarissa Peña also thanked everyone who worked on the issue and noted her concern about the needs of Albuquerque's Westside.

Action Taken:

No action was needed from the Board since these are administrative modifications.

Tab 5
R-19-12 MTB

Amending the FFY 2019-2020 Unified Planning Work Program for Transportation Planning for the Albuquerque Metropolitan Planning Area (AMPA)

Mr. Pennella presented the 2019-2020 UPWP (Unified Planning Work Program) and stood for questions. There were no questions.

Action Taken:

Mr. Romero made a motion to:

APPROVE R-19-12 MTB AMENDING THE FFY 2019-2020 UNIFIED PLANNING WORK PROGRAM FOR TRANSPORTATION PLANNING FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA (AMPA)

The motion was seconded by Steven Tomita, City of Belen, and passed unanimously.

Tab 6
R-19-13 MTB

Adopting Performance Measures Targets for PM#1 – Safety for the Albuquerque Metropolitan Planning Area (AMPA)

Mr. Pennella presented R-19-13 MTP and stood for questions. There were no questions.

Action Taken:

Ms. O'Malley made a motion to:

APPROVE R-19-13 MTB ADOPTING PERFORMANCE MEASURES TARGETS FOR PM#1 – SAFETY FOR THE ALBUQUERQUE METROPOLITAN PLANNING AREA (AMPA)

The motion was seconded by Patrick Montoya, City of Albuquerque, and passed

unanimously.

DISCUSSION AND INFORMATION ITEMS

Tab 8

Review of FFY 2019 Annual Performance and Expenditure Report

Mr. Pennella presented the FFY 2019 Annual Performance and Expenditure Report. There were no questions regarding the report.

Adjournment

The December 13, 2019 meeting of the Metropolitan Transportation Board was adjourned at 11:23 a.m.

Wayne Ake, Chair
Metropolitan Transportation Board

ATTEST:

Dewey V. Cave, Executive Director

R-20-01 MTB

ADOPTING THE MID-REGION COUNCIL OF GOVERNMENTS TITLE VI PROGRAM (A.K.A. TITLE VI PLAN) FOR THE MID-REGION METROPOLITAN PLANNING ORGANIZATION

Background: This Title VI Program document is a means to implement our non-discrimination policies, ADA requirements and environmental justice requirements.

In October 2013 the MTB adopted the current Title VI Plan. The plan requires periodic updates; this revision is the update. The previous document was called the "Title VI Plan"; it has been retitled "Title VI Program". The update of this plan was noted as a "recommendation" in the 2018 Federal Certification Review, and adoption of this revision will satisfy the recommendation "finding". This document applies to both the Mid-Region Metropolitan Planning Organization (a division of MRCOG) and the Mid-Region Rural Transportation Planning Organization (MRPTPO). The MRRTPO Board adopted this document at their December 19, 2019 meeting and the MRCOG Board of Directors will vote on this document at their February 2020 meeting.

The MRCOG Title VI Coordinator has been working with the Civil Rights coordinators at both NMDOT, FHWA-NM Division, and FTA-Region VI to develop this revision and assure compliance.

Following adoption, the document will be translated into Spanish.

MPO Staff Recommendation: **MPO staff recommends adoption.**

TPTG Recommendation:

This item was not reviewed by TPTG since it is an administrative policy statement, not a technical analysis of transportation projects or policies.

TCC Recommendation:

This item was not reviewed by TCC since it is an administrative policy statement, not a technical analysis of transportation projects or policies.

1 RESOLUTION
2 of the
3
4 METROPOLITAN TRANSPORTATION BOARD
5 of the
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7 MID-REGION METROPOLITAN PLANNING ORGANIZATION
8 of the
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10 MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO
11
12 (R-20-01 MTB)

13
14 **ADOPTING THE MID-REGION COUNCIL OF GOVERNMENTS**
15 **TITLE VI PROGRAM (A.K.A. TITLE VI PLAN) FOR THE**
16 **MID-REGION METROPOLITAN PLANNING ORGANIZATION**
17

18 WHEREAS, the Mid-Region Council of Governments (MRCOG) is the desig-
19 nated Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan
20 Planning Area (AMPA); and

21 WHEREAS, the Mid-Region Metropolitan Planning Organization (MRMPO) is
22 a division of MRCOG established to conduct all metropolitan planning activities
23 under 23 CFR 450; and

24 WHEREAS, the Metropolitan Transportation Board (MTB) is the Metropolitan
25 Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA);
26 and

27 WHEREAS, the MTB is responsible for carrying out the transportation planning
28 process for the AMPA; and

29 WHEREAS, the MTB is committed to a policy of non-discrimination and fulfilling
30 the obligations of Title VI of the Civil Rights Act of 1964 and other applicable laws; and

31 WHEREAS, the MTB adopted a Title VI Plan on October 18, 2013;

32 NOW THEREFORE BE IT RESOLVED by the Metropolitan Transportation Board

33 of the Mid-Region Council of Governments of New Mexico that the *Mid-Region Council*
34 *of Governments Title VI Program* (ATTACHMENT A) is hereby approved as it applies to
35 the transportation planning process and activities within the Albuquerque Metropolitan
36 Planning Area;

37 AND BE IT FURTHER RESOLVED, the Metropolitan Transportation Board
38 certifies that the transportation planning process is being conducted in accordance with
39 all applicable requirements of the following:

- 40 a). Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and
41 49 CFR part 21 and the Title VI assurance executed by each State under
42 23 U.S.C. 324 and 29 U.S.C. 794;
- 43 b). 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed,
44 national origin, sex, or age in employment or business opportunity;
- 45 c). Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L.
46 105-178) regarding the involvement of Disadvantaged Business
47 Enterprises in FHWA and FTA funded planning projects (Sec. 105(f),
48 Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- 49 d). 23 CFR part 230, regarding the implementation of an equal employment
50 opportunity program on Federal and Federal-aid highway construction
51 contracts;
- 52 e). The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-
53 336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- 54 f). The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting
55 discrimination on the basis of age in programs or activities receiving
56 Federal financial assistance;

- 57 g). Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based
58 on gender;
- 59 h). Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR
60 part 27 regarding discrimination against individuals with disabilities; and
- 61 i). other applicable federal and state laws.

62 PASSED, APPROVED, AND ADOPTED this 17th day of January 2020 by the
63 Metropolitan Transportation Board of the Mid-Region Metropolitan Planning
64 Organization of the Mid-Region Council of Governments of New Mexico.

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Wayne Ake, Chairperson
Metropolitan Transportation Board

71 ATTEST:

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

R-20-01 MTB Attachment A

MID-REGION COUNCIL OF GOVERNMENTS

TITLE VI PROGRAM



Adopted Title VI Plan by the MRMPO Metropolitan Transportation Board Oct. 18, 2013
Adopted Title VI Plan by the Mid-Region RTPO Board Feb. 13, 2014
Adopted by the MRCOG Board of Directors 2013
Revised Title VI Program by the MRCOG Executive Board April 14, 2016
2nd Revision Adopted by the MRCOG Board of Directors _____, 2019
2nd Revision Adopted by the Mid-Region RTPO Board December 19, 2019
2nd Revision Adopted by the MRMPO Metropolitan Transportation Board January __, 2020

Mid-Region Council of Governments
809 Copper Avenue NW
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(505) 247-1750-tel. (505) 247-1753-fax
www.mrcog-nm.gov

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EXECUTIVE SUMMARY

The purpose of this submission is to present the Title VI Program of the Mid Region Council of Governments (MRMPO/RTPO), a current recipient for Federal Transit Administration (FTA) financial assistance. This program was developed to guide the MRMPO/RTPO in its administration and management of Title VI related activities as specified in Federal Transit Administration (FTA) Circular 4702.1.B. This submission hereby provides assurance that the MRMPO/RTPO has not had a Title VI compliance review for previous funding received from another federal agency. Further, the MRMPO/RTPO has not applied to any other federal agency for funding. Pursuant to FTA Circular 4702.1B reporting requirements, this Title VI Program will be effective through 2023.

I. Nondiscrimination Statement of Policy

Title VI Policy Statement

The Mid-Region Council of Governments provides the following notification to the public that it complies with Title VI and informs members of the public of the protections against discrimination afforded to them by the Civil Rights Act of 1964:

The Mid-Region Council of Governments (MRMPO/RTPO) is committed to compliance with Title VI of the Civil Rights Act of 1964, 49 CFR, part 2, and all related regulations and directives. Mid-Region Council of Governments assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any Mid-Region Council of Governments program, activity or service. To obtain more information on our nondiscrimination obligations or to file a Title VI complaint, contact Sandra Gaiser at 809 Copper Avenue NW, Albuquerque, New Mexico 87102 or www.MRMPO/RTPO-nm.gov.

El Consejo de Gobiernos de la Región Media (MRMPO/RTPO) se compromete a cumplir con el Título VI de la Ley de Derechos Civiles de 1964, 49 CFR, parte 2, y todas las regulaciones y directivas relacionadas. El Consejo de Gobiernos de la Región Media garantiza que ninguna persona por motivos de raza, color, origen nacional, género, edad o discapacidad no se excluirá de la participación, se le negarán los beneficios o se someterá a discriminación bajo ningún programa o actividad. bajo cualquier programa, actividad o servicio del Consejo de Gobiernos de la Región Media. Para obtener más información sobre nuestras obligaciones de no discriminación o para presentar una queja de Título VI, comuníquese con Sandra Gaiser al 809 Copper Avenue NW, Albuquerque, Nuevo México 87102 o www.MRMPO/RTPO-nm.gov.

Prohibited discrimination may be intentional or unintentional. Seemingly neutral acts that have disparate impacts on individuals of a protected group and lack a substantial legitimate justification are a form of prohibited discrimination. Harassment and retaliation are also prohibited forms of discrimination.

Examples of prohibited types of discrimination based on race, color, national origin, sex, disability, or age include: Denial to an individual any service, financial aid, or other benefit; Distinctions in the quantity, quality, or manner in which a benefit is provided; Segregation or separate treatment; Restriction in the enjoyment of any advantages, privileges, or other benefits provided; Discrimination in any activities related to highway and infrastructure or facility built or repaired; and Discrimination in employment.

Environmental Justice/Limited English Proficiency Policy Statement

Mid-Region Council of Governments is also committed to assure every effort will be made to prevent the discrimination of low-income and minority populations as a result of any impact of its programs or activities in accordance with Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and in Low-Income Populations.

In addition, the Mid-Region Council of Governments also assures every effort will be made to provide meaningful access to persons that have Limited English Proficiency, in accordance with Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency.

Definition of Federal Financial Assistance and Recipients Affected

Federal financial assistance is defined as any Federal dollars that are assigned to the MRMPO/RTPO to support any program and activity, by way of grant, loan or contract, other than a contract of insurance or guaranty.

Specific Forms of Discrimination Prohibited

Mid-Region Council of Governments efforts to prevent discrimination must address, but are not limited to:

- The denial of services, financial aid, or other benefits provided under a program.
- Distinctions in the quality, quantity, or manner in which the benefit is provided.
- Segregation or separation in any part of the program.
- Restriction in the enjoyment of any advantages, privileges, or other benefits provided to others.
- Different standards or requirements for participation.
- Methods of administration which directly or indirectly or through contractual relationships would defeat or impair the accomplishment of effective nondiscrimination.
- Discrimination in any activities related to a highway, infrastructure or facility built or repaired in whole or in part with Federal funds.
- Discrimination in any employment resulting from a program, the primary purpose of which is to provide employment.

Mid Region Council of Governments Programs and Services Covered by Title VI

Mid-Region Council of Governments Title VI Plan applies to all of the MRMPO/RTPO programs, activities and services, regardless of funding source. Some sections deal with specific requirements (e.g. FTA funded programs).

Authorities

1. Title VI of the Civil Rights Act of 1964 (42 U.S.C. § 2000d *et seq.*, 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin);
2. Federal-Aid Highway Act of 1973 (23 U.S.C. §324 *et seq.*), (prohibits discrimination on the basis of sex);
3. The Age Discrimination Act of 1975, as amended, (42 U.S.C. § 6101 *et seq.*), (prohibits discrimination on the basis of age);
4. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. § 794 *et seq.*) as amended, (prohibits discrimination on the basis of disability);
5. Americans with Disabilities Act of 1990, as amended, (42 U.S.C. § 12101 *et seq.*), (prohibits discrimination on the basis of disability)
6. The Uniform Relocation Assistance and Real Property Acquisitions Policies Act of 1970, as amended, 42 U.S.C. § 4601
7. The National Environmental Policy Act of 1969, 42 U.S.C. § 4321;
8. 49 C.F.R. Part 21 (entitled *Nondiscrimination In Federally-Assisted Programs Of The Department of Transportation-Effectuation of Title VI Of The Civil Rights Act of 1964*);
9. 49 C.F.R. Part 27 (entitled *Nondiscrimination On The Basis Of Disability In Programs Or Activities Receiving Federal Financial Assistance*);
10. 49 C.F.R. Part 28 (entitled *Enforcement Of Nondiscrimination On the Basis Of Handicap In Program Or Activities Conducted By The Department Of Transportation*);
11. 49 C.F.R. Part 37 (entitled *Transportation Services For Individuals With Disabilities (ADA)*);
12. 23 C.F.R. Part 200 (FHWA's Title VI/Nondiscrimination Regulation);

13. 28 C.F.R. Part 35 (entitled *Discrimination On The Basis Of Disability In State And Local Government Services*);
14. 28 C.F.R. Part 50.3 (DOJ Guidelines for Enforcement of Title VI of the Civil Rights Act of 1964).

Signed by Chief Administrative Officer or Designee

Date

II. Title VI and Environmental Justice – The Public Participation Plan (PPP)

The Public Participation Plan establishes the procedures to enhance public involvement in the provision of transit services among beneficiaries of the MRMPO/RTPO's services, including but not limited to, low income and minority individuals as well as those with limited English proficiency.

The MRMPO/RTPO offers early and continuous opportunities for public involvement in identifying social, economic and environmental impacts of transit services. The depth of the MRMPO/RTPO's public participation plan is well demonstrated by the variety of information and materials developed and disseminated as a part of MRMPO/RTPO's community outreach effort and is found in Appendix A.

Federal Regulations

In accordance with Federal Transit Administration (FTA) Title VI Circular 4702.1B, Promoting Inclusive Public Participation, the MRMPO/RTPO's public participation plan offers early and continuous opportunities for the public to be involved in the identification of social, economic and environmental impacts of transit services. With regards to public participation, grant recipients are required to comply with several requirements in order to demonstrate compliance.

Planning Regulations

Federal Highway Administration (FHWA) and FTA joint regulation for planning assistance and standards, codified as 23 CFR 450 and 49 CFR 613 respectively, formulates a robust process for providing citizens, public agencies, public transportation employees, freight shippers, private transportation providers, users of public transportation, pedestrian walkways, and bicycle facilities with reasonable opportunities to be involved in the metropolitan transportation planning process. To this end, the MRMPO/RTPO's planning area is also served by the designated Metropolitan Planning Organizations (MPO): the Mid-Region Metropolitan Planning Organization (MRMPO), responsible for surface transportation planning in the Albuquerque Metropolitan Planning Area (AMPA).

The MPO is responsible for developing long-range transportation plans and short-term Transportation Improvement Program (TIP) for their defined area, and the RTPO is responsible for developing the Long-Range Transportation Plan for the areas that fall outside of the Albuquerque Metropolitan Planning Area. The RTPO provides recommendations for prioritization of transportation projects through the Regional Transportation Improvement Program Recommendation (RTIPR). As such, the MRMPO/RTPO projects are publicly vetted in a wide variety of venues through the public participation processes associated with the MPO so as to ensure a continuing, cooperative and comprehensive planning process. This submission

has an additive value in defining public participation requirements necessary to encourage active and meaningful public involvement in reviewing and commenting on policies and provisions affecting transit services.

The MRMPO/RTPO Public Participation Plan (PPP) describes how our organization communicates and distributes information to the public as well as how the public can interact and provide comments to our organization. The needs of those traditionally underserved by the existing system will be sought and considered by the MRMPO/RTPO. The goal of the MRMPO/RTPO's public participation plan is to support proactive inclusive public involvement at all stages of planning and project development. The performance standards for proactive public involvement include early and continuous involvement; reasonable public availability of vital information with meaningful access; collaborative input on alternatives, evaluation criteria, and mitigation needs; open public meetings in accessible locations; and open access to the decision-making process.

To achieve these objectives, the MRMPO/RTPO will:

- Ensure that the public is actively involved in the development of transit services;
- Provide community outreach efforts to ensure meaningful public involvement; and
- Employ a wide variety of outreach techniques in a myriad of venues to convey vital information throughout the MRMPO/RTPO's planning area.

Through its public involvement efforts, the MRMPO/RTPO will strive to achieve the following Title VI and Environmental Justice (EJ) goals:

- Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
- Prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority and low-income populations.

Title VI states that no person shall, on the ground of race, color, or national origin be excluded from participation in, denied benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance. The MRMPO/RTPO will ensure that the input and feedback from all people will be considered in the development of MRMPO/RTPO planning documents and activities.

Environmental justice concerns and goals should be considered throughout all public engagement efforts, from project planning through construction and operation. This includes public outreach conducted during transportation planning and during the environmental reviews required by the National Environmental Policy Act (NEPA).

The following actions related to Environmental Justice and Title VI are meant to reduce the barriers for participation in the decision-making process by low income, minority or disabled individuals.

1. When possible, public meetings will be held in locations that are convenient to low- and moderate-income neighborhoods and accessible to disabled populations. Such locations include community centers, senior centers, and schools. Where possible, members of

our organization will meet at the locations of businesses, neighborhood groups, stakeholders, and other agencies.

2. Upon request, all of our organization's work products and documents will be made available in alternative formats, including Braille, large type and languages other than English.
3. The following statement will be included in all of our organization's documents: The MRMPO/RTPO does not discriminate on the basis of race, color, national origin, sex, religion, age or disability in the provision of services. This document can be made available in alternative formats by contacting our organization: (505) 247-1750. The following statement will be included in all meeting announcements: *Anyone requiring special accommodations must notify the MRCOG office at 505-247-1750 at least seven days prior to the meeting.*
4. Agencies and organizations that represent low income, minority and disabled populations will be identified and included in our organization's mailings. Our staff will maintain an active listing of contacts for these organizations.
5. Our organization will evaluate Environmental Justice actions and Title VI requirements on an annual basis to ensure effectiveness of public involvement. This document will be reviewed and updated in conjunction with the Public Participation Plan.

Communication and Notification to the Public

All members of the public are ensured protections against discrimination which are afforded to them by Title VI. To ensure open communication with the public, the MRCOG will adhere to the following requirements:

- The MRCOG will disseminate agenda and public meeting information to members of the public via accessible printed and electronic media, including postings on the MRCOG website and in the Albuquerque Journal. Documents and agendas will be available at the MRCOG office, 809 Copper Avenue NW 87102, and at other locations identified in the Public Participation Plan (see Appendix A for the PPP).
- Public notices of MRCOG meetings will be posted at the location of the meeting site.
- In appropriate documents, the MRCOG will include a statement that the organization complies with Title VI by assuring that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity under any MRCOG program, activity, or service.

Section VI of this plan describes the procedures on how members of the public can request additional information regarding the MRCOG Title VI obligation. This section also identifies the procedures to be followed by members of the public to file a discrimination complaint against the MRCOG.

III. Title VI and Environment Justice – Mid-Region Council of Governments Planning Requirements

The MRMPO/RTPO is responsible for ensuring Title VI compliance for the following planning activities:

Data Collection

Census and other statistical data will be collected by the MRMPO/RTPO as a means of identifying low income and minority populations within the Mid-Region planning area. The data will be maintained for the purpose of planning projects and programs that serve various population groups. The data collection process will be reviewed regularly to ensure sufficiency in meeting Title VI requirements.

- MRMPO/RTPO Actions
 - Collect, maintain, and update databases of low income and minority concentrations within the Mid-Region planning area
 - Utilize the data when developing plans and studies
 - Develop demographic profile maps to help identify neighborhoods with high concentrations of low income and minority populations
 - Use these maps in various planning documents

Unified Planning Work Program

The MRMPO/RTPO Unified Planning Work Program (UPWP) is the annual list of projects and activities that are expected to be completed by staff and the governing and advisory committees for the MRCOG. In this document, the MRMPO/RTPO will identify projects, studies, and other activities that will provide more transportation options to disadvantaged populations.

- MRMPO/RTPO Actions
 - Identify planning activities that will encourage involvement by all populations
 - Analyze the benefits and impacts that planning studies might have on low income and minority populations
 - Create maps highlighting socio-economic groups and their geographical relationship to jobs, housing, and transportation options for all modes

Transportation Improvement Program

The Transportation Improvement Program (TIP) is the short-term program of projects that are expected to be designed, engineered, and constructed within the next four years. Projects should be reviewed to assess the benefits and impacts they might have on various aspects of the population.

- MRMPO Actions
 - Work with the entities to identify transportation projects that serve areas of the MRMPO with low income and minority populations
 - Provide opportunity for all populations to provide input into project identification

Statewide Transportation Improvement Program / Regional Transportation Improvement Program Recommendations

The Statewide Transportation Improvement Program (STIP) is the short-term program of projects that are expected to be designed, engineered, and constructed within the next four years. The Regional Transportation Improvement Program Recommendations (RTIPR) is the ranked list of projects that RTPOs recommend be funded through the STIP. Projects should be reviewed to assess the benefits and impacts they might have on various aspects of the population.

- MRRTPO Actions
 - Through the RTIPR process, work with the entities to identify transportation projects that serve areas of the MRRTPO with low income and minority populations

- Through the RTIPR process, provide opportunity for all populations to provide input into project identification

Metropolitan Transportation Plan

The Metropolitan Transportation Plan (MTP) is the long range, comprehensive plan that identifies the projects, programs, and policies needed in the next 20 years to meet the transportation needs of this area. Using various data collected by the Mid-Region Metropolitan Planning Organization, the MTP can estimate growth patterns of disadvantaged populations and address the benefits and burdens that future transportation projects might have.

- MRMPO Actions
 - Develop demographic profile maps that project growth in disadvantaged populations over at least a 20-year planning horizon
 - Give all populations opportunity to provide input into project identification
 - Assess the effects that future land use decisions and transportation projects might have on the neighborhoods, the environment, and the economy
 - Ensure that the benefits and impacts of future transportation systems are equally distributed among all areas of the MRMPO

Regional Transportation Plan

The Regional Transportation Plan (RTP) is the long range, comprehensive plan that identifies the projects, programs, and policies needed in the next 20 years to meet the transportation needs of this area. Using various data collected by the Mid-Region Council of Governments the RTP can estimate growth patterns of disadvantaged populations and address the benefits and burdens that future transportation projects might have.

- MRRTPO Actions
 - Develop demographic profile maps that project growth in disadvantaged populations over at least a 20-year planning horizon
 - Give all populations opportunity to provide input into project identification
 - Assess the effects that future land use decisions and transportation projects might have on the neighborhoods, the environment, and the economy
 - Ensure that the benefits and impacts of future transportation systems are equally distributed among all areas of the MRRTPO

Transit Planning

- MRMPO Actions
 - Using demographic profile maps, ensure that transit routes and stops fully serve those neighborhoods with high concentrations of low income and minority populations.
 - Work with Rio Metro Regional Transit District and ABQ Ride to identify necessary changes to routes
 - Ensure bus stop locations are fully accessible for all users, both at the site and in the vicinity
- MRRTPO Actions
 - Initiate and coordinate long-range regional transportation planning with other local, regional, and statewide planning initiatives. Collaborate with NMDOT and other partners to identify and document current and future transportation needs, plans, and projects for inclusion in the MRRTPO Long-Range Regional Transportation Plan (RTP).

- Conduct and/or participate in corridor studies, transportation-related subarea plans, and regional and local multi-modal and intermodal planning activities, including comprehensive plans, transportation plans, safety plans, freight plans, transit plans, trail plans, bike plans, etc.

IV. Organization/Staff Responsibilities

Organizational Overview:

The Mid-Region Council of Governments (MRCOG) is a regional planning organization that develops policies and makes decisions about transportation planning in the greater Albuquerque region of New Mexico. It is a forum for cities, towns, villages, tribal governments, counties, transit agencies, and state agencies to address common regional issues.

MRCOG includes several organizational divisions such as the Mid-Region Metropolitan Planning Organization, Mid-Region Rural Transportation Planning Organization, Workforce Development-Central Region, Water Resources Management, Local Planning Assistance, and Economic Development-District 3. Several of these programs have their own governing bodies. In addition, MRCOG administratively houses the Rio Metro Regional Transit District under agreement with that district to provide staff, payroll services, office space, and other administrative functions (See Appendix D for the Organizational Chart).

MRCOG is designated under federal regulations as the Metropolitan Planning Organization (MPO) for the Albuquerque Metropolitan Planning Area (AMPA) which is a Transportation Management Area (TMA) as well. In addition, under state law MRCOG is designated as the Rural Transportation Planning Organization (RTPO) for Tarrant County, portions of Sandoval County and the southwest corner of Santa Fe County that includes the Town of Edgewood. Work tasks and responsibilities with respect to transportation planning are detailed in the Unified Planning Work Program for the MPO and the Regional Work Program for the RTPO.

Governance, Boards, and Committees

MRCOG is governed by the MRCOG Board of Directors. The Board is composed of locally elected officials. Member agencies may select senior staff members to serve as alternates.

The Mid-Region Metropolitan Planning Organization (MRMPO) is governed by the Metropolitan Transportation Board (MTB) which is composed of elected officials and agency representatives from within the Albuquerque Metropolitan Planning Area as well as representatives from the New Mexico Department of Transportation. Membership, officers and voting procedures are in accordance with the Bylaws adopted by the MTB. Standing and ad hoc committees provide the MTB with guidance on matters related to funding, congestion management, bicycle and pedestrian issues, intelligent transportation systems, freight, roadway access management, and other specific matters related to transportation planning.

The Mid-Region Rural Transportation Planning Organization (MRRTPO) is governed by the RTPO Committee which is also composed of elected officials and agency representatives from within the rural planning area as well as the New Mexico Department of Transportation. Membership, officers and voting procedures are in accordance with the Bylaws adopted by the RTPO Committee.

Title VI Coordinator Responsibilities:

The Title VI Coordinator is responsible for the development and implementation of the Title VI plan. The Coordinator must also ensure that all entities of the MRMPO/RTPO are compliant with

Title VI requirements. The Title VI Coordinator is also responsible for:

- Submitting a Title VI plan and updates when there are changes in procedure, organizational structure, or complaints, to the NMDOT Title VI Coordinator. Submitting a Title VI plan every three years and an annual update to the NMDOT Title VI Coordinator. The annual updates should include, but are not limited to, any changes in procedure and organizational structure. If there are no changes, correspondence should be submitted stating there are no changes. All Title VI complaints should be reported to the NMDOT Title VI Coordinator as they occur, as well as in the annual report. Annual updates are due by October 1.
- Developing procedures for receiving, processing, investigating and reporting Title VI complaints.
- Maintaining a Title VI complaint log so that three years of complaints are documented.
- Developing procedures for the collection and analysis of statistical data.
- Developing a program to conduct Title VI reviews or program areas.
- Conducting annual assessments of identified Title VI program areas.
- Developing Title VI information for dissemination.
- Establishing procedures for resolving deficiency status and reducing to writing the remedial action agreed to be necessary.

V. Primary Program Area & Review Procedures

The Mid-Region Council of Governments engages in the following program areas:

Program Area 1: Communications and Public Involvement

The Communications & Public Involvement Program Area applies to and affects the agency work program as a whole, particularly agency efforts and responsibilities related to the Planning & Programming and Transit Grant Administration Program Areas. It has been treated as a separate program area for the purposes of clarity, and corresponding to agency organization. See Appendix A for the agency's adopted *Public Participation Procedures*. The goal of MRCOG's communications and public involvement program is to ensure early and continuous public notification about, and participation in, major actions and decisions by MRCOG. In seeking public comment and review, MRCOG makes a concerted effort to reach all segments of the population, including people from minority and low-income communities, and organizations representing these and other protected classes. As stated in the adopted *Public Participation Procedures*, "explicit consideration is given to all comments received by MRCOG staff."

Operational Guidelines

- MRCOG's *Public Participation Procedures*
- MRCOG's Improving Access for People with Limited English Proficiency Principles of MRCOG's Communications & Public Participation Program
- It is essential that the public participation process is open and accessible to everyone.
- Major public policy decisions may have significant impacts on various individuals and/or groups of people.
- Professionals should solicit and consider ideas and alternatives from all interested members of the public.
- Decisions should be based on consideration of all input, ideas and comments.
- The decision-making process should be open, objective, and consider all viewpoints.
- Staff will ensure that all relevant information necessary for an informed decision is

consider in the development of any recommendation.

- Whenever possible staff should communicate directly with an organization or group rather than just the group's representative.
- Public notices should be clear, concise and convey all relevant information in a timely manner and should be disseminated using a variety of communication methods.

Elements of MRCOG's Communications & Public Participation Program

- Website – MRCOG maintains an extensive website www.mrcog-nm.gov, which is updated almost daily. The site includes information on agency's responsibilities, programs, publications, press releases; contact information for all MRCOG staff; a search function; the Title VI Plan, complaint procedures, and complaint form; and a comment form so visitors may comment directly to MRCOG on any subject. There is also a Public Participation page to encourage people to participate by signing up to receive the agency's *TravelTimes* newsletter, attending meetings, requesting a speaker, or contacting the Information Center for copies of plans, reports, or other information.
- Information Center (front desk) – MRCOG offices are open five days per week. MRCOG staff will provide documents for public review and copies for dissemination (some with a fee to cover photocopy costs). Every document that MRCOG produces contains contact information for that product. MRCOG staff routinely answers questions and responds to requests for information from residents, businesses, and agency staff from cities, tribal governments, towns, villages, and organizations throughout New Mexico.
- Publications – Each year, MRCOG issues a multitude of publications, reports, and maps as part of the agency's work program, and responds to and processes a large number of data requests. The information is used by planning and public works departments throughout the region, and can be accessed through the website and at MRCOG offices.
- Press releases – Press releases are routinely sent to several media contacts, including local print reporters, television stations and radio stations throughout Central New Mexico. These include several Spanish-language media outlets. All press releases include the abbreviated Title VI Notice to the public and contact information for agency staff.
- Meetings open to the public – All MRCOG board and committee meetings are open to the public (except for topics meeting the closed session criteria of the Open Meetings Act). Time for public comment is allowed at all meetings. Meeting dates and times are posted at least 72 hours in advance on the agency's website and in the *TravelTimes* newsletter. All meeting agendas contain the following statement "Anyone requiring special accommodations is requested to notify the MRCOG at 505-247-1750 or email [the meeting contact] seven days prior to the meeting."
- Opportunities for public comment – MRCOG routinely provides opportunities for public comment, and continues to work to find new and innovative ways to solicit public comments and involve all segments of the population in New Mexico's Mid-Region. Comments are accepted by phone, fax, email, U.S. mail, and in person. Postage paid comment forms are provided at major public meetings and upon request. MRCOG responds to all comments received. See the *Public Participation Procedures* attached as Appendix A for details.
- Staff is accessible – Staff is accessible in person, on the phone, by mail, by fax, by email, or by online comment forms. Contact information for all staff is provided on the agency's website.
- Mailings – MRCOG routinely uses direct mail and/or email to keep the public informed of the agency's programs, public comment periods, meetings, and publications.
- Events – Events such as workshops, open houses, and forums are held as needed.

Contacts Database, *TravelTimes*, and *Regional Planning Newsletter*

MRCOG maintains a comprehensive mailing list that is used to keep the public informed of the agency and its ongoing activities. *TravelTimes*, the MRCOG's monthly newsletter, is distributed to households, organizations, citizen groups, neighborhood associations, and businesses throughout the Mid-Region of New Mexico. The newsletter contains news about current transportation planning events, national news and links, opportunities for participation in the transportation planning process and notices of upcoming meetings and workshops.

MRRTPO also maintains a newsletter, the *Regional Planning Newsletter*, to showcase projects, share programs, and distribute resources to aid in local planning activities for the communities participating in the MRRTPO. The newsletter includes important and relevant RTPO content.

Opportunities for Public Comments

MRCOG routinely offers four different ways for people to comment on activities, programs, and decisions made at the agency, as follows:

- Comments are accepted at any time – Comments are accepted via an online comment form, by phone, fax, email, U.S. mail, and in person at any board or committee meeting. Contact information for all staff is provided on the agency website. MRCOG's address and front desk telephone and fax number is included in every publication produced by MRCOG. MRCOG responds to all comments appropriately.
- Citizen comments at agency meetings – All MRCOG board and committee meetings are open to the public (except for topics meeting the closed session criteria of the Open Meetings Act). MRCOG generally holds at least 50 of these meetings per year. The meeting dates are posted at least 72 hours in advance on the agency's web site, and in the monthly *TravelTimes* or *Regional Planning* newsletters. Time for public comments is included on meeting agendas. No advance notice is required to speak during the public comment period at any meeting. Public comments and responses made during these times are kept on record in the official meeting summaries. All of the boards and committees maintain mailing lists; anyone can request to be added to a board or committee mailing list. MRCOG uses voluntary attendance forms at agency meetings open to the public to collect statistical data on meeting attendees to meet federal guidance designed to help track representation of all segments of the population.

Formal public comment periods for major activities – Formal public comment and review periods are used to solicit comments on major planning and programming activities, such as, for example, the proposed distribution of funds, major amendments to the Transportation Improvement Program (TIP), changes to important MRCOG policies (such as the *Public Participation Procedures*), and major updates to the Metropolitan Transportation Plan (MTP). Generally, all documents for public review and comment are posted on the website and may be obtained at MRCOG office. The comment period is highlighted in the *TravelTimes* newsletter, in other agency publications, and on the home page of the website, and press releases are distributed throughout the region. Comments can be made in person at any MRCOG meeting, using a comment form on the agency's website, by email, by U.S. mail, fax, or telephone. MRCOG responds to all comments as deemed appropriate and forwards comments to other agencies for their response when appropriate. All comments received throughout the comment period are distributed, with the comment response, to the appropriate board or committee and are reviewed and considered prior to action.

Public Hearings – MRCOG holds public hearings during major updates to the region's

adopted Metropolitan Transportation Plan (MTP, the Transportation Improvement Program (TIP), and the *Public Participation Procedures*. Please refer to MRCOG's *Public Participation Procedures* (Appendix A) for further information, including how the term "major updates" is applied.

Program Area 2: Planning & Programming

MRCOG is responsible for developing long-range and short-range transportation plans to provide efficient transportation services to the Mid-Region of New Mexico. A comprehensive transportation planning process is used, which entails the monitoring and collection of data related to transportation issues. MRCOG coordinates with NMDOT, cities, counties, tribal governments, and transportation providers, seeks public involvement, and provides technical support when needed. [Refer to "Program Area 1: Communications & Public Involvement" for a description of how interaction with the public is handled.]

Operational Guidelines:

Primary guidance is provided by:

- Federal Regulations 23 CFR 450
- MRCOG Articles of Agreement
- By-Laws of the Metropolitan Transportation Board
- Bylaws of the Mid-Region RTP
- Memorandum of Agreement Between the New Mexico Department of Transportation and the Mid-Region Council of Governments, Metropolitan Planning Organization (Master Agreement)
- Federal transportation acts such as SAFETEA-LU or adopted federal regulations
- State and Federal Clean Air Acts and Amendments

Key Planning and Programming Activities

The MRMPO branch of MRCOG is mandated by state and federal law to maintain the Metropolitan Transportation Plan (MTP), the region's adopted, long-range plan, and the Transportation Improvement Program (TIP), a six-year program of federally funded and regionally significant projects in the region. The MRRTPO maintains long-range plans for rural areas and the Rural Transportation Improvement Program Recommendation (RTIPR). MRCOG conducts and supports numerous state and federal planning, compliance, and certification programs, which enable counties, cities, tribal governments, transit agencies, and NMDOT to obtain state and federal funding. MRCOG also develops and advances a comprehensive economic development strategy, which is integrated with regional land use and transportation planning. The agency provides forecasts of population, housing, economic, and transportation trends that provide the basis for addressing current issues and exploring future needs and options that could benefit the region. MRCOG serves as a center for the collection, analysis, and dissemination of information vital to residents and governments in the region. The Articles of the Agreement of the MRCOG establishes the agency's transportation, database, forum, and technical assistance responsibilities. The agreement highlights the following functions:

- Fulfill MPO responsibilities for the Albuquerque Metropolitan Planning Area, develop a regional transportation plan, review and approve expenditures of federal transportation funds, and identify short-range transportation system development needs and financial strategies.
- Fulfill RTP requirements prescribed by state law for portions of counties outside the

AMPA; ensure that regional transportation and land-use plans are integrated; and ensure that state, regional, and local transportation plans are consistent.

- Maintain the MTP as the region's adopted transportation strategy, and prepare multicounty planning policies for the region.
- Develop and maintain a regional database, and forecast and monitor economic, demographic, and travel conditions in the region as the foundation for local and regional planning.
- Provide technical assistance to local governments, to state and federal governments, and to business and community organizations.
- Provide a forum for the discussion of emerging regional issues.

Major Programs of MRCOG

• **Metropolitan Transportation Plan (MTP)** -- Provide the long-range regional investment strategies to implement transit, roadway, and freight mobility; and non-motorized transportation; with consideration for the environment and air quality. Address full-cost planning, major investment studies, and discussions regarding how to finance transportation improvements.

• **Long Range Rural Transportation Planning** - Develop long range regional investment strategies for all modes of transportation in the MRCOG area outside the Albuquerque Metropolitan Planning Area.

• **Transportation Improvement Program (TIP)** – Maintain a TIP that incorporates all projects using federal funds, including funds managed by MRCOG and the state and all regionally significant projects, regardless of funding source; conduct ongoing analyses related to plan consistency, air quality, and financing; and provide training and assistance to agencies in the region. The TIP is incorporated without change into the Statewide Transportation Improvement Program (STIP).

• **Rural Transportation Improvement Program Recommendation (RTIPR)** - Develop an RTIPR which recommends to NMDOT a list of projects to receive funding. The RTIPR is developed in conjunction with NMDOT's development of the STIP.

• **Congestion Management Process (CMP)** – Develop the Congestion Management Process required by federal transportation law to monitor existing transportation system performance problems and identify potential solutions to guide decisions on use of federal transportation funds.

• **Intelligent Transportation Systems (ITS)** – Maintain the Regional ITS Architecture, develop GIS strategies to track ITS investments and deployments, and coordinate ITS activities in order to maximize the investments being made.

• **Policy, Plan, and Project Review** – Ensure that local, regional, and state planning efforts are compatible and mutually reinforcing, and work with local governments, tribal governments, countywide growth management planning groups, and state agencies in the review of policies, plans, and projects for consistency with state and regional planning goals.

• **Technical Services and Regional System Data** – Provide demographic, economic, travel, traffic count data, and geographic data to member jurisdictions, other agencies, businesses, and the public; assist in planning activities of member jurisdictions; collect, analyze, maintain, and improve data; and identify, monitor, and forecast trends.

• **Public Participation** – Develop and provide information materials on agency activities and services. Assist agency staff in reaching out to, involving, and meeting the needs of MRCOG members, other agencies, businesses, community organizations, and the public.

• **Unified Planning Work Program (UPWP)** - Develop a document which describes the work tasks to be completed in the one- or two-year period and how federal funds will be

utilized for transportation planning purposes

- **RTPO Work Program** - Develop a similar document to the UPWP which applies to the rural planning area.

VI. Title VI Complaint Procedures

The MRMPO/RTPO specifies the procedures for investigating and tracking Title VI complaints filed with the Mid-Region Council of Governments. Below are the complaint procedures as posted on the MRMPO/RTPO website (www.MRCOG-nm.gov) and which are also available upon request.

The Mid Region Council of Governments is committed to ensuring that all residents have equal access to all transportation services. It is further the intent of the Mid Region Council of Governments that all residents are aware of their rights to such access. Any person believing he or she has been excluded from, denied participation in, denied the benefits of, or otherwise has been subjected to discrimination under any transportation service, program or activity (whether Federally-funded or not) due to that person's race, color, national origin, gender age, disability, economic status, or limited English proficiency has the right to file a complaint.

The complaint procedures cover the following:

- Title VI of the Civil Rights Act of 1964
- Section 504 of the Rehabilitation Act of 1973
- Civil Rights Restoration Act of 1973
- Civil Rights Restoration Act of 1987
- Americans with Disabilities Act of 1990
- Executive Order 12898
- Executive Order 13166

An individual, group of individuals or entity may file a formal Title VI complaint. Complaints must be submitted to the NMDOT Title VI Coordinator in writing, signed and dated, within 180 days of the alleged discriminatory act (or latest occurrence). The complaint should include the following information:

- Name, mailing address, and how to contact you (i.e., telephone number, email address, etc.)
- How, when, where and why you believe you were discriminated against, to include the location, names and contact information of any witnesses.
- Other information that you deem significant.

The Mid-Region Council of Governments Complaint Form shown in Appendix B is utilized by persons who wish to file a Title VI complaint. The form, complaint procedures, as well as a link to the FTA Civil Rights website, are provided on the agency's website. The complaint should be submitted to the following address:

Sandra Gaiser, Title VI Coordinator
Mid-Region Council of Governments
809 Copper NW
Albuquerque, NM 87102

The MRMPO/RTPO encourages all complainants to certify mail that is sent through the U.S. Postal Service to ensure that all written correspondence can be tracked easily. An original, signed copy of the complaint must be received by the Title VI Coordinator as soon as possible, but no later than one hundred eighty (180) business days from the alleged date of discrimination.

Title VI complaints must be investigated within 60 days. Investigating a complaint includes interviewing all parties involved and key witnesses. The investigator may also require relevant information. MRMPO/RTPO may specify if there is a particular individual(s) that MRMPO/RTPO should not investigate the complaint due to conflict of interest or other reasons.

Title VI complaints may be forwarded to either NMDOT or FHWA for investigation. If the complaint is forwarded to one of these agencies, *MRMPO/RTPO* will provide the name and contact information for the person handling the Title VI complaint to the complainant.

Federal law prohibits retaliation against individuals because they have filed a discrimination complaint or otherwise participated in a discrimination investigation. Any alleged retaliation should be reported in writing to the investigator.

Title VI complaints may also be filed directly with the following agencies as stated above:

New Mexico Department of Transportation
Construction and Civil Rights Bureau
Attn. Title VI Coordinator
1570 Pacheco St. Suite A-10
Santa Fe, NM 87505
Phone: (505) 470-9668

or

Federal Highway Administration, New Mexico
Attn. Civil Rights Coordinator
4001 Office Court Dr. Suite 801
Santa Fe, NM 87507
Phone: (505) 820-2021

What happens to the complaint after it is submitted?

All written complaints alleging discrimination based on race, color or national origin in a service or benefit provided by the MRMPO/RTPO will be directly addressed by the Title VI Coordinator in writing. The MRMPO/RTPO will provide, to the maximum extent feasible, appropriate assistance to complainants, including assistance to those persons with disabilities, or to those who are limited in their ability to communicate in English. Additionally, the MRMPO/RTPO will make every effort to address all complaints in an expeditious and thorough manner as described below.

A Letter Acknowledging Receipt of Complaint will be mailed within seven (7) business days of receipt of the complaint, a representation of which is presented in Appendix B. At this time, the Title VI Coordinator will conduct a preliminary investigation into the complaint through follow up

written interviews with parties involved. Written documentation of the preliminary investigation will be maintained on file in the Title VI Coordinator's office.

The MRMPO/RTPO may request additional information from the complainant in the Letter Acknowledging Receipt of Complaint. A complainant's failure to provide the requested information may result in the administrative closure of the complaint and no further action will be required by the MRMPO/RTPO.

How will the complainant be notified of the outcome of the complaint?

The MRMPO/RTPO will send a Written Response to the complainant as to whether the complaint is not substantiated or the complaint is substantiated. The MRMPO/RTPO's Title VI Coordinator will make every effort to send a Written Response to the complainant within ninety (90) business days of receipt of the complaint.

As presented in Exhibit C Written Response - Complaint Not Substantiated, the complainant will be advised of his or her right to 1) appeal within seven (7) business days of receipt of the Written Response and 2) within 180 days of the alleged discrimination, file a complaint externally with the Federal Transit Administration of the U.S. Department of Transportation. The complainant has the right to appeal the Written Response. Appeals in this instance must be submitted to the Title VI Coordinator in writing and must include new information not previously considered in the original complaint. Contingent upon the specifics related to the complaint, appeal investigations may include further findings of fact, a hearing or other appropriate mechanism, which will result in a final written determination rendered, if feasible, within ninety (90) business days of receipt of the appeal request.

In the case where the complaint is substantiated, the Written Response will indicate that remedial efforts are being developed and implemented in order to mitigate disparate treatment. The complainant will be notified in a manner similar to that which is presented in Exhibit # Complaint Substantiated, conceivably within ninety (90) business days of receipt of the appeal request.

The Mid Region Council of Governments (MRMPO/RTPO) hereby confirms that there have not been any Title VI investigations, complaints or lawsuits filed with the MRMPO/RTPO. In the event that Title VI filings do occur, the MRMPO/RTPO is prepared to maintain a list of any active investigations, lawsuits or complaints alleging discrimination on the basis of race, color, or national origin. The list will include the date of the investigation, lawsuit or complaint was filed; a summary of allegation(s); the status of the investigation, lawsuit or complaint; and actions taken by the MRMPO/RTPO in response to the investigation, lawsuit or complaint.

VII. Title VI Program Management Procedures

As a requirement of Title VI, the MRMPO/RTPO continually engages the public in its planning and decision-making processes, as well as its marketing and community outreach activities. Since its inception to the present time, the public routinely has been invited by the MRMPO/RTPO to participate in a wide variety of public outreach activities, including but not limited to:

Transportation Improvement Plan (TIP). The Albuquerque Metropolitan Planning Area (AMPA) TIP is a six-year planning document that encompasses all federally funded or regionally significant transportation projects and programs including those related to federal, state and local highways, transit, ridesharing, bike paths, and pedestrian facilities. All MRMPO/RTPO

federally funded projects are subjected to the TIP process, which includes rigorous vetting through a process comprised of a well-established schedule for public hearings and public comment periods. MRCOG's Metropolitan Transportation Board approves the TIP and all TIP amendments. One of the criteria used to identify projects to receive funds includes how well the project provides access for transportation users identified in the President's Order for Environmental Justice. The sponsors of all projects programmed in the TIP are required to comply with Title VI, the Americans with Disabilities Act and other applicable federal and state laws and regulations.

FTA Grant Application Process. As a part of the FTA grant application process, the MRMPO/RTPO makes every attempt to publish its annual Program of Projects (POP) in English and Spanish speaking newsprint which provides another avenue for beneficiary notification and bilingual outreach. This effort also enhances the MRMPO/RTPO's ability to reach out to persons with limited English abilities and therefore, further strengthens the LEP Plan.

Board Meetings. The MRMPO/RTPO Board holds monthly meetings of which the public is invited to attend via notices posted on the MRMPO/RTPO's website and published in local newspapers.

Public Meetings. When new or revised service is proposed, information is disseminated to the affected users, all revisions are posted on the MRMPO/RTPO's website, notifications are sent to email users, and public meetings, if required, are scheduled in advance. All such revisions require presentations to the MRMPO/RTPO Board for formal adoption, which provides another avenue to inform the public.

Smart Business Partnership Program. The MRMPO/RTPO utilizes the Smart Business Partnership Program to reach out to businesses in order to enhance employee participation in MRMPO/RTPO programs and services. This outreach effort is ongoing and widespread throughout the four counties constituting the MRMPO/RTPO's planning area. MRMPO/RTPO staff work with employer coordinators in disseminating information and collecting data about employee commute habits. For this purpose, employee surveys are offered in English and Spanish in order to assist individuals with limited English abilities.

Information Displays, Booths, Fairs. Marketing staff regularly schedule opportunities to interact with the general public to provide information about transit services throughout the community. That effort includes the dissemination of schedules and other informational items about transit services, some of which are offered in English and Spanish versions.

Bilingual Outreach. As an important element of the MRMPO/RTPO's LEP Plan, MRMPO/RTPO has staff available to readily provide responses in Spanish to transit service inquiries. Many transit schedules include Spanish translations. Bilingual translation assistance is utilized in outreach programs, and if requested, offered during program and public meetings. Notices are provided in both Spanish and English in newsprint, on facilities, and in vehicles. The MRMPO/RTPO takes a comprehensive approach to its bilingual outreach efforts.

VIII. Title VI Related Training

The Mid-Region Council of Governments Title VI Coordinator shall ensure that staff is trained and familiar with MRMPO/RTPO related policies and procedures.

Minorities, women, veterans, individuals with a disability, and other individuals protected by Title VI and federal and state anti-discrimination laws are provided with equal opportunity and fair treatment in all employment-related decisions, including opportunities for education and training.

Operational Guidelines:

- MRCOG Employee Handbook
- MRCOG Affirmative Action Plan

All MRCOG employees are encouraged to participate in professional development and training. All materials received by the agency on training and education opportunities are made available to all employees, which includes all information on federally funded training, such as courses provided by the National Highway Institute (NHI), the National Transit Institute (NTI), the Transportation Research Board (TRB) and others.

The Human Resources Manager is responsible for evaluating and monitoring compliance with Title VI requirements in all aspects of the education and training program. NMDOT along with other agencies provide information on training opportunities open to MRCOG staff and subrecipients. They will:

- Assist NMDOT in the distribution of information to MRCOG staff on training programs regarding Title VI and related statutes.
- Ensure equal access to, and participation in, applicable courses for qualified MRCOG employees
- Track staff participation in Title VI, NHI, NTI and TRB courses.

IX. Limited English Proficiency (LEP) Plan

Executive Order 13166, titled Improving Access to Services for Persons with Limited English Proficiency, indicates that differing treatment based upon a person's inability to speak, read, write, or understand English is a type of national origin discrimination. Any agency receiving federal funds needs to develop a Limited English Proficiency (LEP) Plan.

As specified in 70FR74087, Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to Limited English Proficient (LEP) Persons, an assessment of the need for language assistance is based upon the following four factors:

1. The number or proportion of LEP persons served or encountered by the service
2. The frequency with which LEP individuals come into contact with the service
3. The nature and importance of the program, service or activity
4. The resources available to the recipient and the costs associated with outreach

Any initiative or action to provide meaningful access to LEP persons is grounded on what is necessary and reasonable as a result of this four-factor analysis. The table presented in Appendix C provides the demographic data from the 2013-2017 American Community Survey, table B16001 that serves as the basis for the required four factor analysis.

1. Number or Proportion of LEP Individuals

In the MRMPO's Albuquerque Metro Planning Area, approximately 7.4% of the population over the age of 5, and in the RTPO, 4.6% of the population are individuals with Limited English Proficiency (defined as those who speak English "not well" or "not at all"). The majority of LEP individuals in the AMPA (51,391 out of 61,552 or 83.5%) speak Spanish. Spanish-speakers are the majority of the LEP population in the RTPO Planning Areas as well (67.3% of the LEP population, or 1,004 of 1,492 individuals).

2. Frequency of Contact with the Program:

MRCOG uses extensive postal and electronic mailing lists to disseminate information and give notice for public comment opportunities. Both mailing lists include hundreds of community members of Title VI protected groups throughout the region. MRCOG also sends press releases to newspapers that are published by and for Title VI protected groups.

In regular public outreach events, there are LEP persons who interact with MRMPO/RTPO staff. Within the combined MRCOG planning area's recognized LEP population, the following language groups are the largest:

- Spanish: 6.1 percent or 52,395 individuals
- Other and unspecified language: 0.3% or 2,716 individuals
- Vietnamese: 0.25 percent or 2,179 individuals

Based on information above, the population of persons with limited English proficiency MRMPO/RTPO staff are most likely to encounter are Spanish-speaking individuals, and to a lesser extent, speakers of Native North American languages (the "other" category second-most present in the last ACS 5-year survey) or in certain census tract areas, native speakers of Vietnamese.

In addition to an analysis of demographic data, the MRMPO/RTPO staff indicates that Spanish-only speakers on occasion call requesting information. As detailed in the *Summary of Outreach Efforts / Engaging Underserved Populations*, in the instance where one of the MRMPO/RTPO staff members do not have translation capabilities, a well-defined process has been established so that translation services are provided in an equitable way.

3. Nature and Importance of LEP Program:

MRCOG routinely assesses the need for providing information in languages other than English. MRCOG also evaluates the effectiveness of all communications and public involvement efforts and makes appropriate adjustments to its communication strategy. MRCOG also keeps a list of potential interpreters in the event that a need for translation services has been identified or requested; this includes interpreters for American Sign Language.

4. Resources Available:

A well-integrated LEP Plan is warranted for MRMPO/RTPO, particularly at planning meetings located within LEP-concentrated areas. Due to the long-standing composition of minority and LEP populations throughout the planning area, the MRMPO/RTPO anticipates that it will continue to have sufficient resources available to meet this need.

The MRMPO/MRTPO have translated sections of the Title XI plan into Spanish and have Spanish speaking contact information on the website. Major questionnaires/surveys, such as the MTP Public questionnaire and household travel survey, are available in Spanish. Comment sheets are available at public meetings and community outreach events that have been translated into Spanish as well as some promotional materials for upcoming meetings. Whenever public meetings are advertised, it is stated that people needing special assistance, including translation, can request it in advance of the meeting.

X. External Communication (Notification to Public Beneficiaries)

Title VI information is prominently and publicly displayed in Mid-Region Council of Governments facilities on the agency's website (www.mrcog-nm.gov). Such notices specify that the Mid-Region Council of Governments operates a Title VI Program without regard to race, color, or national origin; describe how to request additional information about the Title VI Program; and explain how to file a discrimination complaint.

XI. Notice of Rights

Your Rights Against Discrimination Under Title VI of the Civil Rights Act of 1964

Mid-Region Council of Governments operates its programs and services without regard to race, color, national origin, sex, age, and disability. Anyone who believes they have been excluded from participation in, denied benefits of, or otherwise subjected to discrimination under any MRMPO/RTPO program or activity because of their race, color, national origin, age, sex, or disability may file a discrimination complaint with MRMPO/RTPO or the New Mexico Department of Transportation.

To file a Title VI discrimination complaint, please contact:

Attn: Sandra Gaiser, Title VI Coordinator
Mid-Region Council of Governments
809 Copper Ave NW
Albuquerque, NM 87102



Appendix A
MPO Public Participation Plan

MID-REGION METROPOLITAN PLANNING ORGANIZATION

PUBLIC PARTICIPATION PROCEDURES



2018



Mid-Region Metropolitan Planning Organization
Mid-Region Council of Governments
809 Copper Av NW, Albuquerque, NM 87102
www.mrcog-nm.gov

How to Make a Public Comment

- ✓ *Send by mail to:* MRMPO, 809 Copper Avenue NW, Albuquerque, NM 87102
- ✓ *Email:* mrcog@mrcog-nm.gov (for general transportation comments); mtpcomments@mrcog-nm.gov (for MTP-related comments); and tipcomments@mrcog-nm.gov (for TIP-related comments)
- ✓ *Call:* (505) 247-1750; *fax:* (505) 247-1753

This document was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors or agency expressed herein do not necessarily reflect those of the U.S. Department of Transportation. Mid-Region Metropolitan Planning Organization and the Mid-Region Council of Governments fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, please contact the MRCOG Title VI Coordinator at (505) 247-1750-tel. or email mrcog@mrcog-nm.gov or fax (505) 247-1753 or visit our website at www.mrcog-nm.gov.

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I. INTRODUCTION

This document establishes the public participation procedures used by the Mid-Region Metropolitan Planning Organization (MRMPO) for developing the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) as well as other planning products and documents for the Albuquerque Metropolitan Planning Area (AMPA). It establishes MRMPO's procedures for outreach and also provides information about how interested parties can participate in the regional long-range transportation planning process. The document provides an overview of the metropolitan transportation planning process (see Appendix A), a description of the outreach methods, strategies, and techniques used by MRMPO, the public participation guidelines MRMPO follows, and the ways in which the public and stakeholders can participate in the planning process.

The Public Participation Procedures document has been updated to include new methods, approaches, and techniques that will be used by MRMPO for outreach purposes going forward, which are guided by an overall approach that favors going to where people are rather than asking them to come to us to hear their thoughts. The new approach also emphasizes increasing efforts to reach underrepresented groups, increasing overall engagement through the use of new methods, and focusing more on gathering feedback rather than presenting information.



Participation plans for specific products are sometimes produced, for example, for MTPs. Such plans and outreach activities will adhere to the procedures described in this document. Federal requirements for metropolitan transportation planning, including for participation by interested parties, are outlined in the federal surface transportation infrastructure law, the Fixing America's Surface Transportation (FAST) Act and codified in Title 23 Part 134 of the Code of Federal Regulations (23 CFR 134). The FAST Act mandates that the public participation programs of metropolitan planning processes shall include a "...proactive public participation process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing participation of the public in developing plans and transportation improvement programs (TIPs)." Methods and procedures described in the *Public Participation Procedures* (PPP) document adhere to federal requirements. This updated document replaces MRMPO's previous Public Participation Procedures document.

MRMPO’s Outreach Approach, New Techniques, and Goals

MRMPO has an overarching goal of providing effective outreach to engage as many members of the public and stakeholders as possible, putting particular focus on reaching out to populations underrepresented in the planning process (e.g., low-income, minority, and young adults). To help accomplish the goal, MRMPO continually assesses and refines its outreach approach and methods as needed. The objectives of MRMPO’s public participation activities are to increase engagement through new methods, to increase efforts to reach underrepresented groups, and to put more effort to going where people are as opposed to having them come to where we are. MRMPO strives to provide clear and thorough information to the public, to solicit as much feedback and comment from the broadest cross-section of the public possible, and to increase awareness of MRMPO as the coordinating body for the regional long range transportation planning process that must be continual, comprehensive, and cooperative (the “3C Process”).



Actively listening to participants in the transportation planning process is a priority of the organization. In outreach efforts, MRMPO’s focus has shifted from *presenting* information to *gathering* information, opinions, thoughts and ideas from the public, agency members, and stakeholders, and integrating that feedback where possible.

II. MRMPO OUTREACH METHODS, STRATEGIES, AND TECHNIQUES

MRMPO endeavors to attract as much participation in the transportation planning process as possible. In addition to the activities described above, MRMPO continually refines its outreach approach and methods. For the upcoming MTP update (*Connections 2040*), the organization will try new outreach methods and assess their effectiveness and refine approaches as necessary. New methods MRMPO anticipates using include: greater use of email notifications and distribution of information to community, government and professional networks; hosting fewer formal public meetings and instead putting more effort toward attending and presenting at other groups’ and organizations’ meetings; increasing the visibility and awareness of the MTP by attending community events and setting up tables at popular community locations (e.g., grocery stores) to distribute

information and/or gather feedback; greater use of online surveys and opportunities to comment through the use of social media and/or new technology and online forums; hosting meetings that are more focused on obtaining feedback rather than providing information; and using videos to reach a broader audience. MRMPO will provide more systematic summaries of information obtained from outreach activities to let participants know they were heard and that their input was integrated where possible.

The following section describes the methods, strategies, and techniques MRMPO may employ to achieve its outreach objectives.

Methods

MRMPO may use the following methods to obtain feedback from the public and stakeholders:

Formal Public Meetings

- *Public Meetings* – These meetings provide formal public input opportunities on issues of regional interest. In accordance with state law, MRMPO publishes notices advertising public meetings in the local newspaper and on its website. MRMPO may also issue news releases and use other advertising methods such as ads in print, radio, and/or social media, email “blasts,” promoting/advertising at community events, or posting information about the meetings on other organization and member agency websites and social media pages and newsletters to promote participation at public meetings.



- *Committee Meetings* – MTB and TCC meetings are always open to the public and allow for public comment. Committee meetings are listed on the MRCOG website, advertised in the newspaper, and listed in MRMPO’s newsletter. They are held at the MRCOG building located at 809 Copper Avenue NW, Albuquerque, New Mexico, 87102. The building is ADA compliant and is accessible via several major transit routes.

Surveys

Online and in-person surveys have been used to inform previous Metropolitan Transportation Plans. Surveys are one technique by which entire populations, rather than vocal minorities, can present their viewpoint.

Online surveys are a low-cost approach to gather opinions from a broad cross-section of the population, though care must be taken to ensure that the population responding to the survey matches the population being surveyed. If this is not the case, this should be noted.

At public meetings, mini-surveys are sometimes used to gather the sentiment of the assembled group. Survey results can be compared to other groups that have taken the survey and the entirety of respondents more generally. Results may also be aggregated for all respondents. This has proved a useful way of making public meetings more engaging and ensuring feedback is received by as many participants as possible. MRMPO has electronic “voting clickers” that can be used for this purpose.



Workshops

Workshops can include meetings or a series of meetings designed to share information on a topic of regional interest or importance and gather feedback from participants. MRMPO’s workshops can provide technical assistance to local communities, help increase public awareness of MPO activities, and promote public involvement. They can be especially useful for gaining more in-depth perspectives from participants due to their more focused approach. MRMPO records public responses and additional questions/concerns for later use by staff or the MTB.

Open Houses

MRMPO may hold open houses at various locations over the span of several hours to provide increased opportunity for interested parties to learn and leave feedback about a certain topic or product (e.g., a draft MTP) in a more informal setting and with the chance to speak more directly with staff. In the past, open houses have been held at the MRCOG Board Room and various community facilities in Sandoval and Valencia Counties.



Focus Groups

Focus groups help solicit in-depth information about issues, activities, or public perceptions from small groups of stakeholders. Often held in series, focus groups allow MRMPO to obtain detailed information and responses by asking questions that may build upon knowledge discovered during the course of the meetings or prior public interaction.

Key Person Interviews

MTB members or MRMPO staff may meet individually with designated opinion leaders, such as Chamber of Commerce officials or members, mayors, advisory body members, non-profit agency representatives, religious leaders, business owners or individual constituents potentially impacted by an MTB decision.

Civic Events and Community and Agency Meetings

MRMPO can bring outreach and educational materials to community events (e.g., farmers markets, fairs) and service locations, especially those locations where members of traditionally underserved communities may frequent (e.g., grocery stores in low-income neighborhoods).

MRMPO can also provide updates on topics of interest to groups (i.e., city councils, other elected bodies, neighborhood associations) hosting meetings in the region. MRMPO will endeavor to attend other agencies' key public meetings for transportation projects so that members of the public attending can have access to someone who can provide a regional view and MRMPO staff can gain insight about public concerns.



“Pop-Up” Events and other innovative, eye catching events

MRMPO can host less formal “pop-up” events where planners set up a booth at various places (coffee shops, libraries, etc.) to disseminate information and/or collect feedback from the public. These can be helpful in reaching a different audience and for providing a less formal and more approachable environment.

Social Media and New Technology

MRMPO staff uses social media to engage the public in its planning products and activities. Staff will explore the use of new technologies and internet-based tools as they become available to increase the number of



ways people can provide input. This may include interactive maps to collect feedback, Twitter, greater use of Facebook, etc.

III. MAJOR PRODUCTS OF THE TRANSPORTATION PLANNING PROCESS AND BASIC OUTREACH PROCEDURES THAT GUIDE THEIR DEVELOPMENT

MRMPO’s public outreach efforts for the following key products are described in this section.

- The Metropolitan Transportation Plan(MTP)
- The Transportation Improvement Program
- Public Participation Procedures
- Title VI Plan
- Unified Planning Work Program (UPWP)

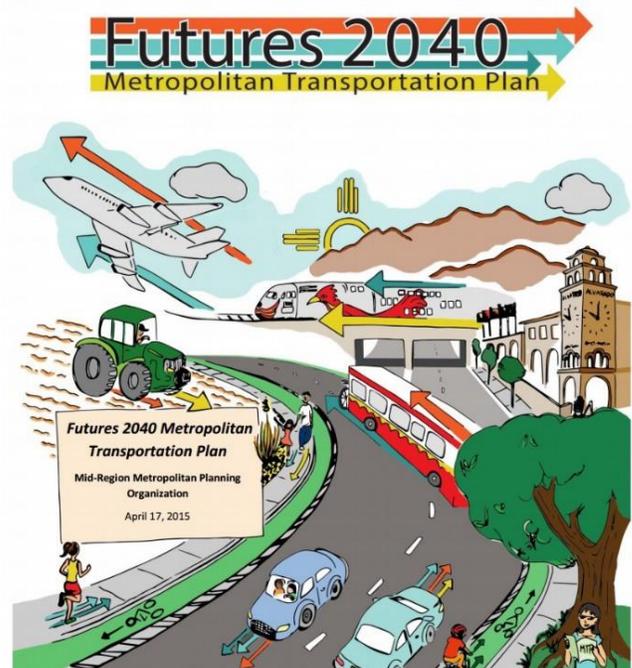
Metropolitan Transportation Plan

The Metropolitan Transportation Plan is the primary planning document for the AMPA. As such, public outreach is critically important to the document. The MTP involves the most comprehensive and sustained outreach effort undertaken by MRMPO staff.

Development of the MTP is divided into three general stages: (1) goals, existing conditions, and needs; (2) analysis and evaluation of strategies to meet the needs identified and achieve the goals stated; and (3) final selection of projects to be included in the MTP, and MTP document development and approval. Each stage of MTP development contains its own element of public participation. Public feedback is especially sought in the first stage when input can more easily inform the development of the plan. Feedback is sought in the second stage to help weigh in on strategies, approaches, and trade-offs. In the third stage, input is usually sought on the initial and final drafts of the plan.

Inevitably there is some overlap between the stages, and comments are never rejected as being out of turn. However, at each stage, input is solicited to maximize public impact on the planning process. At all stages, use of visualization to the extent possible (e.g., charts, graphs, maps, and forecasts) are shared at public meetings, on the MRCOG website, and through other communication channels (e.g., social media, newsletters, email).

At a *minimum*, public participation for Metropolitan Transportation Plans includes:



- Public meetings in Sandoval, Bernalillo, and Valencia counties, at locations accessible to transit and persons with disabilities;
- Outreach to the public, stakeholders, local and tribal governments, and neighborhood coalitions (for example, member agencies and tribal governments are invited to participate on committees and MTP meetings, they receive updates through emails and other means, and MRMPO can attend—and present as appropriate—at local agency and Tribal government meetings. In addition, tribes in the north, central and south areas of the AMPA will be contacted and asked if they would like MRMPO to present there;
- Press releases to news media in advance of the formal public comment period preceding adoption of the Plan and public notification of formal comment periods published;
- Information related to the plan and participation opportunities (e.g., a draft plan available for public comment) posted to the MRCOG website and included in MRMPO’s electronic newsletter and social media sites (i.e., Facebook and Twitter) and sent via email to persons in the MTP contacts database.

Significant written and oral comments received on the draft MTP as a result of the public involvement process are summarized, analyzed, and reported on as part of the final plan. If the final transportation plan differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised plan shall be made available.

Amending the MTP

Amending the MTP can take the form of additions to the list of federally eligible or regionally significant projects or removals from that list, revised population and/or traffic forecasts, or major revisions to funding projections.

MRMPO makes every attempt to anticipate all regionally significant or potentially federally funded projects in the MTP, but in the event that a project must be added to the MTP, MRMPO staff will initiate participation to accommodate the revision. At a minimum, MRMPO will designate a minimum 30-day public comment period and send out press releases to the local media on the proposed change(s) to the MTP. In addition, at least one public meeting will be held (in conjunction with either the MTB or other committee meeting) where the public may provide comment to the staff and/or the Board and committee members present. Areas most directly affected by the proposed change to the MTP may be specifically targeted through the media, public meetings, and direct mail.

Deletions from the MTP for outer-year projects (i.e., those not programmed in the TIP) can be made at the next revision of the MTP, since the MTP will be revised before the TIP programming period ends.

Transportation Improvement Program (TIP)

The TIP is a short-range (six year) plan that programs funding, particularly federal funding, for transportation projects in the region. MRMPO seeks public input for the development of the TIP. TIP projects must be consistent with the MTP and reflect the priorities the public establishes in that



document. This section will describe public participation methods for TIPs adopted at the same time as the MTP, TIPs adopted in intervening years, and TIP amendments. For a complete reference on the TIP development process, please refer to MRMPO's *TIP Policies & Procedures* document (found on the MRCOG website). The public participation process established in this document is not a substitute for participation and analysis required of member agencies when designing and implementing projects contained in the TIP.

TIPs Adopted Simultaneously with the MTP

MRMPO updates the Metropolitan Transportation Plan every four to five years, as required in Title 23 Part 450 of the Code of Federal Regulations (23CFR450). Projects in the TIP are consistent with the MTP and its goals, and relevant comments received on the MTP are used to inform the TIP as well. This process typically occurs late in the MTP development cycle. By having the TIP formal comment period and the MTP formal comment period occur simultaneously, the public may respond either to the programming question or short-term necessity of a given project, or its inclusion in the MTP in the first place. By scheduling TIP participation alongside MTP participation, both the MPO's resources and the public's participation is maximized. The policy board and staff may consider the comment in the context of the MTP or TIP, or both.

TIPs Adopted Separately from the MTP

In years when there is not an MTP adoption (and, hence no MTP public participation), MRMPO staff engages the public in a standalone participation effort. Elements of TIP public participation for TIPs adopted in non-MTP years include, at a minimum: press releases to local media in the entire Albuquerque Metropolitan Planning Area; notice of comment period posted on the MRCOG website and included in the MPO newsletter and Facebook page; a public comment period of no less than 30 days; and at least one public meeting at a location easily accessible by public transportation. Outreach to various interest, advocacy, and neighborhood groups in the Metropolitan Planning Area may also occur, as well as other outreach methods to broaden participation.

Written and oral comments received on the draft TIP as a result of the public involvement process will be summarized, analyzed, and a report on the disposition of comments shall be made part of the final TIP. If the final TIP differs significantly from the one which was made available for public comment by the MPO and raises new material issues which interested parties could not reasonably have foreseen from the public involvement efforts, an additional opportunity for public comment on the revised TIP shall be made available.

TIP Amendments

TIP amendments occur most often on a quarterly basis. Occasionally the TIP will need to be modified sooner than the next quarterly session, in which case an out-of-cycle amendment may be made.

In all cases of a TIP amendment, the amendment is discussed at posted and advertised meetings of the Transportation Coordinating Committee and the MTB (both of which are open to the public, and whose meetings are advertised in the local newspaper of record and on the MRCOG website). In addition, a public comment period of no less than 15 days is held. All proposed and adopted modifications to the TIP, including administrative modifications, are posted on the MRCOG website.

Annual Listing of Obligated Projects

MRMPO produces an annual listing of obligated projects as part of the TIP process and per federal requirement. The listing is a record of projects delivered in the previous year. The list is made available on MRCOG's website.

Public Participation Procedures Document

Per 23CFR450.316, initial or revised participation plans such as this document (*Mid-Region Metropolitan Planning Organization Public Participation Procedures*) must go through a 45-day public comment period.

At a minimum, public participation activities for updates to the *Public Participation Procedures* will include:

- A minimum 45-day formal comment period
- Notice posted on MRCOG's website and included in MRMPO's newsletter and Facebook page; notice posted in the newspaper
- Public adoption of the *Public Participation Procedures* by the MTB at an MTB meeting (during which time public comments on the document may be made)
- Copies of the approved participation plan shall be provided to the FHWA and the FTA and posted on the MRCOG website

Title VI Plan

The Mid-Region Council of Governments and Mid-Region Metropolitan Planning Organization Title VI Plan documents MRCOG's policy to insure that no person "shall, on the ground of race, color, national origin, or sex be excluded from participation in, be denied the benefit of, or otherwise be subjected to discrimination under any program or activity receiving federal financial assistance."

The major elements of the MRCOG Title VI Plan are:

- Data collection
- Annual Title VI Report
- Annual Review of the Title VI Plan
- Dissemination of information related to the Title VI Program
- Resolution of complaints

These topics are addressed in detail in the MRCOG Title VI Plan. 'Communications and Public Involvement' is one of the designated program areas in the MRCOG Title VI Program. The purpose of this program area is to ensure that MRCOG seeks input from historically disadvantaged groups and responds to their input.

Transportation Planning and Programming is a separate program area in the MRCOG Title VI Plan. The Title VI Plan describes how considerations of Title VI legislation are made throughout MRCOG's planning and programming activities.

Public participation in development of the MRCOG Title VI Plan shall, at a minimum, include opportunities to comment upon any proposed revisions at MTB meetings. Comments can also be submitted via email, mail, or phone: (mrcog@mrcog-nm.gov; attn. Title VI Coordinator, 809 Copper Ave. NW, Albuquerque, NM 87102; or 505-247-1750; or by fax, 505-247-1753). The MTB will approve Title VI Plans after a minimum 45-day public comment period (notice of which is posted on the MRCOG website).

The Title VI Plan will also be posted on the MRCOG website and comments on it shall be included in the Annual Title VI Report which is incorporated in the Annual Performance and Expenditure Report (APER).

Unified Planning Work Program

The Unified Planning Work Program (UPWP) is the work plan and budget all MPOs are required to develop. MRMPO's UPWP covers two consecutive federal fiscal years. The current UPWP is posted on the MRCOG website. MRMPO provides a 30-day public review and comment period when draft UPWPs are developed and before they are adopted by the Board. Notice of the comment period is posted on the MRCOG website and will be announced in its newsletter.

IV. MRMPO PUBLIC PARTICIPATION GUIDELINES

Public participation activities are used to obtain information, identify public sentiment, and inform the public about how to participate in the transportation planning process as well as about specific plans, products, and findings. The tools and methods used to inform and involve the public may vary depending on the groups targeted and the decision at hand.

Public participation is designed to provide the public and stakeholders with meaningful access to key decisions. The stakeholder groups shall at a minimum include those described in [23CFR450.316\(a\)](#)¹. These stakeholder groups are organized to varying degrees and thus different approaches are required to involve them. In the past, MRMPO has reached out to neighborhood group coalitions in pursuit of geographic diversity; brought advocacy groups “to the table” to assist directly in planning activities for bike and pedestrian facilities; met with representatives of freight carriers and shippers; and has formed ad hoc committees composed of agency staff, representatives of advocacy groups, and MRMPO staff. In addition, MRMPO has solicited comment from chambers of commerce, service groups, and university students.



MRMPO staff leads outreach efforts and encourages public participation by:

- Providing easily accessible and comprehensive information
- Informing affected or interested parties about ways they may participate
- Identifying and testing new methods and approaches to increase public participation
- Implementing public participation strategies and project-specific outreach plans
- Considering and responding to public comment and incorporating when and where possible
- Providing a clear purpose and objectives for feedback sought
- Informing the MTB of public sentiment

Public Notice

MRMPO informs the public about its public meetings and opportunities for comment, as well as project milestones and outcomes of key meetings. The MRCOG website hosts working drafts of the MTP and TIP as appropriate, and solicits comments from the public and stakeholders on the website

¹ Each [metropolitan planning organization](#) shall provide citizens, affected public agencies, representatives of public transportation employees, public ports, freight shippers, providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as a carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of users of public transportation, representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with a reasonable opportunity to comment on the transportation plan. (<https://www.law.cornell.edu/uscode/text/23/134>)

via email links. Public meeting notices are published a minimum of 72 hours in advance, with the agenda items or topics for discussion included. Public meeting notices include statements that MRMPO will reasonably accommodate people with disabilities or who may need special accommodations.

MRMPO provides notices on its website and newsletter, in the newspaper, and by mail and/or email of opportunities to provide comment on the MTP and TIP. The notices include, at a minimum, the following information:

- Name of the event/subject of meeting
- Sponsoring organization
- Action to be taken and by whom (if applicable)
- Day, date, time and location of meeting
- Brief summary of the proposed action or plan
- Start and end dates for public comments (if applicable)
- Where and how to obtain copies of the plans or materials, and how to provide comments
- A designated contact for more information
- Offer to provide accommodations for people with disabilities or people who need special accommodation with advance notice

Opportunity to Comment on Substantial Revisions

Should the MTP or TIP be substantially revised from the form in which it was last presented to the public, MRMPO staff will ensure that the public have adequate notice and time to comment on the revisions. Individual project revisions do not normally constitute substantial revisions, however, revisions that apply broadly to the Plan (such as those regarding air quality) would.

Substantial revisions to this document require a public review and comment period of no less than 45 days.

Access to Information

MRMPO provides all of its publications and other pertinent information on the MRCOG website. MRMPO continually tries to provide more of its data on the website in as an accessible manner as possible. Upon request, other information not included on the website may be provided. MRMPO staff are also available to help member agencies or members of the public access and explain information. MRMPO distributes copies of draft and final MTPs to the main area libraries and electronic copies to clerks of local and tribal governments in the region.

Electronic Formats

Most if not all MRMPO-developed publications are made electronically available and posted to the MRCOG website. Below is a list of example materials available electronically on the MRMPO website:

- The current *Metropolitan Transportation Plan* (entire document, appendices, maps, and resolutions), including the Long Range Transportation Systems (LRTS) Guide
- The current Transportation Improvement Program with amendments and Administrative Modifications
- TIP Policies and Procedures
- Public Participation Procedures
- Unified Planning Work Program (UPWP)
- Intelligent Transportation Systems Regional Architecture

In addition, the MRCOG website as well as the MRMPO Facebook page, to a lesser extent, are used as venues for public comment. Dedicated email addresses for comments on the TIP and MTP are made available on the MRCOG website to solicit and accept comments.

Visualization Techniques

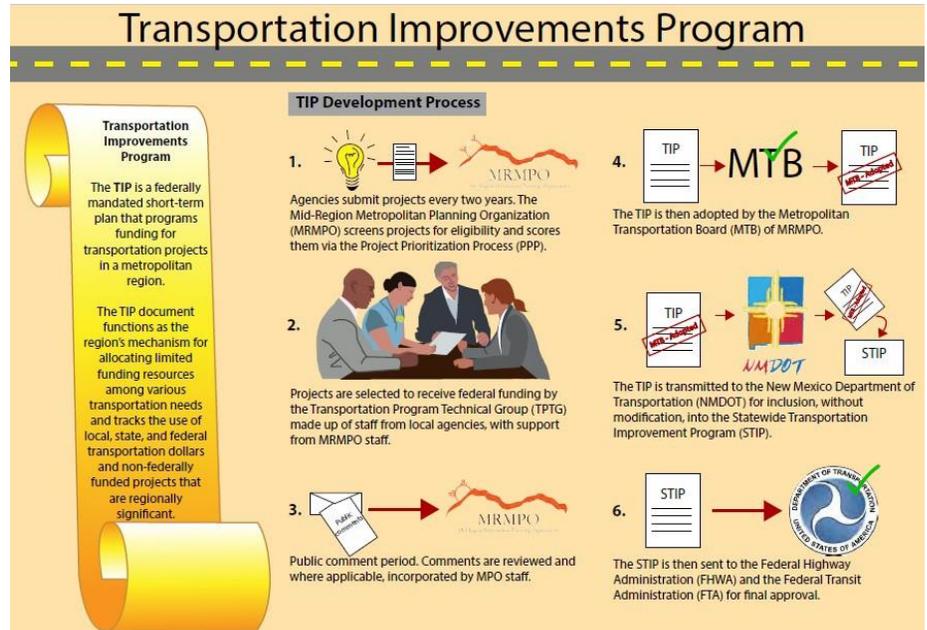
MRMPO provides a variety of information to help participants understand analysis, concepts, or outcomes related to complex regional transportation plans and projects. MRMPO staff will typically use one or more of the following techniques to help the public and stakeholders understand issues:

- Aerial photographs, alone and with mapping overlays
- Maps
- Renderings or photo simulations of proposed projects
- Photographs of existing projects comparable to those proposed
- Scenario planning graphics, including graphs, charts, and maps
- Videos
- PowerPoint presentations
- Display boards that explain or summarize a concept with text and/or graphics



- Graphs, tables, and charts (including “info graphics”) that show various types of information including socioeconomic and demographic data; safety; usage statistics; and financial information.

Materials are made available for review at public meetings and other events and can be provided upon request.



Meeting Accessibility

MRMPO provides a variety of opportunities for face-to-face and interactive public meetings at ADA-accessible venues. Public participation activities range from public meetings of the MTB to informal events such as open houses and information booths at community events.

To the greatest reasonable extent, MRMPO holds its public meetings at times and places convenient to the public and stakeholders. To encourage maximum participation, MRMPO typically considers:

- Locations easily accessed by transit riders
- Holding meetings at ADA-accessible locations
- Holding meetings in different areas of the region
- Holding meetings at varying types of venues, such as schools and community centers, libraries, etc.
- Partnering with community or service organizations, transit providers, or other government agencies to promote or host participation events
- Holding meetings outside of traditional business hours
- Holding meetings on different days of the week and/or at different times of the day and also holding some meetings of longer duration (e.g., open houses) to maximize potential attendance
- Offering online participation methods for those who cannot attend meetings in person
- Avoiding potential conflicts with participation opportunities hosted by other units of government in the region
- Attending and presenting information at meetings of other groups and organizations
- Hosting “pop-up” events to present information and/or gather feedback at various places such as cafés, farmers markets, and grocery stores
- Providing special accommodations at meetings upon request (e.g., Spanish and sign language translation)

Open Meetings Act

MRMPO complies with the State of New Mexico Open Meetings Act² (known as a “sunshine law”). The policy board of the MPO, the Metropolitan Transportation Board, adopts an Open Meetings Resolution each June that includes the meetings scheduled for the upcoming fiscal year. The Open Meetings Act requires that public business be conducted in full public view, that the actions of public bodies be taken openly, and that the deliberations of public bodies be open to the public. Also, a public body must make the agendas of regular and special meetings available to the public at least 72 hours in advance of meetings and post the agendas on the public body’s website if one is maintained.

Explicit Consideration of and Response to Comments

MRMPO receives comment from stakeholders and the general public in multiple formats, including testimony, postal mail, email, phone call or voice mail, social media, and on forms provided for written comments. All comments are responded to in the manner in which they were received. For instance, comments received by mail are provided a mailed response, emailed comments an email response, and so forth. In addition, printouts or photocopies of all comments, or a summary of comments, on the MTP and TIP, and staff response to them, is included as part of the final MTP or TIP submittal to the MTB. All comments are considered and included when and where appropriate. Follow-through demonstrating that public input was considered is sent/posted as routinely as possible.

Considering Traditionally Underserved Populations

MPOs are required to provide consideration of the needs of those traditionally underserved by existing transportation systems, including but not limited to low-income and minority households, in an effort to ensure the requirements of Title VI and Environmental Justice orders have been met during the planning process.

MRMPO actively attempts to engage representatives of groups traditionally underserved in the regional transportation planning process and provide enhanced participation opportunities to encourage people who belong to underrepresented groups to share their perspectives. MRMPO staff has used or will use some of the following techniques to reach underserved populations and may try other methods to see which are most effective:

- Participate in community events to build relationships, e.g., UNM’s “Transportation Day” and the Muertos y Marigolds Parade in the South Valley.
- Prepare culturally-sensitive outreach materials and meeting plans, that includes elements such as:
 - Use of appropriate language
 - Use of graphics that appeal to target groups (e.g., a photo of a project from a local area)

²

<http://www.nmag.gov/uploads/files/Publications/ComplianceGuides/Open%20Meetings%20Act%20Compliance%20Guide%202015.pdf>

- Incorporation into publications of people of diverse cultures, ages, abilities, and economic status
- Demonstration of respect for cultural sensitivities and prohibitions
- Translation of certain printed materials into Spanish and a contact person (who speaks Spanish) provided for Spanish speakers. Also, translation at meetings or for certain key documents will be offered upon request.
- Work to build MRMPO’s contacts database to include community organizations and/or businesses and individuals that represent low-income and minority populations
- Monitor/observe which groups are not participating and adjust outreach approaches to better reach those groups
- When possible, hold public meetings in communities with concentrations of environmental justice populations

MRMPO adheres to the MRCOG Title VI Plan, which guides MRCOG’s compliance with Title VI regulations. Title VI ensures that no person is excluded from participation in or denied the benefits of, or be subject to discrimination, in the receipt of MRCOG and MRMPO services or programs on the basis of race, color, national origin or any other characteristics.

Coordination with Statewide Transportation Planning

MRMPO works with the New Mexico Department of Transportation’s General Office and District 3 to ensure that its planning efforts are consistent with the Statewide Transportation Plan.

Periodic Review of Effectiveness of Participation Efforts

In effort to evaluate the effectiveness of MRMPO outreach efforts, benchmarks will be recorded for outreach activities undertaken by MRMPO. The benchmarks to be used in upcoming outreach efforts are included in Appendix D: Public Participation Benchmarks.

To increase participation, MRMPO works on identifying barriers and lessening or removing them where possible. These barriers are always kept in mind and occasionally revisited to help inform MRMPO’s outreach approaches. Potential barriers to public participation—as well as potential ways to address those barriers (not exhaustive)—include: lack of awareness; information not presented clearly or engaging way; perception that input does not matter; and lack of options for providing feedback and getting involved.

V. OPPORTUNITIES TO PARTICIPATE

This section describes how the general public and stakeholders can participate in the regional long-range transportation planning process.

- **Metropolitan Transportation Board meetings:** The MTB sets policy direction, supports public involvement initiatives, and considers public feedback when making key decisions. The MTB meets once a month at the MRCOG building, on the third Friday of the month. The meetings are always open to the public, and the public can make comments at meetings. To do so, a commenter must call or email bthomas@mrcog-nm.gov or 505-724-3616 at least one day before the meeting or arrive at the meeting at least five minutes early so that the meeting organizer knows that time for public comment is requested. Public notification of MTB meetings is provided at least three days prior to each meeting. Anyone requiring special accommodations is requested to notify MRCOG at 505-247-1750 or email bthomas@mrcog-nm.gov seven days prior to the meeting. Meeting dates are posted on MRCOG's website.
- **Transportation Coordinating Committee meetings:** The TCC acts as a technical advisory body to the MTB for project and policy decisions in the AMPA. It makes recommendations to the MTB on behalf of the agencies implementing projects and participating in the regional transportation planning process (note that implementing agencies bear full responsibility for fulfilling their own public participation and environmental justice requirements for projects as outlined in the National Environmental Policy Act (NEPA)). TCC meetings are open to the public, and the public can make comments at those meetings. To do so, a commenter must call or email bthomas@mrcog-nm.gov or 505-724-3616 at least one day before the meeting or arrive at the meeting at least five minutes early so that the meeting organizer knows that time for public comment is requested. Public notification of TCC meetings is provided at least three days prior to each meeting. Anyone requiring special accommodations is requested to notify MRCOG at 505-247-1750 or email bthomas@mrcog-nm.gov seven days prior to the meeting. Meeting dates are posted on MRCOG's website.
- **Submitting comments and feedback:** MRMPO staff always accepts public comment. Comments are collected in various ways. At meetings, comment forms are often distributed, surveys are disseminated, and comments can be sent or emailed to MRMPO. To foster participation, MRMPO staff leads outreach efforts and encourages public participation by providing easily accessible information, informing affected or interested parties about ways they may participate, identifying and testing new methods

How to Make a Public Comment

- ✓ *Send by mail to:* MRMPO, 809 Copper Avenue NW, Albuquerque, NM 87102
- ✓ *Email:* mrcog@mrcog-nm.gov (for general transportation comments); mtpcomments@mrcog-nm.gov (for MTP-related comments); and tipcomments@mrcog-nm.gov (for TIP-related comments)
- ✓ *Phone:* (505) 247-1750; *fax:* (505) 247-1753

and approaches to increase public participation, considering and responding to public comment, and informing the MTB of public sentiment. Comments are always considered and incorporated when and where possible. Comments can be submitted anytime in writing and sent to MRMPO, 809 Copper Ave., NW, Albuquerque, NM 87102; submitted via email to mrcog@mrcog-nm.gov (for general transportation comments), mtpcomments@mrcog-nm.gov (for MTP-related comments), or tipcomments@mrcog-nm.gov (for TIP-related comments); submitted over the phone (505) 247-1750; or submitted via fax (505) 247-1753.

- **Attending public meetings and workshops:** Attending public meetings is a good way to learn more about the planning process and specific plans and programs. They also are a good way of providing feedback and making sure your voice is heard. Meetings and workshops are publicized in the following ways: posted on the MRCOG website; announced in MRMPO's monthly e-newsletter, *Travel Times*; posted on MRMPO's Facebook page; advertised in local papers; and publicized via press release, email "blast," and mailing.



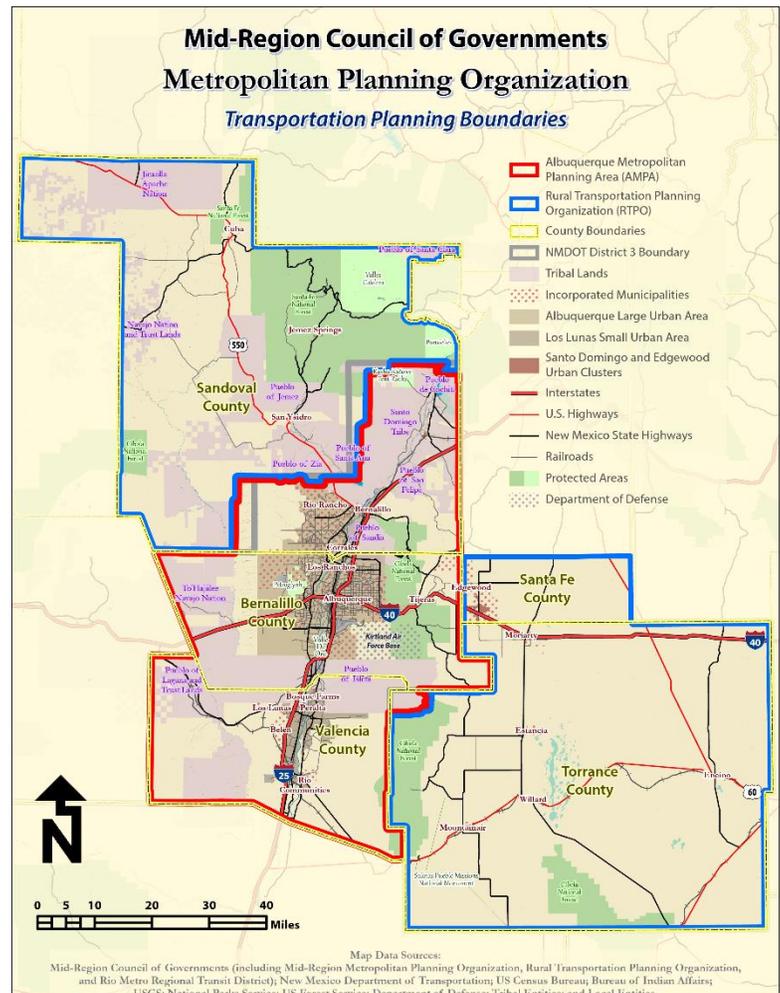
April 2018 - Issue 81



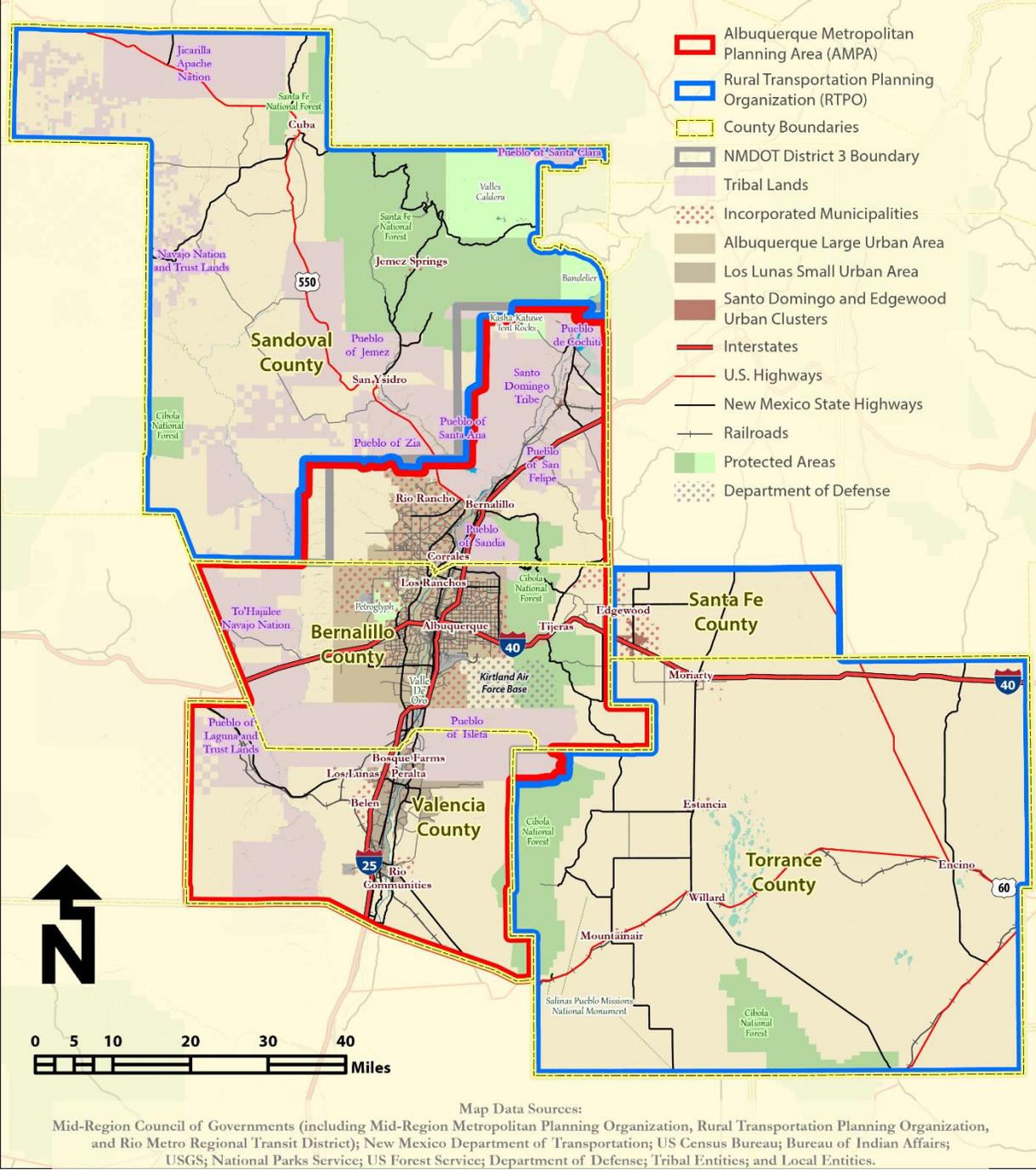
- **Signing up for MRMPO's e-newsletter, Travel Times, following the MRMPO Facebook page, and requesting that your email address be added to the MTP contacts database** (by emailing tcok@mrcog-nm.gov or calling 505-724-3627) all help in tracking the progress of plans and participating the planning process. The MRMPO Facebook page is found on Facebook by searching @MidRegionMPO. Information on how to go about doing all of these is provided on MRCOG's website, on the Public Participation page for the MRMPO.

Appendix A: Overview of the Metropolitan Planning Process

Federal law requires every urbanized area with a population over 50,000 to have a designated Metropolitan Planning Organization (MPO) to qualify for receipt of federal highway and transit funds. In urbanized areas with a population over 200,000, a Transportation Management Area (TMA) shall be designated. The Albuquerque Metropolitan Planning Area (AMPA) is the designated TMA (see a full-size map on the following page). The Mid-Region Council of Governments (MRCOG) is an association of local governments in the vicinity of Albuquerque and central New Mexico. The Mid-Region Metropolitan Planning Organization (MRMPO) is a division of the Mid-Region Council of Governments (MRCOG) and is an intergovernmental forum that provides for the discussion of local and regional transportation issues and for the development of transportation policies and programs. As the designated metropolitan planning organization (MPO), MRMPO is responsible for surface transportation planning in the AMPA. This includes developing the twenty-year Metropolitan Transportation Plan (MTP) and the short-term Transportation Improvement Program (TIP) of funded projects. To that end, MRMPO staff work with stakeholders and the public, as well as local agencies, tribal governments, the New Mexico Department of Transportation (NMDOT), local transit providers, as well as other agencies and organizations. MRMPO is committed to carrying out a continuous, cooperative and comprehensive transportation planning process (referred to as the “3C process”). The process is accomplished under the direction of the Metropolitan Transportation Board (MTB) of the Albuquerque Metropolitan Planning Area which serves as the governing body of MRMPO.



Mid-Region Council of Governments Metropolitan Planning Organization *Transportation Planning Boundaries*



Appendix B: Code of Federal Regulations, Title 23, Section 450.316 “Interested Parties, Participation, and Consultation”

§ 450.316 Interested parties, participation, and consultation.

(a) The MPO shall develop and use a documented participation plan that defines a process for providing individuals, affected public agencies, representatives of public transportation employees, public ports, [freight shippers](#), providers of freight transportation services, private providers of transportation (including intercity bus operators, employer-based commuting programs, such as carpool program, vanpool program, transit benefit program, parking cash-out program, shuttle program, or telework program), representatives of [users of public transportation](#), representatives of users of pedestrian walkways and bicycle transportation facilities, representatives of the disabled, and other interested parties with reasonable opportunities to be involved in the metropolitan transportation planning process.

(1) The MPO shall develop the participation plan in [consultation](#) with all interested parties and shall, at a minimum, describe explicit procedures, strategies, and desired outcomes for:

(i) Providing adequate public notice of public participation activities and time for public review and comment at key decision points, including a reasonable opportunity to comment on the proposed [metropolitan transportation plan](#) and the TIP;

(ii) Providing timely notice and reasonable access to information about transportation issues and processes;

(iii) Employing [visualization techniques](#) to describe [metropolitan transportation plans](#) and TIPs;

(iv) Making public information (technical information and meeting notices) available in electronically accessible formats and means, such as the World Wide Web;

(v) Holding any public meetings at convenient and accessible locations and times;

(vi) Demonstrating explicit [consideration](#) and response to public input received during the development of the [metropolitan transportation plan](#) and the TIP;

(vii) Seeking out and considering the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households, who may face challenges accessing employment and other services;

(viii) Providing an additional opportunity for public comment, if the final [metropolitan transportation plan](#) or TIP differs significantly from the version that was made available for public comment by the MPO and raises new material issues that interested parties could not reasonably have foreseen from the public involvement efforts;

(ix) Coordinating with the statewide transportation planning public involvement and [consultation](#) processes under [subpart B](#) of this part; and

(x) Periodically reviewing the effectiveness of the procedures and strategies contained in the participation plan to ensure a full and open participation process.

(2) When significant written and oral comments are received on the draft [metropolitan transportation plan](#) and TIP (including the financial plans) as a result of the participation process in this section or the interagency [consultation](#) process

required under the EPA transportation [conformity](#) regulations ([40 CFR part 93](#), subpart A), a summary, analysis, and report on the disposition of comments shall be made as part of the final [metropolitan transportation plan](#) and TIP.

(3) A minimum public comment period of 45 calendar days shall be provided before the initial or revised participation plan is adopted by the MPO. Copies of the approved participation plan shall be provided to the FHWA and the FTA for informational purposes and shall be posted on the World Wide Web, to the maximum extent practicable.

(b) In developing [metropolitan transportation plans](#) and TIPs, the MPO should consult with agencies and officials responsible for other planning activities within the MPA that are affected by transportation (including [State](#) and local planned growth, economic development, tourism, natural disaster risk reduction, environmental protection, airport operations, or freight movements) or coordinate its planning process (to the maximum extent practicable) with such planning activities. In addition, the MPO(s) shall develop the [metropolitan transportation plans](#) and TIPs with due [consideration](#) of other related planning activities within the metropolitan area, and the process shall provide for the design and delivery of transportation services within the area that are provided by:

(1) Recipients of assistance under title [49 U.S.C. Chapter 53](#);

(2) Governmental agencies and non-profit organizations (including representatives of the agencies and organizations) that receive Federal assistance from a source other than the U.S. Department of Transportation to provide non-emergency transportation services; and

(3) Recipients of assistance under [23 U.S.C. 201- 204](#).

(c) When the MPA includes Indian Tribal lands, the MPO(s) shall appropriately involve the Indian Tribal government(s) in the development of the [metropolitan transportation plan](#) and the TIP.

(d) When the MPA includes Federal public lands, the MPO(s) shall appropriately involve the Federal land management agencies in the development of the [metropolitan transportation plan](#) and the TIP.

(e) MPOs shall, to the extent practicable, develop a documented process(es) that outlines roles, responsibilities, and key decision points for consulting with other governments and agencies, as defined in paragraphs (b), (c), and (d) of this section, which may be included in the agreement(s) developed under [§ 450.314](#).

Appendix C: MRMPO Committees

As shown in the organization chart to the right, there are several committees that either directly or indirectly report to the MTB. These committees are described below. The MTB and TCC meetings are open to the public. Other committees listed are interagency committees.

Metropolitan Transportation Board (MTB) – The MTB is the policy making body of MRMPO and is responsible for all transportation policy decisions and planning products of the MPO. Elected officials from the local jurisdictions serve on the MTB.

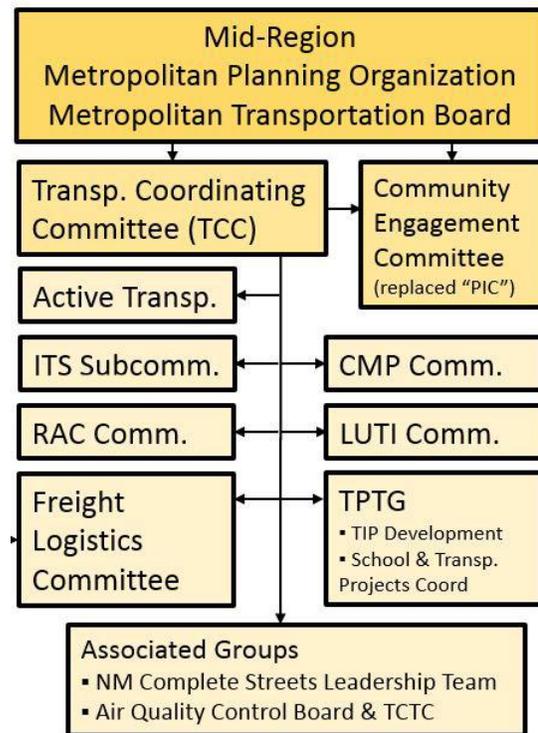
Transportation Coordinating Committee (TCC) - This committee provides technical advice to the Metropolitan Transportation Board. The committee reviews items that are scheduled to come before the board and provides recommendations from a technical viewpoint. The TCC membership is composed of technical, staff-level representatives from each of the local member agencies and the New Mexico Department of Transportation. The TCC has four standing committees. They are the Transportation Program Technical Group (TPTG), the Intelligent Transportation Systems (ITS) Subcommittee, the Congestion Management Process (CMP) Committee, and the Roadway Access Committee (RAC).

The **Transportation Program Technical Group (TPTG)** is a working group that provides advice to the Transportation Coordinating Committee (TCC) regarding the Transportation Improvement Program (TIP) and the long range system maps for the urban area. The TPTG uses a set of evaluation criteria to develop the draft Transportation Improvement Program prior to its release for public review and comment. The TPTG also reviews and makes recommendations on quarterly TIP amendments and comments on proposals to amend the long-range transportation system maps when the maps are updated. The TPTG membership is drawn from technical staff from the various local agencies and the New Mexico Department of Transportation.

The **Intelligent Transportation Systems (ITS) Subcommittee** coordinates ITS stakeholder activity and makes recommendations to the Transportation Coordinating Committee (TCC). The TCC then makes recommendations to the Metropolitan Transportation Board. ITS Subcommittee meetings are **inter-agency** meetings between federal, state, and local stakeholders.

The **Congestion Management Process (CMP) Committee** works on congestion management activities including the development of and revisions to the Project Prioritization Process that is used to evaluate projects for inclusion in the Transportation Improvement Program. The Congestion Management Process is a federally mandated process that helps planners identify congested travel corridors and recommends strategies to increase transportation efficiency and provide additional options for the traveling public.

The **Land Use and Transportation Integration Committee (LUTI)** is comprised of transportation and land use planning and development professionals. Members of the committee work to advance coordinated land use and transportation planning in the region.



The **Active Transportation Committee** provides advice and recommendations on ways to improve the health and safety of people walking, biking, and using transit, including people with special needs.

The **School & Transportation Projects Coordination Committee** provides a “clearinghouse” for discussion of proposed transportation projects and school construction projects to enable early coordination of design efforts related to vehicular, pedestrian, bicycle and transit elements impacted by proposed school facility projects and school property impacted by proposed transportation projects.

The **Freight Committee** provides advice and recommendations on efforts to coordinate regional freight planning and development to ensure that freight activity across the region is safe, efficient, and effective in supporting economic activity.

The **Roadway Access Committee (RAC)** provides recommendations to the TCC on the AMPA’s roadway access policies and procedures including permitted access locations, types of access that may be allowed, and the procedures used to modify access on roadways designated as limited access facilities. The RAC is comprised of member agency staff from the region.

Appendix D: Public Participation Benchmarks

OUTREACH ACTIVITY	BENCHMARK
Number of attendees at public kickoff meeting for MTP	
Number of community events attended during MTP outreach	
Number of other groups' and organizations' meetings attended	
Number of survey responses collected	
Number of different zip codes of survey respondents	
Number of map comments/edits made to interactive map	
Number of MTP initial draft commenters	
Number of MTP final draft commenters	
Number of new Facebook followers	
Number of new Twitter followers	
New techniques tried (number and describe)	
Outreach efforts performed aimed at underrepresented groups (number and describe)	
Number of pop-up meetings hosted	
Number of presentations given at Tribal locations	
Number of presentations given to groups representing low-income or minority groups	
Number of TIP comments received	
Number of TIP meetings held	

Appendix E: Abbreviations Used in this Document

23 CFR 450: Title 23 Part 450 of the Code of Federal Regulations

ADA: Americans with Disabilities Act

AMPA: Albuquerque Metropolitan Planning Area

FAST Act: Fixing America's Surface Transportation Act

MPA: Metropolitan Planning Area

MPO: Metropolitan Planning Organization

MRCOG: Mid-Region Council of Governments

MRMPO: Mid-Region Metropolitan Planning Organization

MTB: Metropolitan Transportation Board

MTP: Metropolitan Transportation Plan

NEPA: National Environmental Policy Act

PPP: Public Participation Procedures

TCC: Transportation Coordinating Committee

TIP: Transportation Improvement Program

TMA: Transportation Management Area

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Appendix B
RTPO Public Participation Plan



Public Participation Plan



Public Participation Plan (PPP)

The Mid-Region Rural Transportation Planning Organization (MRRTPO) Public Participation Plan (PPP) describes how MRRTPO communicates and distributes information to the public as well as how the public can interact and provide comments to MRRTPO. The needs of those traditionally underserved by the existing system will be sought and considered by MRRTPO.

Through its public involvement efforts, MRRTPO will strive to achieve the following Title VI:

- To avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations.
- To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

Title VI states that no person shall, on the ground of race, color or national origin, be excluded from participation in, denied benefits of or be subjected to discrimination under any program or activity receiving federal financial assistance. MRRTPO will ensure that the input and feedback from all people will be considered in the development of RTPO planning documents and activities.

The following actions relating to Title VI are meant to reduce the barriers for participation in the decision-making process by low income, minority or disabled individuals.

1. When possible, public meetings will be held in locations that are accessible to disabled populations. Such locations include local government offices, community centers, senior centers and schools. Where possible, MRRTPO staff will meet at the locations of businesses, neighborhood groups, stakeholders and other agencies.
2. Upon request, all MRRTPO work products and documents will be made available in alternative formats, including Braille, large type and languages other than English.
3. The following statement will be included in appropriate documents:
4. The Mid-Region Council of Governments fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, please contact the MRCOG Title VI Coordinator, Thaddeus Lucero at (505) 247-1750-tel., (505) 247-1753-fax or email mrcog@mrcog-nm.gov or visit our website at www.mrcog-nm.gov.

Section VI of this plan describes the procedures on how members of the public can request additional information regarding the *MRRTPO* Title VI obligation. This section also identifies the procedures to be followed by members of the public to file a discrimination complaint against the *MRRTPO*.



5. The following statement will be included in all meeting announcements:

Anyone requiring special accommodations is requested to please notify the MRCOG office at 247-1750 at least seven (7) days prior to the meeting.

Communication and Notification to the Public

MRRTPO informs the public about its meetings and opportunities for comment as well as milestones and outcomes of the meetings. The MRRTPO website hosts working drafts of the Regional Transportation Plan (RTP) and other documents as appropriate and solicits comments from the public and stakeholders on the website via RTPComments@mrcog-nm.gov.

Public Meetings provide formal public input on issues and business of regional interest. In accordance with state law, MRRTPO publishes notices advertising public meetings in the local newspaper and on its website. MRRTPO may also issue news releases and highlight events on its website to promote participation at public meetings. Public meeting notices are published a minimum of 72 hours in advance, with the agenda items or topics for discussion. Public meeting notices include statements that MRRTPO will reasonably accommodate people with disabilities or limited English proficiency.

MRRTPO receives comment from stakeholders and the general public in multiple formats, including testimony, postal mail, email, voice mail, fax and on forms provided for written or website comments. Guidelines for the content of accessible notices soliciting formal public comment are included under "Public Notices."

The MRRTPO will disseminate agenda and public meeting information to members of the public via accessible printed and electronic media, including postings on the MRRTPO website and in the Albuquerque Journal. Documents and agendas will be available at the MRCOG office at 809 Copper NW Albuquerque, NM 87102.

MRRTPO Committee Meetings are always open to the public and encourage stakeholders to provide public comments and observe the way it conducts its business. Committee meetings are listed on the MRCOG website and advertised in the Albuquerque Journal. They are held at the MRCOG building located at 809 Copper Avenue NW, Albuquerque, NM, 87102. The building is ADA compliant and is accessible via several major transit routes.

Organization and Staff Responsibilities

The Mid-Region Council of Governments (MRCOG) is an organization with several different departments and is governed by the MRCOG Board of Directors. The New Mexico Department of Transportation (NMDOT) contracts with MRCOG to provide transportation planning services to the non-metropolitan portion of the MRCOG region. The nonmetropolitan portion of the region is known as the Mid-Region Rural Transportation Planning Organization (MRRTPO). MRRTPO is a voluntary association of local governments and the New Mexico Department of Transportation (NMDOT) that provides a forum for members to meet, plan and work together on issues related to transportation in the middle Rio Grande



region. It is made up of municipalities, counties and pueblos in the non-metropolitan portion of the region and acts as the state-required Regional Planning Organization for the area (Torrance, northwest Sandoval and southern Santa Fe Counties). Its membership consists of elected officials and their designated alternates. Federal and state agencies with a responsibility for transportation planning and programs in the region are also represented on this committee in an advisory, non-voting capacity.

MRRTPO Staff

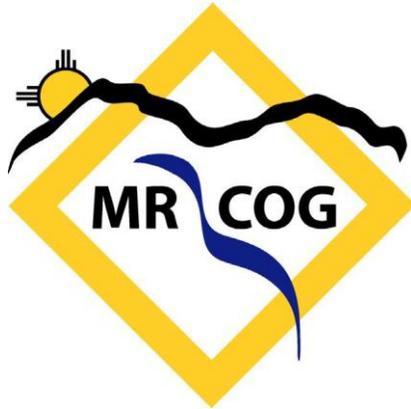
- Provide easily accessible information
- Identify parties likely to be affected by or interested in a MRRTPO decision
- Informing affected or interested parties about ways that they may participate
- Identifying opportunities to increase public participation
- Implementing public participation strategies
- Responding to public comment
- Informing the MRRTPO of public sentiment.

Education and Outreach Meetings

MRRTPO implements a variety of face-to-face and interactive opportunities to ensure meaningful public participation and promote full understanding of MRRTPO initiatives. Education and outreach meetings provide information and may solicit input.

MRRTPO records public responses or additional questions/concerns for later use by staff or the MRRTPO Committee.

- Civic and Community Meetings – MRRTPO provides updates to city councils and other elected bodies and speakers on topics of interest to groups hosting meetings in the region. MRRTPO representatives establish relationships with host organizations and may attend the organization’s meetings and events.
- Social Media – MRRTPO staff uses social media to engage the public in its planning products.



Appendix C
Complaint Form

Exhibit A

Sample Title VI Complaint Form (posted in MRMPO/RTPO Website and available from the MRMPO/RTPO Title VI Coordinator)

Contact Information

Name: _____ Address: _____

City: _____ State: _____ Zip: _____

Home Phone: _____ Work Phone: _____

Email: _____

Discrimination Complaint

Nature of Discrimination Complaint: _____

Date of Alleged Incident: _____

You were discriminated because of: Race Color National Origin Other

Explain as briefly and clearly as possible what happened, where it happened and how you were discriminated against. Indicate who was involved. Be sure to include how other persons were treated differently than you. Also attach any written material pertaining to your case:

Signature: _____

Date: _____

Mid Region Council of Governments
809 Copper NW, Albuquerque, NM 87102
Phone: 505-247-1750 | Fax: 505-247-1753 | www.MRMPO/RTPO-nm.gov

Exhibit B
Sample of Letter Acknowledging Receipt of
Complaint

Today's Date

Ms. Jo Doe
1234 Main St.
Any City, NM 88888

Dear Ms. Doe:

This letter is to acknowledge receipt of your complaint against Mid Region Council of Governments alleging

An investigation will begin immediately. If you have additional information you wish to convey or questions concerning this matter, please feel free to contact this office by writing to the Mid Region Council of Governments, 809 Copper NW, Albuquerque, NM 87102.

Sincerely,

Sandra Gaiser, Title VI Coordinator
Mid Region Council of Governments
809 Copper NW
Albuquerque, NM 87102

Exhibit C
Sample of Written Response - Complaint Not Substantiated

Today's Date

Ms. Jo Doe
1234 Main St.
Anywhere, NM 88888

Dear Ms. Doe,

The matter referenced in your complaint of _____ (date) against the Mid Region Council of Governments (MRMPO/RTPO) alleging _____ has been investigated.

The results of the investigation did not indicate that the provisions of Title VI of the Civil Rights Act of 1964 had in fact been violated. As you know, Title VI prohibits discrimination based on race, color, or national origin in any program receiving federal assistance.

The MRMPO/RTPO has analyzed the materials and facts pertaining to your case for evidence of the district's failure to comply with any part of the civil rights law. There was no evidence that any part of the law had been violated. I, therefore, advise you that your complaint has not been substantiated and that I am closing this matter in our files.

You have the right to 1) appeal to the MRMPO/RTPO within seven (7) business days of receipt of this final written decision, and 2) file a complaint externally within 180 days from the date of the alleged discrimination with the Federal Transit Administration (FTA) of the U.S. Department of Transportation at:

Federal Transit Administration, Office of Civil Rights
Attention: Title VI Program Coordinator
East Building, Fifth Floor – TRC
1200 New Jersey Ave., SE
Washington, D.C. 20590

Thank you for taking the time to contact us. If I can be of assistance to you in the future, please do not hesitate to contact me.

Sincerely,

Sandra Gaiser, Title VI Coordinator
Mid Region Council of Governments
809 Copper NW
Albuquerque, NM 87102

Exhibit D
Sample of Written Response - Complaint Substantiated

Today's Date

Ms. Jo Doe
1234 Main St.
Anywhere, NM 88888

Dear Ms. Doe,

The matter referenced in your complaint of _____ (date) against the Mid Region Council of Governments (MRMPO/RTPO) alleging _____ has been investigated.

Apparent violation (s) of Title VI of the Civil Rights Act of 1964, including those mentioned in your letter, was/were identified. Efforts are underway to correct any and all deficiencies.

Thank you for calling this important matter to our attention. You were extremely helpful during our review of the program. You may be hearing from our office, or from federal authorities, if your services should be needed during the administrative hearing process if required.

Sincerely,

Sandra Gaiser, Title VI Coordinator
Mid Region Council of Governments
809 Copper NW
Albuquerque, NM 87102

Exhibit E

Sample of Public Notification (*posted in MRMPO/RTPO reception area, meeting rooms and public areas, including the MRMPO/RTPO website*)

The Mid Region Council of Governments (MRMPO/RTPO) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subject to discrimination in the receipt of its services or programs on the basis of race, color, national origin or any other characteristics protected by law, including Title VI of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disability Act (ADA) of 1990, no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service. To obtain more information on the MRMPO/RTPO's nondiscrimination obligations or Title VI complaint procedure, please contact:

Sandra Gaiser, Title VI Coordinator
Mid Region Council of Governments
809 Copper NW, Albuquerque, NM 87102
505-247-1750

For more information, visit our website at www.MRMPO/RTPO-nm.gov

Exhibit F

Sample of Employee Title VI Notification (*posted on MRMPO/RTPO's employee bulletin boards and public areas, also referenced in the MRMPO/RTPO Personal Policies*)

The Mid Region Council of Governments (MRMPO/RTPO) is committed to ensuring that no person is excluded from participation in, or denied the benefits of, or be subject to discrimination in the receipt of its services or programs on the basis of race, color, national origin or any other characteristics protected by law, including Title VI of the Civil Rights Act of 1964, as amended. Further, under the Americans with Disability Act (ADA) of 1990, no entity shall discriminate against an individual with a physical or mental disability in connection with the provision of transportation service. If you feel you are being discriminated against at the workplace, you may contact your supervisor or the Human Resources Manager for more information about the Title VI Program and the complaint process.

All employees are expected to consider, respect, and observe this policy in their daily work and duties. If a customer approaches you with a question or complaint about disparate treatment, direct him or her to Title VI Coordinator, who can provide a copy of the Title VI Program and a Title VI Discrimination Complaint form.

For more information, visit our website at www.MRMPO/RTPO-nm.gov



Appendix D
LEP Demographic Data

Exhibit G –Limited English Proficiency by Census Tract

Estimates of the Number of People Who Speak English Less than “Very Well” (LEP Individuals)

American Community Survey 2013-2017, Table B16001

Note: Census tracts are in sorted in order of the highest percentage of LEP individuals. Tracts with a percentage of LEP individuals higher than the overall planning area average (>8.4%) are highlighted.

<u>County</u>	<u>Census Tract</u>	<u>Population</u>	<u>Spanish</u>	<u>French, Haitian, or Cajun</u>	<u>German or Other West Germanic language</u>	<u>Russian, Polish, or Other Slavic language</u>	<u>Other Indo-European language</u>	<u>Korean</u>	<u>Chinese (incl. Mandarin & Cantonese)</u>	<u>Vietnamese</u>	<u>Tagalog (incl. Filipino)</u>	<u>Other Asian and Pacific Island language</u>	<u>Arabic</u>	<u>Other and unspecified lang.</u>	<u>Total LEP Pop.</u>	<u>% LEP</u>
Bernalillo	47.36	1318	463	0	0	0	0	0	0	0	0	0	0	0	463	35.1
Bernalillo	47.34	6617	2163	0	0	0	0	0	0	0	0	0	0	0	2163	32.7
Santa Fe	12.05	4971	1512	0	0	0	0	0	0	0	0	0	0	0	1512	30.4
Bernalillo	47.35	1987	583	0	0	0	0	0	0	0	0	0	0	4	587	29.5
Bernalillo	40.01	5248	1451	0	0	0	0	0	0	0	0	0	0	7	1458	27.8
Santa Fe	12.03	2567	704	0	0	0	0	0	0	0	0	0	0	0	704	27.4
Bernalillo	6.03	4815	1077	8	0	0	8	0	0	0	5	33	0	114	1245	25.9
Bernalillo	45.02	3818	941	0	0	0	18	0	20	0	0	0	0	0	979	25.6
Bernalillo	43	5051	1135	0	9	0	0	0	0	0	0	0	0	32	1176	23.3
Valencia	97.01.01	3926	894	0	0	0	0	0	0	0	0	0	0	0	894	22.8
Bernalillo	13	4086	902	0	0	0	0	0	0	0	0	0	0	19	921	22.5
Bernalillo	45.01	3133	706	0	0	0	0	0	0	0	0	0	0	0	706	22.5
Valencia	97.03.01	6779	1524	0	0	0	0	0	0	0	0	0	0	0	1524	22.5
Santa Fe	13.02	2335	492	8	4	0	0	0	0	0	0	0	0	0	504	21.6
Bernalillo	6.04	4003	822	0	0	0	0	0	0	0	21	0	0	11	854	21.3
Bernalillo	9.01	6111	1082	0	0	0	117	29	12	14	11	0	0	0	1265	20.7
Bernalillo	7.07	6184	1255	13	0	0	3	0	0	0	0	0	0	0	1271	20.6
Bernalillo	47.15	4693	902	0	0	20	0	0	0	0	0	0	0	0	922	19.6
Bernalillo	47.13	6420	1227	0	0	0	0	0	0	0	0	0	23	0	1250	19.5
Bernalillo	7.14	4360	267	0	0	25	0	0	69	462	0	25	0	0	848	19.4
Bernalillo	44.01	3242	601	0	0	0	0	0	0	0	0	0	0	0	601	18.5
Bernalillo	47.39	6477	997	0	0	0	0	0	0	22	0	12	0	124	1155	17.8
Bernalillo	47.38	5139	829	0	0	0	29	0	19	0	0	0	0	0	877	17.1
Bernalillo	9.04	3920	470	0	0	0	0	0	0	122	0	57	0	0	649	16.6
Bernalillo	47.33	6432	1050	0	0	0	0	0	0	0	0	0	0	0	1050	16.3
Bernalillo	34	3862	612	0	0	0	0	0	0	0	0	0	0	8	620	16.1
Bernalillo	44.02	4137	618	0	0	0	0	0	0	0	0	26	0	2	646	15.6
Bernalillo	20	2012	235	0	0	0	0	0	0	0	0	0	62	11	308	15.3

Bernalillo	23	7935	1189	0	0	0	0	0	0	0	0	0	0	0	1189	15.0
Bernalillo	47.12	6720	967	18	0	0	0	0	0	0	0	0	0	0	985	14.7
Bernalillo	12	6420	653	13	0	0	82	0	28	59	0	0	44	15	894	13.9
Bernalillo	15	2103	246	0	0	0	41	0	0	0	0	0	0	0	287	13.6
Sandoval	94.05	3999	540	0	0	0	0	0	0	0	0	0	0	3	543	13.6
Bernalillo	47.4	6845	875	0	0	0	0	0	0	0	0	0	47	0	922	13.5
Bernalillo	29	4007	511	0	0	0	0	0	0	0	0	0	0	0	511	12.8
Bernalillo	24.02	7012	855	0	0	0	0	0	0	0	0	0	0	35	890	12.7
Bernalillo	47.41	6880	770	0	0	0	0	0	41	0	0	0	0	57	868	12.6
Valencia	97.11	1218	153	0	0	0	0	0	0	0	0	0	0	0	153	12.6
Bernalillo	46.03	3483	429	0	0	0	0	0	0	0	0	0	0	0	429	12.3
Sandoval	94.07	3812	23	0	0	0	0	0	0	0	0	0	0	442	465	12.2
Bernalillo	46.04	5628	658	0	0	0	0	0	0	20	0	0	0	0	678	12.0
Bernalillo	11.02	2896	322	0	0	0	0	0	0	0	0	16	0	0	338	11.7
Bernalillo	24.01	4677	536	0	0	0	0	0	7	0	0	0	0	0	543	11.6
Bernalillo	2.05	2884	319	0	0	0	0	8	0	0	0	0	0	0	327	11.3
Bernalillo	25	2656	294	0	0	0	0	0	0	0	0	0	0	0	294	11.1
Bernalillo	32.01	2588	277	0	0	0	0	0	0	0	0	0	0	0	277	10.7
Sandoval	94.06	1878	0	0	0	0	0	0	0	0	0	0	0	189	189	10.1
Bernalillo	47.43	3819	191	18	0	0	55	0	0	24	0	23	0	66	377	9.9
Sandoval	10.5.03	3078	224	0	0	78	0	0	0	0	0	0	0	0	302	9.8
Bernalillo	37.36	2005	149	0	0	0	41	0	0	0	0	0	0	0	190	9.5
Sandoval	10.9	1796	170	0	0	0	0	0	0	0	0	0	0	0	170	9.5
Sandoval	94.09	2286	50	0	0	0	0	0	0	0	0	0	0	165	215	9.4
Bernalillo	94.06	10841	734	0	0	0	13	0	0	72	0	18	0	161	998	9.2
Torrance	96.36	5741	527	0	0	0	0	0	0	0	0	0	0	0	527	9.2
Bernalillo	32.02	5364	447	14	0	0	0	0	0	0	0	0	0	15	476	8.9
Sandoval		119848	10170	8	76	85	0	24	0	0	42	0	0	93	10498	8.8
Bernalillo	9.03	5222	312	0	0	0	0	0	13	107	0	0	0	16	448	8.6
Bernalillo	7.12	3831	245	0	8	0	0	0	0	10	5	19	6	26	319	8.3
Valencia	97.13	1929	151	0	0	0	0	0	0	0	0	0	0	8	159	8.2
Bernalillo	1.08	2956	35	188	7	0	12	0	0	0	0	0	0	0	242	8.2
Bernalillo	37.26	2388	106	0	0	0	68	0	21	0	0	0	0	0	195	8.2
Bernalillo	47.5	6049	424	0	0	0	0	0	0	0	0	0	67	0	491	8.1
Bernalillo	5.01	2853	181	0	0	0	0	0	0	0	0	0	0	50	231	8.1
Valencia		71357	5500	0	43	71	0	24	0	0	42	0	0	84	5764	8.1
Bernalillo	1.29	4141	74	0	0	0	0	0	0	260	0	0	0	0	334	8.1
Bernalillo	46.02	4203	338	0	0	0	0	0	0	0	0	0	0	0	338	8.0
Valencia	97	4731	359	0	9	0	0	0	0	0	5	0	0	3	376	7.9

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Bernalillo	36	6382	478	0	0	0	0	0	0	0	0	23	0	0	501	7.9
Bernalillo	14	2499	195	0	0	0	0	0	0	0	0	0	0	0	195	7.8
Bernalillo	30.01	4609	354	0	0	0	0	0	0	0	0	0	0	0	354	7.7
Bernalillo	2.06	2881	195	3	0	0	0	0	0	0	18	0	0	0	216	7.5
Bernalillo	37.33	3190	206	0	0	0	8	0	0	0	0	8	0	17	239	7.5
Bernalillo	7.08	5842	420	0	0	0	0	0	0	0	0	0	15	0	435	7.4
Bernalillo		582890	14158	291	213	355	804	288	1307	1217	222	527	443	1158	20983	3.6
Sandoval	94.02	3327	16	0	0	0	0	0	0	0	0	0	0	226	242	7.3
Valencia	97.03.03	6368	369	0	0	56	0	0	0	0	0	0	0	26	451	7.1
Valencia	97.02	3718	217	0	15	14	0	0	0	0	0	0	0	9	255	6.9
Valencia	97.03.02	2752	185	0	0	0	0	0	0	0	0	0	0	0	185	6.7
Bernalillo	30.02	3867	232	0	16	0	0	0	0	0	0	0	0	9	257	6.6
Valencia	97.01.02	6226	388	0	0	0	0	0	0	0	23	0	0	0	411	6.6
Torrance		17352	498	98	0	28	36	24	196	130	0	26	0	42	1078	6.2
Bernalillo	2.08	2801	149	0	0	28	0	0	0	0	0	0	0	0	177	6.3
Bernalillo	7.1	7020	158	0	0	0	0	24	57	130	0	26	0	42	437	6.2
Bernalillo	47.17	7531	191	98	0	0	36	0	139	0	0	0	0	0	464	6.2
Bernalillo	37.22	5893	131	0	0	8	17	0	109	0	0	65	27	0	357	6.1
Sandoval	11.2	2584	39	0	0	0	0	0	0	0	9	11	0	96	155	6.0
Bernalillo	47.29	3743	202	0	0	0	0	0	0	16	0	0	0	1	219	5.9
Bernalillo	17	4503	127	0	0	0	0	0	95	0	0	0	40	0	262	5.8
Valencia	97.04.01	4816	277	0	0	0	0	0	0	0	0	0	0	0	277	5.8
Bernalillo	1.23	4210	226	0	0	0	0	0	0	0	12	0	0	0	238	5.7
Bernalillo	47.37	6360	351	0	0	0	0	0	0	0	0	0	0	0	351	5.5
Sandoval	10.7.2.2	5447	261	0	0	0	0	0	0	0	0	30	8	0	299	5.5
Bernalillo	27	4078	211	0	0	0	11	0	0	0	0	0	0	0	222	5.4
Bernalillo	47.42	6135	282	0	0	0	0	0	0	0	15	0	0	36	333	5.4
Bernalillo	26	963	50	0	0	0	0	0	0	0	0	0	0	0	50	5.2
Valencia	97.14	2872	95	0	0	0	0	24	0	0	8	0	0	16	143	5.0
Sandoval	10.7.0.2	6855	332	0	0	0	0	0	0	0	0	9	0	0	341	5.0
Santa Fe (Edgewood)		10177	331	0	0	0	26	10	11	80	9	0	25	0	492	4.8
Bernalillo	1.1	3716	181	0	0	0	0	0	0	0	0	0	0	0	181	4.9
Bernalillo	1.25	3550	43	0	0	0	26	10	11	62	0	0	19	0	171	4.8
Bernalillo	2.07	2911	107	0	0	0	0	0	0	18	9	0	6	0	140	4.8
Bernalillo	38.07	4026	185	0	0	0	0	0	0	0	0	0	0	8	193	4.8
Valencia	97.07	6168	286	0	0	0	0	0	0	0	0	0	0	0	286	4.6

Bernalillo	7.1 3	4676	105	0	0	0	0	0	0	64	0	0	0	47	216	4.6
Sandoval	10 7.1 6	6373	189	16	0	0	54	0	0	0	0	0	24	4	287	4.5
Bernalillo	37. 35	6140	106	0	0	0	0	0	41	129	0	0	0	0	276	4.5
Bernalillo	47. 16	2003	59	0	0	0	0	7	5	0	0	0	0	18	89	4.4
Sandoval	10 7.1 9	3667	120	0	0	0	42	0	0	0	0	0	0	0	162	4.4
Bernalillo	47. 49	4209	166	0	0	0	0	0	0	0	0	18	0	0	184	4.4
Bernalillo	37. 25	4104	133	0	0	0	0	0	0	0	0	0	46	0	179	4.4
Bernalillo	11. 01	4267	173	0	0	11	0	0	0	0	0	0	0	0	184	4.3
Bernalillo	47. 47	5194	175	0	0	0	0	0	11	5	0	0	31	0	222	4.3
Sandoval	10 7.1 3	4987	207	0	0	0	0	0	0	0	0	0	0	0	207	4.2
Bernalillo	47. 27	1821	63	6	0	0	0	0	0	0	0	0	0	6	75	4.1
Sandoval	10 7.2 1	4381	172	0	0	0	0	0	0	0	7	0	0	0	179	4.1
Bernalillo	37. 37	2668	47	8	0	0	18	0	36	0	0	0	0	0	109	4.1
Bernalillo	1.2 1	5463	74	0	0	0	62	0	30	21	0	32	0	4	223	4.1
Bernalillo	1.1 3	3556	83	0	0	0	0	0	0	0	0	0	0	61	144	4.0
Valencia	97 08	4948	198	0	0	0	0	0	0	0	0	0	0	0	198	4.0
Bernalillo	18	2051	40	0	0	0	4	19	11	0	0	0	8	0	82	4.0
Bernalillo	2.0 3	1704	21	0	4	0	0	0	0	0	0	5	38	0	68	4.0
Bernalillo	37. 32	6511	0	16	0	55	44	0	132	11	0	0	0	0	258	4.0
Bernalillo	6.0 1	3751	15	0	0	0	0	0	10	60	0	35	0	28	148	3.9
Bernalillo	37. 14	6886	221	0	0	0	0	20	0	0	17	13	0	0	271	3.9
Bernalillo	22	3130	103	0	0	0	0	0	10	0	0	0	0	9	122	3.9
Valencia	97 04. 04	4448	165	0	0	0	0	0	0	0	6	0	0	0	171	3.8
Bernalillo	1.1 1	2797	47	0	0	0	0	0	0	39	0	0	21	0	107	3.8
Bernalillo	37. 38	4685	79	0	0	36	0	27	0	0	0	35	0	0	177	3.8
Bernalillo	37. 18	2343	51	0	0	0	0	0	0	19	0	0	0	18	88	3.8
Bernalillo	37. 17	4934	80	0	0	0	85	0	0	0	0	0	0	18	183	3.7
Bernalillo	1.2 2	4115	106	0	0	0	0	0	0	45	0	0	0	0	151	3.7
Bernalillo	47. 28	4969	72	0	0	0	0	0	18	63	0	2	26	1	182	3.7
Bernalillo	37. 07	4052	72	0	0	0	26	0	0	0	0	0	0	50	148	3.7
Bernalillo	94 07	2448	7	0	0	0	0	0	0	53	0	0	0	29	89	3.6
Bernalillo	7.0 4	3329	36	0	0	9	0	0	17	33	0	0	0	26	121	3.6
Bernalillo	1.1 6	2681	64	0	0	0	0	0	0	0	0	0	33	0	97	3.6
Sandoval	10 7.1 5	3226	87	8	0	0	0	0	0	0	6	15	0	0	116	3.6

Bernalillo	4.0 1	4112	40	0	0	27	80	0	0	0	0	0	0	0	147	3.6
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Bernalillo	1.2 8	3388	93	6	0	0	0	0	7	0	0	14	0	0	120	3.5
Sandoval	10 7.2	8883	288	0	0	0	11	0	0	0	11	0	0	0	310	3.5
Bernalillo	37. 12	5021	61	0	0	0	0	0	19	0	10	85	0	0	175	3.5
Bernalillo	37. 31	3670	30	6	12	0	0	0	50	16	0	0	0	11	125	3.4
Bernalillo	8.0 1	3203	43	0	0	0	0	0	27	0	3	0	34	0	107	3.3
Bernalillo	35. 01	5397	176	0	0	0	0	0	0	0	0	0	0	0	176	3.3
Bernalillo	1.2 4	3570	104	0	0	0	0	0	0	0	0	0	0	11	115	3.2
Bernalillo	94 05	2751	72	0	0	0	13	2	0	0	0	0	0	0	87	3.2
Sandoval	10 7.0 3	9065	224	0	30	0	12	0	0	0	11	0	0	0	277	3.1
Valencia	97 04. 05	3278	99	0	0	1	0	0	0	0	0	0	0	0	100	3.1
Valencia	94 03	997	8	0	0	0	0	0	0	0	0	0	0	22	30	3.0
Sandoval	11 0	1905	35	0	0	0	0	0	0	0	0	0	0	22	57	3.0
Bernalillo	47. 51	3293	54	0	0	0	0	13	31	0	0	0	0	0	98	3.0
Sandoval	10 7.2 3	10415	291	0	0	0	0	0	0	0	0	0	0	16	307	2.9
Bernalillo	1.2 7	2709	45	0	0	0	0	0	14	0	0	0	19	0	78	2.9
Bernalillo	47. 24	3040	87	0	0	0	0	0	0	0	0	0	0	0	87	2.9
Bernalillo	37. 28	3890	56	0	18	17	0	20	0	0	0	0	0	0	111	2.9
Bernalillo	37. 24	2954	52	0	0	0	0	9	0	22	0	1	0	0	84	2.8
Bernalillo	1.1 7	2328	58	0	5	0	0	0	0	0	0	0	0	3	66	2.8
Bernalillo	37. 23	5769	116	0	0	0	0	0	37	0	0	0	0	10	163	2.8
Sandoval	10 7.1 2	4638	79	0	0	0	0	0	0	12	38	0	0	0	129	2.8
Sandoval	10 7.1 7	8683	166	0	0	0	0	13	0	0	17	42	0	0	238	2.7
Bernalillo	37. 15	3796	37	0	0	0	20	15	23	0	9	0	0	0	104	2.7
Bernalillo	47. 52	3675	59	13	0	0	8	0	9	0	0	10	0	0	99	2.7
Bernalillo	3	5309	51	0	0	0	39	0	15	0	0	0	0	37	142	2.7
Bernalillo	19	1049	28	0	0	0	0	0	0	0	0	0	0	0	28	2.7
Bernalillo	7.1 1	4537	49	0	9	0	0	0	0	49	0	4	0	10	121	2.7
Bernalillo	47. 25	4014	95	0	11	0	0	0	0	0	0	0	0	0	106	2.6
Bernalillo	38. 03	3068	50	0	0	25	6	0	0	0	0	0	0	0	81	2.6
Sandoval	10 7.1 8	5717	150	0	0	0	0	0	0	0	0	0	0	0	150	2.6
Bernalillo	47. 26	2343	44	0	0	0	7	0	0	0	0	0	0	10	61	2.6
Sandoval	10 7.1 4	4386	105	0	0	0	0	0	0	0	0	9	0	0	114	2.6
Valencia	97 10	4267	90	0	19	0	0	0	0	0	0	0	0	0	109	2.6
Bernalillo	47. 45	6578	129	0	0	0	0	0	0	28	0	5	0	5	167	2.5

Bernalillo	1.1 8	2400	51	0	0	0	0	0	0	0	0	9	0	0	60	2.5
Sandoval	10 7.0 5	5163	110	0	0	0	19	0	0	0	0	0	0	0	129	2.5
Bernalillo	31	2668	50	6	0	0	9	0	0	0	0	0	0	0	65	2.4
Bernalillo	37. 19	5501	63	0	0	0	0	0	38	0	0	0	32	0	133	2.4
Bernalillo	47. 46	7767	81	0	19	0	13	0	18	0	0	0	0	53	184	2.4
Torrance	96 37	2226	51	0	0	0	0	0	0	0	0	0	0	0	51	2.3
Bernalillo	16	2315	0	0	0	0	18	0	14	12	0	0	0	9	53	2.3
Bernalillo	37. 29	1836	16	0	7	0	0	0	0	17	2	0	0	0	42	2.3
Torrance	96 32. 02	3461	79	0	0	0	0	0	0	0	0	0	0	0	79	2.3
Bernalillo	1.1 9	1744	29	0	0	0	0	0	0	0	0	0	0	10	39	2.2
Valencia	97 09. 02	1916	42	0	0	0	0	0	0	0	0	0	0	0	42	2.2
Bernalillo	2.0 4	3011	54	0	0	0	0	0	0	12	0	0	0	0	66	2.2
Bernalillo	47. 53	3803	47	10	0	0	0	0	0	8	0	18	0	0	83	2.2
Bernalillo	1.1 4	3185	43	0	7	19	0	0	0	0	0	0	0	0	69	2.2
Bernalillo	37. 3	4305	30	0	0	0	0	0	30	29	0	0	0	0	89	2.1
Bernalillo	47. 48	9604	198	0	0	0	0	0	0	0	0	0	0	0	198	2.1
Bernalillo	47. 22	4480	27	0	0	0	7	0	0	26	0	0	0	31	91	2.0
Bernalillo	21	1227	5	0	0	0	0	0	0	0	0	0	0	19	24	2.0
Bernalillo	1.2	2613	49	0	0	0	0	0	0	0	0	0	0	0	49	1.9
Bernalillo	47. 2	3611	22	0	0	0	0	21	22	0	0	0	0	0	65	1.8
Bernalillo	47. 44	5019	75	0	0	0	0	0	0	0	0	0	0	0	75	1.5
Bernalillo	1.1 5	3112	44	0	0	0	0	0	0	0	0	0	0	0	44	1.4
Bernalillo	38. 05	2061	8	0	0	21	0	0	0	0	0	0	0	0	29	1.4
Bernalillo	5.0 2	4599	47	0	0	0	11	0	0	0	0	0	0	3	61	1.3
Bernalillo	4.0 2	3300	32	0	0	0	10	0	0	0	0	0	0	0	42	1.3
Sandoval	10 6.0 1	4404	24	0	0	0	0	30	0	0	0	0	0	0	54	1.2
Bernalillo	47. 23	6719	82	0	0	0	0	0	0	0	0	0	0	0	82	1.2
Bernalillo	38. 06	3469	31	0	0	0	0	0	0	0	0	8	0	0	39	1.1
Bernalillo	1.0 9	2296	10	0	0	0	0	0	14	0	0	0	0	0	24	1.0
Bernalillo	1.1 2	1822	9	0	4	0	0	0	0	0	0	0	6	0	19	1.0
Sandoval	10 6.0 2	3762	19	0	0	0	11	0	0	0	0	0	0	8	38	1.0
Sandoval	11 1	6259	4	0	0	0	12	0	0	8	0	0	0	38	62	1.0
Bernalillo	37. 21	6420	20	0	30	0	11	0	0	0	0	0	0	0	61	1.0
Bernalillo	35. 02	4911	45	0	0	0	0	0	0	0	0	0	0	0	45	0.9
Bernalillo	1.2 6	2721	14	0	0	0	0	0	0	0	0	0	0	0	14	0.5

Bernalillo	1.0 7	2356	12	0	0	0	0	0	0	0	0	0	0	0	12	0.5
Torrance	96 32. 01	3351	10	0	7	0	0	0	0	0	0	0	0	0	17	0.5
Bernalillo	38. 04	5289	5	0	0	0	0	0	0	0	0	0	0	0	5	0.1
Sandoval	94 03	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.0

Exhibit H
Mid-Region Council of Governments Planning Area

Mid-Region Council of Governments
Metropolitan Planning Organization
Transportation Planning Boundaries

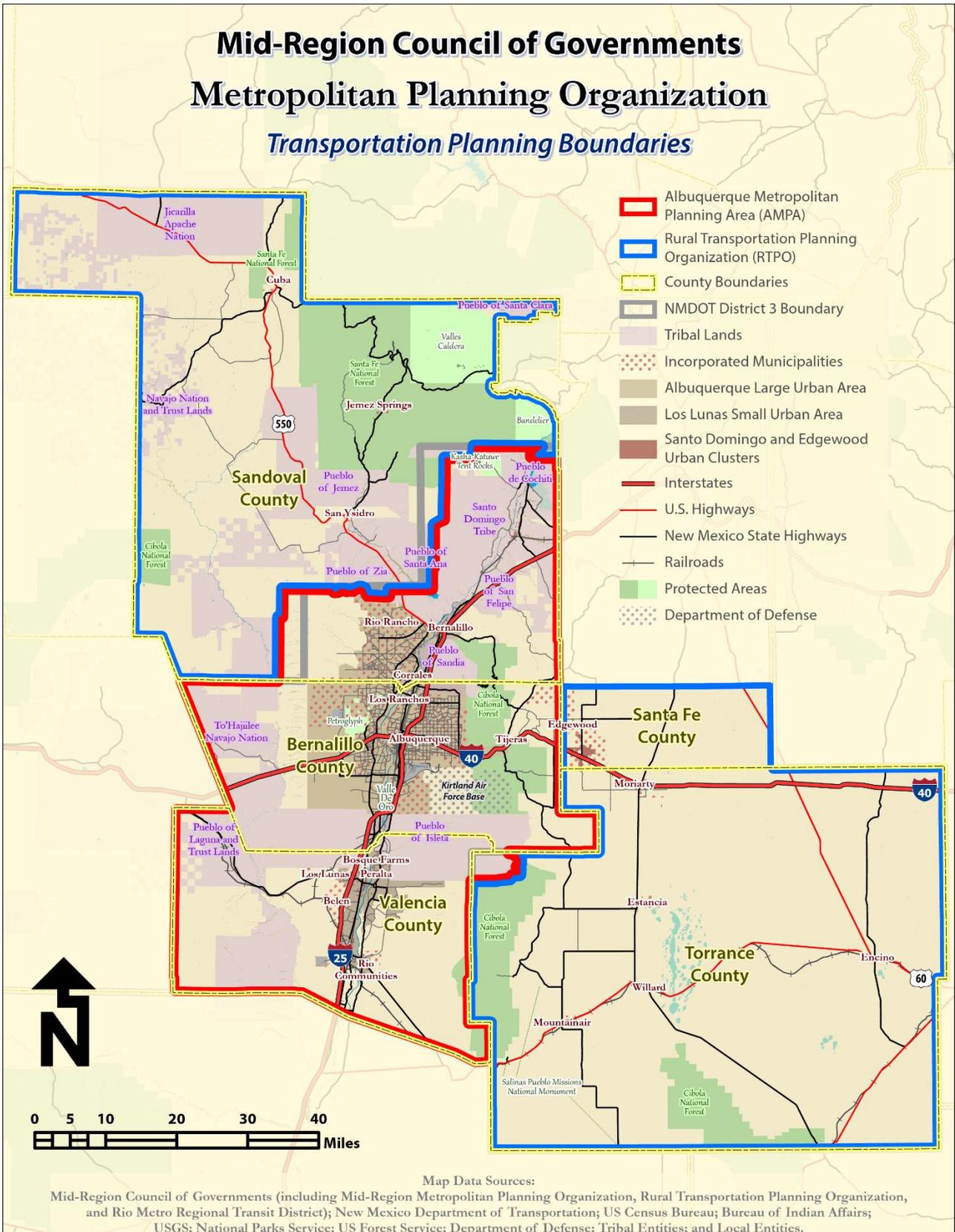
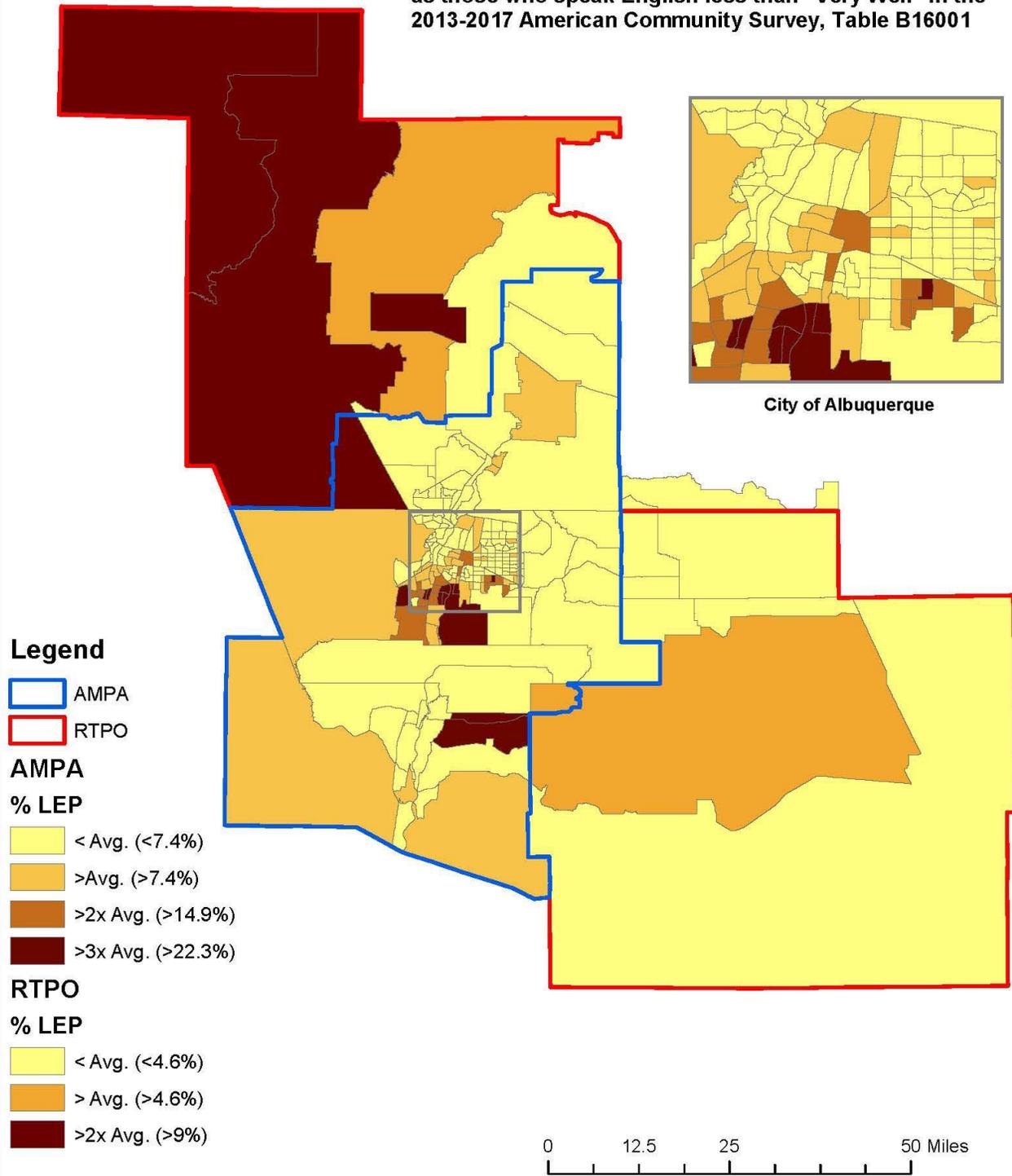


Exhibit I
Census Tracts with High Percentages of Limited English Proficiency (LEP) Individuals

Tracts with Limited English Proficiency Populations within the MRCOG Planning Area

Note: Limited English Proficiency (LEP) persons are defined as those who speak English less than "Very Well" in the 2013-2017 American Community Survey, Table B16001



Task 1, Step 2: Become familiar with data from the U.S. Census.

The American Community Survey collects the estimated number of people who speak languages other than English and who report to speak English less than “Very Well.” The numbers of LEP individuals by language spoken are listed in Table 1 for the MRMPO/RTPO planning areas.

Table 1. American Community Survey 2013-2017 Estimates for Language Spoken at Home for Population 5 Years and Older (Table B16001)

Primary Language	AMPA Pop. over 5 years Old who Speak English Less Than "Very Well"	Percentage of Albuquerque Metro Planning Area Population	RTPO Pop. over 5 years Old who Speak English Less Than "Very Well"	Percentage of Rural Transportation Planning Area Population
Spanish	51,391	6.21%	1,004	3.09%
French, Haitian, or Cajun	468	0.06%	0	0.00%
German or Other West Germanic language	239	0.03%	18	0.06%
Russian, Polish, or Other Slavic language	450	0.05%	0	0.00%
Other Indo-European language	1,237	0.15%	0	0.00%
Korean	291	0.04%	0	0.00%
Chinese (incl. Mandarin & Cantonese)	1,330	0.16%	0	0.00%
Vietnamese	2,179	0.26%	0	0.00%
Tagalog (incl. Filipino)	269	0.03%	9	0.03%
Other Asian and Pacific Island language	797	0.10%	11	0.03%
Arabic	635	0.08%	0	0.00%
Other and unspecified language	2,266	0.27%	450	1.39%

The three largest groups of Limited English Proficiency individuals speak Spanish, Vietnamese, and Other unspecified languages. Data by Census tract is shown in Exhibit G.

Task 1, Step 2A: Identify the geographic boundaries of the area that your agency serves.

MRMPO/RTPO’s planning area includes all of Sandoval, Bernalillo, Valencia, Tarrant, and a portion of Santa Fe County (the Town of Edgewood). A map showing the planning area is in Exhibit H.

Task 1, Step 2B: Obtain Census data on LEP population in your planning area.

Table 1 contains Census data on English proficiency in the MRMPO/RTPO planning areas. In the 2013-2017 5-Year American Community Survey, if a person reports speaking a language other than English, he/she is

given four categories of English proficiency to choose from: speaking English “Very Well”, “Well”, “Not Well” and “Not at All.” Following the *“Implementing the Department of Transportation’s Policy Guidance Concerning Recipients’ Responsibilities to LEP Persons”*, a LEP person is one that reports on American Community Survey as speaking English “less than Very Well” (speaking English “Not Well” or “Not at All”).

Task 1, Step 2C: Analyze the data you have collected.

In the MRMPO planning area, approximately 7.4%, and in the RTPO, 4.6% of the population are LEP individuals. The majority of LEP individuals in the AMPA (51,391 out of 61,552 or 83.5%) speak Spanish. The next most common language spoken by LEP individuals is “Other and Unspecified languages.”

Task 1, Step 2D: Identify any concentrations of LEP persons within your planning area.

The MRMPO/RTPO planning area has concentrations of LEP individuals primarily in the south valley, the southwestern mesa, and the southeastern heights (International District) portions of the Albuquerque metropolitan area. There are two census tracts in the eastern portion of Valencia County, and three census tracts in northwest portion of Sandoval County with high concentrations of Spanish speaking LEP individuals. Exhibit I.

Task 1 Step 3: Consult state and local sources of data.

MRMPO/RTPO conducted an on-board survey of approximately 5,000 passengers on the New Mexico RailRunner Express commuter train and fixed bus routes operated by ABQ RIDE and Rio Metro in 2012. Selected LEP passenger statistics are shown in Table 2.

Table 2

Language Group	Percentage LEP	Average Income
All Languages	N/A	\$28,500
Speak Only English	N/A	\$29,000
Spanish	0.7%	\$22,500
Other Native North American Languages	0.1%	\$23,000
Vietnamese	<0.05%	\$29,000
Chinese	<0.05%	N/A
Navajo	<0.05%	\$21,000

These data show that LEP Spanish speakers comprise the majority (70 percent) of LEP individuals, but only about 0.7 percent of all respondents. The average income of Spanish speakers is \$22,500, which is lower than the average for all languages, at \$28,500, and lower than the average for those that speak only English, at \$29,000. LEP individuals who speak other Native North American languages account for about 0.1 percent of all respondents. The average income for those that speak other Native North American languages is \$23,000, which is lower than the average for all languages. Although LEP Vietnamese speakers are the third most common LEP language group in the planning area, few passengers responded to the survey, and no LEP individuals were identified. At \$29,000, the average salary for those who speak Vietnamese is comparable to the average for all languages, and comparable to the average for those who speak only English. Although LEP Chinese speakers are the fourth most common LEP language group in the planning area, very few passengers responded to the survey, and only one LEP individual was identified. An average income for the Chinese language group could not be calculated due to the small sample size. Although LEP Navajo speakers are the fifth most common LEP language group in the planning area, few passengers responded to the survey, and no LEP individuals were identified. The average income for Navajo speakers is \$21,000, which is lower than the average for all languages.

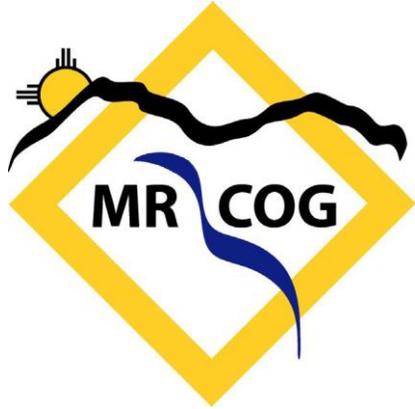
Task 1 Step 4: Reach out to community organizations that serve LEP persons.

MRMPO/RTPO works with several organizations that serve LEP persons. These are mostly community organizations, government organizations and religious organizations.

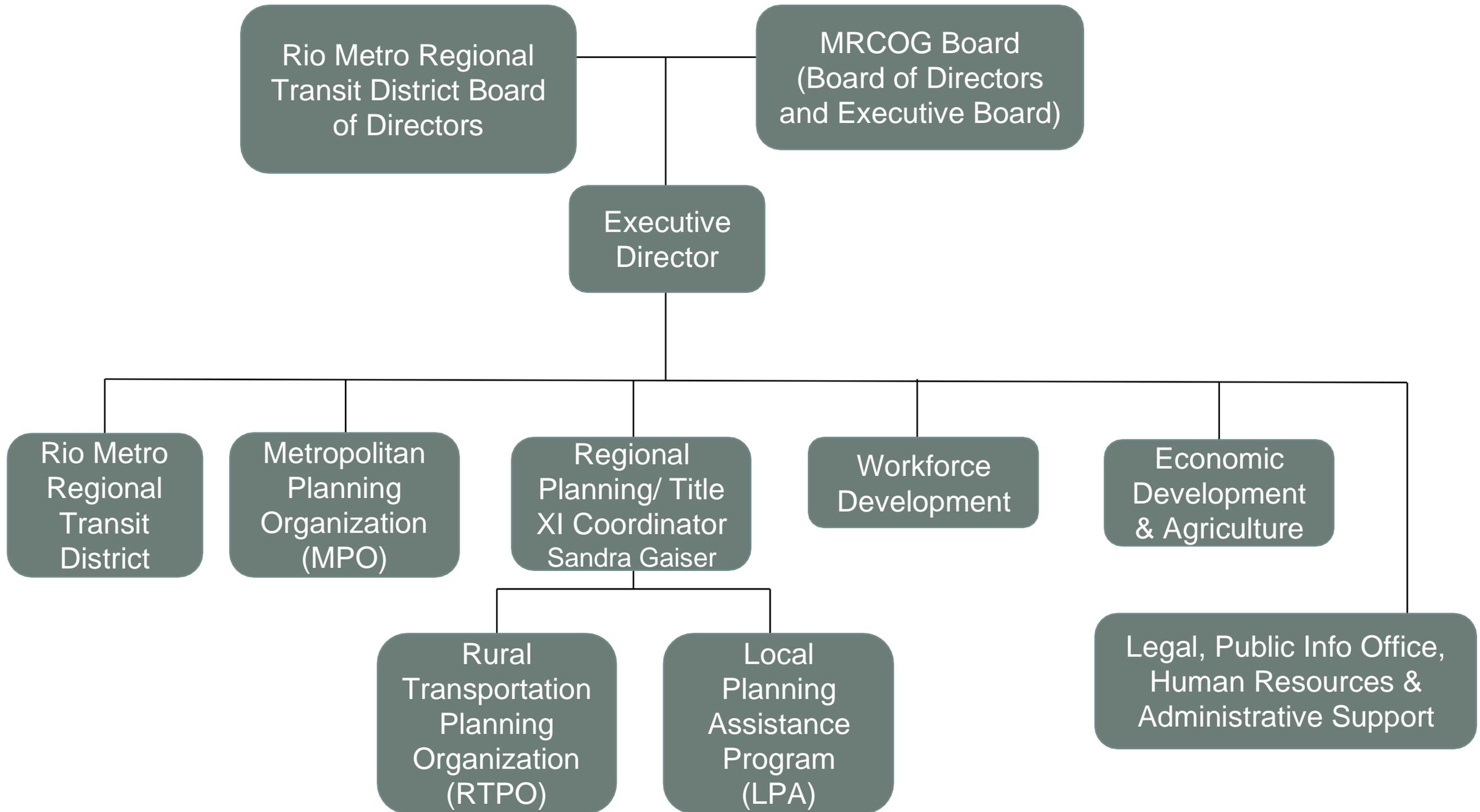
Task 1, Step 4A: Identify community organizations:

Specifically, the organizations the MRMPO/RTPO provide outreach and marketing efforts include:

- The Partnership for a Healthy Torrance County
- Rio Metro
- Bike to Work Day
- CiQlovia



Appendix E
Organizational Chart





Appendix F

**MRMPO/RTPO and Executive
Board Resolution**

RESOLUTION

of the

BOARD OF DIRECTORS

of the

MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

(R-16-01 MRMPO/RTPO)

APPROVING THE TITLE VI PROGRAM

WHEREAS, the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) requires the submission of a Title VI Program once every three years; and

WHEREAS, the attached Title VI Program has been prepared to meet that requirement in order to ensure the continuation of the receipt of FTA funding.

NOW THEREFORE BE IT RESOLVED BY THE MRMPO/RTPO BOARD OF DIRECTORS

THAT:

Section 1. The MRMPO/RTPO Board of Directors hereby approves the attached Title VI Program and all subsequent modifications required by the Federal Transit Administration.

Section 2. The MRMPO/RTPO Board of Directors hereby authorizes the implementation of the proposed Title VI Program.

PASSED, APPROVED, AND ADOPTED this **14th day of April 2016** by the he Mid-Region Council of Governments Board of Directors of New Mexico.

Steve Anaya, Chair
MRMPO/RTPO Board of Directors

ATTEST:

Dewey V. Cave
Executive Director, Mid-Region Council of Governments

RESOLUTION

of the

BOARD OF DIRECTORS

of the

MID-REGION COUNCIL OF GOVERNMENTS OF NEW MEXICO

APPROVING THE TITLE VI PROGRAM

WHEREAS, the Federal Transit Administration (FTA) of the United States Department of Transportation (USDOT) requires the submission of a Title VI Program once every three years; and

WHEREAS, the attached Title VI Program has been prepared to meet that requirement in order to ensure the continuation of the receipt of FTA funding.

NOW THEREFORE BE IT RESOLVED BY THE MRCOG METROPOLITAN TRANSPORTATION BOARD (MTB) AND THE MRCOG RURAL TRANSPORTATION PLANNING (RTPO) COMMITTEE

THAT:

Section 1. The MTB and the RTPO Committee hereby approves the attached Title VI Program and all subsequent modifications required by the Federal Transit Administration.

Section 2. The MTB and the RTPO Committee hereby authorizes the implementation of the proposed Title VI Program.

PASSED, APPROVED, AND ADOPTED this **19th day of December of 2019** by the MRCOG MTB and the MRCOG RTPO Committee.

, Chair
MTB

Daniel White, Chair
MRRTPO Committee

/RTPO Board of Directors

ATTEST:

Dewey V. Cave
Executive Director, Mid-Region Council of Governments



Mid-Region Metropolitan Planning Organization
Mid-Region Council of Governments
809 Copper Avenue NW
Albuquerque, New Mexico 87102
(505) 247-1750-tel. (505) 247-1753-fax
www.mrcog-nm.gov

ANNUAL Project Listing
Final Report
for
Federal Fiscal Year FFY 2019
for the
Albuquerque
Metropolitan Planning Area
(AMPA)





Mid-Region Metropolitan Planning Organization

Mid-Region Council of Governments

809 Copper Avenue NW
Albuquerque, New Mexico 87102
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SUMMARY

FFY 2019 FEDERAL OBLIGATIONS & AWARDS – ANNUAL PROJECT LISTING

Pursuant to federal regulations, the Mid-Region Metropolitan Planning Organization (MRMPO) has compiled the *Annual Project Listing of Federal Obligations and Awards for Federal Fiscal Year 2018-2019 (FFY 2019)*

Federal Requirements

Federal Regulation 23 CFR 450.334 requires the state, public transportation operators and the metropolitan planning organization to produce an annual listing of obligated projects within a metropolitan planning area no later than 90 days following the end of the fiscal year. The following information is required in the report:

- for each project with funds programmed in the year, the amounts of federal fund requested [programmed],
- for each project with funds programmed in the year, the amounts of federal fund obligated,
- for each project, the amount of federal funds remaining and available in subsequent years,
- each project's description, termini, length, scope and phase of work, and
- the lead agency responsible for carrying out the project.

Attachment A satisfies these requirements. In addition to the required listing, the Mid-Region Metropolitan Planning Organization conducts various analyses of the information to use in evaluating and improving the management of the Transportation Improvement Program (TIP).

Review of Each Project (Attachment A)

The *Annual Project Listing* denotes for each project and funding category, the amount programmed in the Transportation Improvement Program (TIP), the amount actually obligated or awarded, the difference between the two, and project specific explanations. This list includes all Federal projects programmed in the TIP in FFY 2019 along with each project's Federal funding that was obligated during the preceding year and all Federal funding remaining and available for subsequent years of the TIP.

FFY 2019 Review by Various Federal Highway Transportation Funding Categories (Attachment B)

An analysis of all Federal Highway Administration (FHWA) Fund Sources for FFY 2019 compares each project's programmed amount in the TIP with the amount obligated by the end of the fiscal year on September 30, 2019. This is an analysis of the TIP management process using the end-of-fiscal-year data since TIP revisions throughout the year have modified various projects' funding.

FFY 2019 Review by Lead Agency for All Federal Funding Categories (Attachment C)

An analysis of all federal fund sources by lead agency for FFY 2019 compares each project's programmed amount in the TIP with the amount obligated by the end of the fiscal year on September 30, 2019.

FFY 2019 Summary of Results by Core Federal Highway Administration Funding Categories

In FFY 2019 the Albuquerque Metropolitan Planning Area (AMPA) obligated 100.63% of all its programmed funding for its core FHWA program funding categories. This percentage translates into \$56,409,643.00 of

transportation related improvement dollars committed for expenditure out of the estimated \$56,053,864.00 to be programmed for the AMPA in FFY 2019. Please note that some percentages are higher or lower than 100% due to some additional funds being amended into the TIP from sources previously programmed outside the AMPA. Also, occasional letting adjustments were made to projects where the total bid amount came in under or over the original programmed amount. Please refer to the notes section in Attachments A, B and C for clarification with these occurrences.

The total amount of unobligated core FHWA funds in the AMPA for FFY 2019 amounts to \$355,779.00. The shortcomings in obligations are coming from the 93.61% obligation of STP-Small Urban funds. Please reference Tables 1A and 1B below for more detail on all Federal Highway Administration (FHWA) core program funding categories.

Table 1: Federal Highway Administration (FHWA) Core Program Funding Categories

FFY	Funding Category	Federal Amt Programmed in TIP End FFY		Federal Obligated Amount		Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated
2019	CMAQ-Flex	4,969,100.00	-	4,969,100.00	=	0.00	100.00%
2019	NHPP	22,645,926.00	-	23,245,714.00	=	(599,788.00)	102.65%
2019	STL-E	264,768.00	-	264,768.00	=	0.00	100.00%
2019	STP-Flex	4,376,890.00	-	4,376,890.00	=	0.00	100.00%
2019	STP-Rural	1,677,258.00	-	1,677,258.00	=	0.00	100.00%
2019	STP-Sm Urb	3,816,849.00	-	3,572,840.00	=	244,009.00	93.61%
2019	STP-U	17,263,261.00	-	17,263,261.00	=	0.00	100.00%
2019	TAP-Lg Urb	1,039,812.00	-	1,039,812.00	=	0.00	100.00%
2019	Grand Total	56,053,864.00	-	56,409,643.00	=	(355,779.00)	100.63%

FFY 2019 Summary of Results by Lead Agency for All Funding Categories

In FFY 2019 the Albuquerque Metropolitan Planning Area obligated 90.94% of all its programmed funding for all Federal fund sources (not just FHWA core program funding categories). This percentage translates into \$101,963,919.00 of transportation related improvements/dollars committed for expenditure within the region out of the estimated \$112,123,430.00 programmed for the region in FFY 2019. The total amount of all federal funds unobligated in the AMPA amounts to \$10,159,511.00. Please note that some percentages are lower than 100% due to some funds not being obligated. Please refer to the notes section in Attachments A, B and C for clarification on these occurrences.

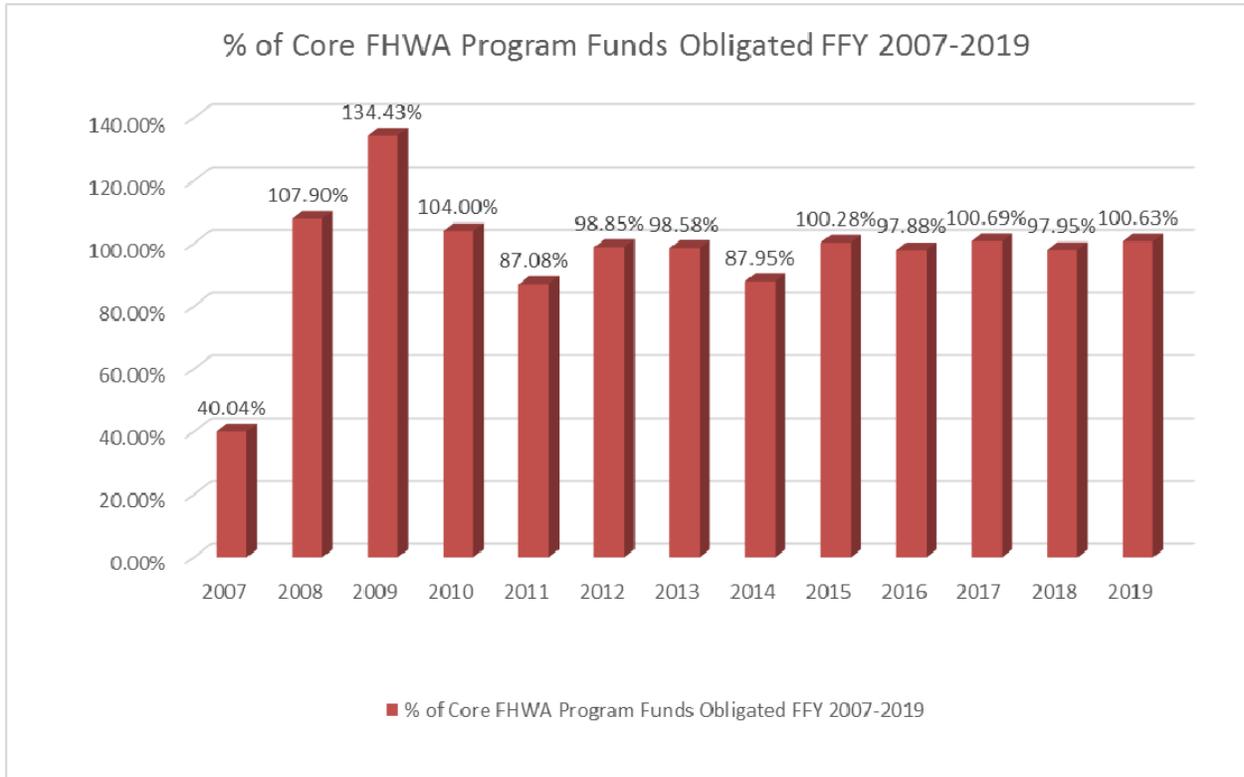
Table 2: Percentage of Programmed Funds Obligated by Lead Agency for All Federal Fund Sources

Lead Agency	FFY	Federal Amt Programmed in TIP End FFY		Federal Obligated Amount		Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated
City of Albuquerque-ABQ	2019	\$19,653,079.00	-	\$19,653,079.00	=	\$0.00	100%
City of Albuquerque-DMD	2019	\$4,467,654.00	-	\$4,467,654.00	=	\$0.00	100%
City of Albuquerque-P&R	2019	\$110,000.00	-	\$110,000.00	=	\$0.00	100%
City of Rio Rancho	2019	\$4,372,877.00	-	\$4,372,877.00	=	\$0.00	100%
County of Bernalillo	2019	\$3,483,712.00	-	\$3,483,712.00	=	\$0.00	100%
MRCOG	2019	\$1,157,248.00	-	\$1,157,248.00	=	\$0.00	100%
MRMPO	2019	\$310,843.00	-	\$310,843.00	=	\$0.00	100%
NMDOT D-3	2019	\$49,307,551.00	-	\$39,148,040.00	=	\$10,159,511.00	79%
Pueblo of Cochiti	2019	\$447,700.00	-	\$447,700.00	=	\$0.00	100%
Pueblo of Isleta	2019	\$1,298,235.00	-	\$1,298,235.00	=	\$0.00	100%
Pueblo of San Felipe	2019	\$719,965.00	-	\$719,965.00	=	\$0.00	100%
Pueblo of Sandia	2019	\$269,474.00	-	\$269,474.00	=	\$0.00	100%
Pueblo of Santa Ana	2019	\$272,450.00	-	\$272,450.00	=	\$0.00	100%
Pueblo of Santo Domingo	2019	\$735,496.00	-	\$735,496.00	=	\$0.00	100%
Rio Metro NMRRX	2019	\$20,094,391.00	-	\$20,094,391.00	=	\$0.00	100%
Rio Metro Transit Dist	2019	\$1,894,760.00	-	\$1,894,760.00	=	\$0.00	100%
Town of Bernalillo	2019	\$382,500.00	-	\$382,500.00	=	\$0.00	100%
Village of Los Lunas	2019	\$3,145,495.00	-	\$3,145,495.00	=	\$0.00	100%
Grand Total all Agencies	2019	\$112,123,430.00	-	\$101,963,919.00	=	\$10,159,511.00	90.94%

Historical Trend Analysis of Obligation Rates for the Core FHWA Program form FFY 2007-2018

Below is a comparison chart which shows the historical trend of the percentage of core FHWA program funds obligated from FFY 2007 to the most recent FFY of 2018. The overall results show a major improvement in the proportion of funds obligated versus programmed. The trend analysis also depicts the stabilization in the percentages which peaked in FFY 2009 and have levelled out due to better management of the TIP, a reduction in additional funds being amended into the TIP from sources previously programmed outside the AMPA, and a reduction in the occasional letting adjustments to projects where the total bid amounts came in over the original programmed amounts in the TIP. The drop in the percentage of funds obligated for FFY 2014 is explained in greater detail in the FFY 2014 *Annual Project Listing Final Report Federal Fiscal Year 2013-2014 (FFY 2014)*. For a full archive of previous MRMPO Annual Project Listings and Obligation Reports, please follow the link to the **MRCOG website: <https://www.mrcog-nm.gov/278/Annual-Project-Listing-Obligation-Report>**

Chart 2: Historical Trend Analysis of Obligation Rates for the Core FHWA Program form FFY 2007-2019



NOTE: FFY 2008, 2009, and 2010 percentages are high due to letting adjustments (bids coming in over programmed funds). If this factor was not included the percentages for those years would range from 70% - 85%.

Any questions regarding this report should be directed to Mr. Steven Montiel at the Mid-Region Metropolitan Planning Organization; email smontiel@mrcog-nm.gov or at the address above.

Control Number	Project Title	From	To	Project Description	Project Type	Proj Length	Lead Agency	YIP In 2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Design	Ph ROW	Ph Cons	Ph Other	YIP Amend Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	Fed Funds Obligated	PE	ROW	Constr/Impl	Des	Env	Other	WorkType													
Key: Green rows indicate FFY 2019 Federal Funds. White rows denote state and local funding along with previous and subsequent funding.																																														
A300143	North Diversion Channel Undercrossing	North Diversion Channel and Indian School		Design and construct an undercrossing of the NDC trail. CABQ will be utilizing AC for this project.	Bike/Ped	0	City of Albuquerque-DMD	Y	\$2,811,564	Y	Y	Y	..	..	..	..	Y	2019	STP-U	\$1,000,000.0	-	\$1,000,000.0	=	\$0.0	100%	\$1,170,412.0	Full amount obligated	..	..	..	Y	..	..	..	21									
A300143										Y	Y	Y	Y	2019	Local Non-Match	\$0.0	-	\$0.0	=	\$0.0	#DIV/0!	\$500,000.0	23						
A300143										Y	Y	Y	Y	2019	TAP-Lg Urb	\$379,354.0	-	\$379,354.0	=	\$0.0	100%	\$444,000.5	Full amount obligated	04					
A300143	North Diversion Channel Undercrossing	North Diversion Channel and Indian School		Design and construct an undercrossing of the NDC trail. CABQ will be utilizing AC for this project.	Bike/Ped	0	City of Albuquerque-DMD	Y	\$2,811,564	Y	Y	Y	..	..	..	..	Y	2021	STP-U	\$595,646.0	-	\$0.0	=	\$595,646.0	0%	\$697,151.2		..	..	..	..	..	..	..	23									
A300160	Sunport Blvd Extension	500' West of Broadway/Sunport intersection	I-25 Exit 221 Interchange	Construct new 4 lane divided facility with bike lanes includes signage, drainage, and other necessary appurtenances. Demo ID NM006. Project total includes capital outlay & county funds in previous FYs. UNDER DESIGN	Capacity Proj	0	County of Bernalillo	Y	\$19,756,874	Y	Y	Y	Y	..	..	..	Y	2019	STP-U	\$308,775.0	-	\$308,775.0	=	\$0.0	100%	\$361,394.0	Full amount obligated	..	..	..	Y	..	..	..	..	03								
A300160										Y	Y	Y	Y	Y	2019	Local Non-Match	\$0.0	-	\$0.0	=	\$0.0	#DIV/0!	\$738,606.0	23					
A300160										Y	Y	Y	Y	Y	2019	STP-U	\$854,400.0	-	\$854,400.0	=	\$0.0	100%	\$1,000,000.0	Full amount obligated	03			
A300160										Y	Y	Y	Y	Y	2020	STP-U	\$2,077,542.0	-	\$0.0	=	\$2,077,542.0	0%	\$2,431,580.0	15				
A300160										Y	Y	Y	Y	Y	2020	STL-E	\$582,734.0	-	\$0.0	=	\$582,734.0	0%	\$682,038.8	15			
A300160										Y	Y	Y	Y	Y	2020	Local Non-Match	\$0.0	-	\$0.0	=	\$0.0	#DIV/0!	\$3,726,426.0	06		
A300160										Y	Y	Y	Y	Y	2020	STL-E	\$1,796,748.0	-	\$0.0	=	\$1,796,748.0	0%	\$2,102,935.3	16		
A300160										Y	Y	Y	Y	Y	2021	STP-U	\$784,306.0	-	\$0.0	=	\$784,306.0	0%	\$917,961.1	03		
A300160										Y	Y	Y	Y	Y	2021	STL-E	\$582,734.0	-	\$0.0	=	\$582,734.0	0%	\$682,038.8	..	Y	15		
A300160										Y	Y	Y	Y	Y	2022	STP-U	\$1,708,800.0	-	\$0.0	=	\$1,708,800.0	0%	\$1,999,999.9	15	
A300161	Woodward Road Improvements Project	Intersection of 2nd St & Woodward Road	Intersection of Broadway Blvd & Woodward Rd	Completely reconstruct Woodward Road to address vehicle, drainage, bicycle, and pedestrian needs. Bernalillo County will utilize design funds as soft match for construction per 08-25-15 letter from NMDOT. UNDER WAY	Hwy & Brg Pres	0.6	County of Bernalillo	Y	\$5,157,141	Y	Y	Y	Y	Y	2019	STP-U	\$59,808.0	-	\$59,808.0	=	\$0.0	100%	\$70,000.0	Full amount obligated	23					
A300161										Y	Y	Y	Y	Y	2020	STP-U	\$1,554,712.0	-	\$0.0	=	\$1,554,712.0	0%	\$1,819,653.5	23		
A300161										Y	Y	Y	Y	Y	2021	STP-Flex	\$2,407,967.0	-	\$0.0	=	\$2,407,967.0	0%	\$2,818,313.4	23
A300161										Y	Y	Y	Y	Y	2021	NHPP	\$63,802.0	-	\$0.0	=	\$63,802.0	0%	\$74,674.6
A300162	Sunport Blvd-Interchange Improvements	I-25 On/Off ramps MP 221.7 to MP 222.5	Sunport Blvd (West edge of NMDOT ROW to East edge of NMDOT ROW)	Sunport Blvd Interchange Improvements to include striping, signals, paving, street lights, sidewalk, fencing and other appurtenances as needed. UNDER CONSTRUCTION	Hwy & Brg Pres	0.8	County of Bernalillo	Y	\$1,750,000	Y	Y	Y	2019	STL-E	\$191,097.0	-	\$191,097.0	=	\$0.0	100%	\$223,662.2	Full amount obligated	Y	01				
A300162										Y	Y	Y	2019	STP-U	\$1,304,103.0	-	\$1,304,103.0	=	\$0.0	100%	\$1,526,337.7	Full amount obligated	Y	..	Y	16	
A300189	CMP Transportation Assessment Program	AMPA Wide		Collect travel time and other data to assess the performance of the transportation network, analyze congested locations, identify projects to address regional needs, use data for project prioritization. IN Progress	ITS-TSM	0	MRMPO	Y	\$363,814	Y	2019	STP-U	\$310,843.0	-	\$310,843.0	=	\$0.0	100%	\$363,814.4	Full amount obligated	Y	23			

Control Number	Project Title	From	To	Project Description	Project Type	Proj Length	Lead Agency	YIP In 2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Design	Ph ROW	Ph Cons	Ph Other	YIP Amend Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	Fed Funds Obligated	PE	ROW	Constr/Impl	Des	Env	Other	WorkType					
																										Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y	Y
A300808	District 3 On-Call Planning & Design Support	District 3 Wide Projects T.B.D.		Provide planning, engineering, & design services on an on-call basis. UNDERWAY	Misc	0	NMDOT D-3	Y	\$500,000	Y	Y	Y	..	..	..	..	..	2019	STP-Flex	\$427,200.0	\$427,200.0	=	\$0.0	100%	\$500,000.0	Full amount obligated	Y	..	..	..	..	..	..	24
A300844	Albuquerque Complete Streets: East	Central Ave from Pennsylvania St.	Central Ave to Tramway Blvd	Construction of median landscaping in accordance with COA Complete Streets Ordinance. UNDERWAY	Misc	3.5	City of Albuquerque-DMD	Y	\$1,170,412	Y	Y	Y	..	Y	..	..	Y	2019	STP-U	\$1,000,000.0	\$1,000,000.0	=	\$0.0	100%	\$1,170,412.0	Full amount obligated	Y	Y	..	..	..	..	..	15
A300846	Albuquerque Complete Streets: East (Operational Improvements)	Louisiana Blvd.	Tramway Blvd.	ASTPM Installation to promote operational improvements for pedestrians, cyclists and vehicular traffic within the corridor. UNDERWAY	ITS-TSM	4.1	City of Albuquerque-DMD	Y	\$1,170,412	Y	Y	Y	..	Y	..	..	..	2019	STP-U	\$1,000,000.0	\$1,000,000.0	=	\$0.0	100%	\$1,170,412.0	Full amount obligated	Y	..	..	..	..	..	..	23
A300891	NM 314 Bike & Pedestrian Improvements-Northside of Village	NM 6	Ellen Dr.	Design and construction of a multipurpose path on the eastside of NM314 and sidewalk construction with access management on the west side of NM314. Project includes lighting, guardrail,	Bike/Ped	0.7	Village of Los Lunas	Y	\$2,486,454	Y	Y	Y	..	Y	..	..	Y	2018	STP-Sm Urb	\$226,995.0	\$226,995.0	=	\$0.0	100%	\$265,677.7	Full amount obligated	Y	..	..	..	..	..	..	03
A300891										Y	Y	Y	..	Y	Y	2019	STP-Sm Urb	\$1,897,431.0	\$1,897,431.0	=	\$0.0	100%	\$2,220,775.9	Full amount obligated	Y
A300970	ITS Regional Transportation Management Center (TMC)	400 Wyoming Blvd. NE, Albuquerque, NM		Design & construct a regional transportation management center (TMC) for all ITS stakeholders. TMC will integrate multi-agency ITS components, signal systems, & interstate/arterial monitoring systems for real-time transportation & incident management.	ITS-TSM	0	City of Albuquerque-DMD	Y	\$15,996,933	Y	Y	Y	Y	Y	..	..	..	2019	STP-U	\$93,300.0	\$93,300.0	=	\$0.0	100%	\$109,199.4	Full amount obligated	Y	..	..	..	..	..	..	17
A300971	ITS Incident Management & Signal Oper. Enhancements	AMPA river crossings, frontage roads and selected CMP corridors		Implement ITS on CMP corridors to improve operational efficiency. Implementation priority to be based on operational analysis & CMP strategies matrix. Includes: signal timing enhancements & other ITS	ITS-TSM	0	MRCOG	Y	\$1,354,457	Y	Y	Y	Y	Y	..	..	..	2019	CMAQ-Flex	\$889,993.0	\$889,993.0	=	\$0.0	100%	\$1,041,658.4	Full amount obligated	Y	..	..	..	..	..	..	01
A300971										Y	Y	Y	Y	2019	STP-U	\$267,255.0	\$267,255.0	=	\$0.0	100%	\$312,798.4	Full amount obligated	Y	Y
A301011	I-25 Widening PHASE II	MP 215.8	MP 217.4	Adding one lane in each direction, pavement rehabilitation and/or reconstruction as needed. Project includes PE, Design, ROW and other appurtenances as necessary. UNDERWAY	Capacity Proj	1.6	NMDOT D-3	Y	\$12,137,927	Y	Y	Y	Y	Y	..	..	..	2018	STP-Flex (Non-Char	\$606,624.0	\$605,318.7	=	\$1,305.3	100%	\$710,000.0	Partial amount obligated	Y	..	..	..	..	..	..	03
A301011										Y	Y	Y	Y	2019	NHPP	\$3,498,421.0	\$4,169,369.0	=	(\$670,948.0)	119%	\$4,094,593.8	More funds obligated than programmed	Y
A301011										Y	Y	Y	Y	2019	State Gen. Approp.	\$0.0	\$0.0	=	\$0.0	#DIV/0!	\$7,333,333.0	

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A301031	Alameda DrainTrail Phase 2	Osuna Rd	El Pueblo Rd	Construct a multi-use trail which includes landscaping, signing, striping and other appurtenances as needed. DESIGN	Bike/Ped	1.8	County of Bernalillo	Y	\$2,900,000	Y	Y	Y	..	Y	Y	2018	TAP-Lg Urb	\$256,320.0	\$256,320.0	\$0.0	100%	\$300,000.0	Full amount obligated	Y	06										
A301031										Y	Y	Y	..	Y	Y	2019	TAP-Lg Urb	\$366,004.0	\$366,004.0	\$0.0	100%	\$428,375.5	Full amount obligated	21						
A301031										Y	Y	Y	..	Y	Y	2019	STL-E	\$73,671.0	\$73,671.0	\$0.0	100%	\$86,225.4	Full amount obligated	03					
A301031										Y	Y	Y	..	Y	Y	2020	TAP-Lg Urb	\$366,612.0	\$0.0	\$366,612.0	0%	\$429,087.1		06				
A301031										Y	Y	Y	..	Y	Y	2020	STL-E	\$106,188.0	\$0.0	\$106,188.0	0%	\$124,283.7		16			
A301031										Y	Y	Y	..	Y	Y	2020	Local Non-Match	\$0.0	\$0.0	\$0.0	#DIV/0!	\$319,482.0			
A301031										Y	Y	Y	..	Y	Y	2021	TAP-Lg Urb	\$929,812.0	\$0.0	\$929,812.0	0%	\$1,088,263.1		06		
A301031										Y	Y	Y	..	Y	Y	2021	STL-E	\$106,188.0	\$0.0	\$106,188.0	0%	\$124,283.7		21	
A301141	Lincoln Ave Construction (Interim 2 Lane)	NM347 Paseo del Volcan	Adams Lane	Construct 2 lane roadway. Intersection improvements at NM 347. 2016 State Capital Outlay funds to be used as soft match. UNDERWAY	Capacity Proj	0	City of Rio Rancho	Y	\$5,116,056	Y	Y	Y	Y	Y	..	..	..	2019	STP-U	\$3,888,423.0	\$3,888,423.0	\$0.0	100%	\$4,551,056.8	Full amount obligated	Y	..	..	..	..	..	..	..	03		
A301234	US 550 Construction & Widening Phase 2	MP.6	MP 3.0	ROW purchase, reconstruction and widening (1 lane in each direction), bridge rehabilitation and repairs. Project includes ADA compliance, Sidewalks and other appurtenances as necessary. UNDERWAY	Capacity Proj	2.4	NMDOT CRDC	Y	\$32,847,915	Y	Y	Y	Y	..	..	..	..	2018	HPP RPS9	\$1,797,999.0	\$0.0	\$1,797,999.0	0%	\$2,247,498.8	Check with NMDOT	Y	..	..	..	..	..	..	..	..	..	23
A301234										Y	Y	Y	Y	2018	HPP RPS9	\$239,800.0	\$0.0	\$239,800.0	0%	\$299,750.0	Check with NMDOT	Y	23				
A301234										Y	Y	Y	Y	2018	HPP RPF9	\$5,035,413.0	\$5,035,412.7	\$0.3	100%	\$6,294,266.3	Excess obligations	Y	23			
A301234										Y	Y	Y	Y	2018	Local Non-Match	\$0.0	\$0.0	\$0.0	#DIV/0!	\$1,023,976.8		Y	16			
A301234										Y	Y	Y	Y	2018	NHPP	\$602,001.0	\$602,001.0	\$0.0	100%	\$704,589.2	Full amount obligated	Y	06			
A301234										Y	Y	Y	Y	2018	HPP RPS9	\$9,223,992.0	\$11,261,790.9	(\$2,037,798.9)	122%	\$11,529,990.0	Check with NMDOT Not Matching	Y	04		
A301234										Y	Y	Y	Y	2018	HPP RPS1	\$4,119,522.0	\$0.0	\$4,119,522.0	0%	\$5,149,402.5			
A301234										Y	Y	Y	Y	2019	NHPP	\$1,753,999.0	\$1,753,999.0	\$0.0	100%	\$2,052,901.4	Full amount obligated	Y
A301234										Y	Y	Y	Y	2019	HPP RPS1	\$2,732,859.0	\$2,732,859.0	\$0.0	100%	\$3,416,073.8	Full amount obligated	Y
A301234										Y	Y	Y	Y	2019	HPP RPF1	\$103,573.0	\$103,573.0	\$0.0	100%	\$129,466.3	Full amount obligated
A301321	Unser Blvd Widening (Phase 2B)	Farol/Cherry Rd	NM 347 (Paseo del Volcan)	Complete ROW land acquisitions for this phase.	Capacity Proj	0	City of Rio Rancho	Y	\$416,524	..	..	..	Y	..	..	..	2019	STP-U	\$300,000.0	\$300,000.0	\$0.0	100%	\$351,123.6	Full amount obligated	Y	..	..	..	..	..	..	..	..	..	03	
A301343	District 3 Bridge Repairs - Mateo Overpass Bridge Replacement			Bridge replacement on NM 22 Mateo Overpass (Bridge #7079). UNDER DESIGN	Hwy & Brg Pres	0.6	NMDOT D-3	Y	\$3,599,305	Y	Y	Y	..	Y	..	..	2019	STP-Flex (Non-Char)	\$512,046.0	\$512,046.0	\$0.0	100%	\$599,304.8	Full amount obligated	..	..	..	..	..	..	..	..	..	..	..	03
A301343										Y	Y	Y	..	Y	..	..	2023	NHPP	\$2,563,200.0	\$0.0	\$2,563,200.0	0%	\$2,999,999.9		..	..	..	Y	..	..	..	..	..	..	..	21
A301345	District 3 Bridge Replacement-FR 4058	Bridge #7398 (18.1 miles east of jct I-25/I-40)		Bridge replacement of bridge #7398 on FR 4058 (Zuzax interchange) and other interchange modifications as needed, including replacement of CBC. UNDERWAY	Hwy & Brg Pres	0.1	NMDOT D-3	Y	\$7,102,001	Y	Y	Y	..	Y	2019	NHPP	\$5,597,633.0	\$5,597,633.0	\$0.0	100%	\$6,551,536.6	Full amount obligated	Y	04							
A301345										Y	Y	Y	..	Y	2019	STFE (Exempt from	\$470,316.0	\$470,316.0	\$0.0	100%	\$550,463.5	Full amount obligated	Y	04				
A301441	NM 14 Slope Erosion Mitigation	MP 3.5 (Canoncito Rd)	MP 4.2 (north of Snowline Rd)	Slope erosion mitigation and other appurtenances as needed. UNDERWAY	Misc	0.7	NMDOT D-3	Y	\$3,462,222	Y	Y	Y	..	Y	..	..	2019	STP-Flex (Non-Char)	\$246,693.0	\$246,693.0	\$0.0	100%	\$288,732.4	Full amount obligated	..	..	..	Y	..	..	..	..	..	..	..	21
A301441										Y	Y	Y	..	Y	2022	STP-Rural	\$1,677,258.0	\$0.0	\$1,677,258.0	0%	\$1,963,082.8		04								
A301441										Y	Y	Y	..	Y	2022	STP-Flex	\$486,100.0	\$0.0	\$486,100.0	0%	\$568,937.2		04							

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A301444	NM 14 Roadway Preservation & Rehab Phase 2	MP 0.0 Casa Loma Rd	MP 4.0 Snowline Rd	Mill and inlay, ADA improvement, multuse trail (from MP 0 - MP 4), access control, drainage/erosion mitigation. Trail work begins at MP 0, road work at MP 2) COMPLETED	Hwy & Brg Pres	4	NMDOT D-3	Y	\$4,379,452	Y	Y	Y	..	Y	Y	2018	STP-Flex	\$110,696.0	\$110,696.0	=	\$0.0	100%	\$129,559.9	Full amount obligated	Y	Y	15						
A301444										Y	Y	Y	..	Y	Y	2018	STP-Rural	\$1,865,102.0	\$1,865,102.0	=	\$0.0	100%	\$2,182,937.7	Full amount obligated	Y	15		
A301444										Y	Y	Y	..	Y	Y	2018	STP-Flex	\$427,200.0	\$427,200.0	=	\$0.0	100%	\$500,000.0	Full amount obligated	Y	23
A301444										Y	Y	Y	..	Y	Y	2019	STP-Rural	\$1,338,806.0	\$1,338,806.0	=	\$0.0	100%	\$1,566,954.5	Full amount obligated	Y	16
A301445	NM 14 Roadway Preservation & Rehab Phase 3	MP 4.0 (Melcor de Canoncito)	MP 6.0 (north of Frost Rd)	Mill and inlay, ADA improvements, multiuse trail, access management and drainage/erosion mitigation.UNDERWAY	Hwy & Brg Pres	2	NMDOT D-3	Y	\$4,664,689	Y	Y	Y	..	Y	..	..	..	2019	STP-Flex	\$3,647,058.0	\$3,647,058.0	=	\$0.0	100%	\$4,268,560.3	Full amount obligated	Y	..	..	..	..	..	..	..	23
A301445										Y	Y	Y	..	Y	2019	STP-Rural	\$338,452.0	\$338,452.0	=	\$0.0	100%	\$396,128.3	Full amount obligated	Y	Y	24		
A301471	Alameda Blvd Operational Improvements	Edith Blvd.	San Pedro Dr.	Implementation and Intallation of ATSPM signal timing to improve operations within corridor between Edith Blvd and San Pedro Dr. UNDERWAY	ITS-TSM	1.7	City of Albuquerque-DMD	Y	\$959,738	Y	Y	Y	..	Y	..	..	..	2019	STP-U	\$820,000.0	\$820,000.0	=	\$0.0	100%	\$959,737.8	Full amount obligated	Y	..	..	..	..	..	..	..	23
A301480	Camelot Blvd Extension	Sichler Rd	end of existing Camelot Blvd	Construct roadway extension with a ditch crossing including paved shoulders, lighting improvements, drainage features and other appurtenances as necessary	Capacity Proj	0	Village of Los Lunas	Y	\$1,638,436	Y	Y	Y	Y	Y	..	..	Y	2018	STP-Sm Urb	\$151,816.0	\$151,816.0	=	\$0.0	100%	\$177,687.3	Full amount obligated	Y	..	..	..	..	..	..	..	23
A301480										Y	Y	Y	Y	Y	Y	2019	STP-Sm Urb	\$1,248,064.0	\$1,248,064.0	=	\$0.0	100%	\$1,460,749.0	Full amount obligated	Y	Y	28		
A301522	2nd St SW (Valle de Oro) Trail Phase 2	South diversion channel	Prosperity Ave.	Construct multi-use trail. Project may be phased. Bern Co will utilize design funds as soft match for construction per 09/22/2017 letter from NMDOT. UNDERWAY	Bike/Ped	0	County of Bernalillo	Y	\$1,156,790	Y	Y	Y	..	Y	..	..	Y	2019	STP-U	\$325,854.0	\$325,854.0	=	\$0.0	100%	\$381,383.4	Full amount obligated	Y	..	..	..	..	..	..	..	24
A301522										Y	Y	Y	..	Y	Y	2019	Local Non-Match	\$0.0	\$0.0	=	\$0.0	#DIV/0!	\$119,878.0		28		
A301522										Y	Y	Y	..	Y	Y	2019	Local Non-Match	\$0.0	\$0.0	=	\$0.0	#DIV/0!	\$655,529.0		23	
A301555	NM 6/BNSF Railroad Bridge Preservation	NM 6 and Bridge # 7660		Major rehab, deck replacement, pier and abutment repair and beaing replacment on	Hwy & Brg Pres	0.5	NMDOT D-3	Y	\$3,139,764	Y	Y	Y	..	Y	..	..	..	2019	STP-Flex	\$225,264.0	\$225,264.0	=	\$0.0	100%	\$263,651.7	Full amount obligated	Y	..	..	..	..	..	..	..	24
A301555										Y	Y	Y	..	Y	2019	NHPP (Non-Charge	\$2,457,277.0	\$2,457,277.0	=	\$0.0	100%	\$2,876,026.4	Full amount obligated	Y	21	
A301900	I-25 / Montgomery Blvd. Interchange Reconstruction	(Bridge #6261)		Reconstruct interchange with bridge rehab or replacement. DESIGN UNDERWAY	Hwy & Brg Pres	0.7	NMDOT CRDC	Y	\$50,640,283	Y	Y	Y	Y	..	..	Y	..	2018	STP-Flex (Non-Char	\$2,170,641.0	\$2,139,282.3	=	\$31,358.7	99%	\$2,540,544.2	Partial obligation	Y	..	..	..	Y	..	..	..	15
A301900										Y	Y	Y	Y	Y	..	2018	IM-Discretionary	\$1,722,600.0	\$1,722,600.0	=	\$0.0	100%	\$1,859,456.0	Funding cat changed and fully obligated	Y	23		
A301900										Y	Y	Y	Y	Y	..	2019	STP-U	\$2,471,769.0	\$2,471,769.0	=	\$0.0	100%	\$2,892,988.0	Full amount obligated	06	
A301900										Y	Y	Y	Y	Y	..	2021	NHPP	\$22,454,359.0	\$0.0	=	\$22,454,359.0	0%	\$26,280,850.1		18	
A301900										Y	Y	Y	Y	Y	..	2021	NHPP	\$0.0	\$0.0	=	\$0.0	#DIV/0!	\$0.0		06
A301900										Y	Y	Y	Y	Y	..	2022	NHPP	\$9,365,329.0	\$0.0	=	\$9,365,329.0	0%	\$10,961,293.0		06	
A301900	Y	Y	Y	Y	Y	..	2022	STP-Flex	\$3,826,783.0	\$0.0	=	\$3,826,783.0	0%	\$4,478,912.6		04									

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A301930	TTP- Pueblo de Cochiti			Various multimodal transportation projects & activities. For project specific information contact the tribal government office.	Hwy & Brg Pres	0	Pueblo of Cochiti	Y	\$2,243,872	2018	FLHP-Tribal Trans P	\$426,381.0	\$0.0	\$426,381.0	0%	\$426,381.0		21					
A301930		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2019	FLHP-Tribal Trans P	\$447,700.0	\$447,700.0	\$0.0	100%	\$447,700.0	Full amount obligated	..	..	..	..	..	..	..	23
A301930		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2020	FLHP-Tribal Trans P	\$492,470.0	\$0.0	\$492,470.0	0%	\$492,470.0		..	..	..	Y	..	..	..	03
A301930		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2021	FLHP-Tribal Trans P	\$541,717.0	\$0.0	\$541,717.0	0%	\$541,717.0		..	..	..	..	..	..	..	03
A301940	TTP-Pueblo of Isleta			Various multimodal transportation projects & activities. For project specific information contact the tribal government office.	Hwy & Brg Pres	0	Pueblo of Isleta	Y	\$4,728,445	..	..	..	..	..	..	..	..	2018	FLHP-Tribal Trans P	\$833,740.0	\$0.0	\$833,740.0	0%	\$833,740.0		..	..	..	..	..	..	..	11					
A301940		..	..							..	..	..	..	..	..	..	..	..	..	..	..	2019	FLHP-Tribal Trans P	\$1,298,235.0	\$1,298,235.0	\$0.0	100%	\$1,298,235.0	Full amount obligated	..	..	..	..	..	..	..	15	
A301940		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2020	FLHP-Tribal Trans P	\$1,298,235.0	\$0.0	\$1,298,235.0	0%	\$1,298,235.0		..	..	..	..	..	..	..	04
A301940		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2021	FLHP-Tribal Trans P	\$1,298,235.0	\$0.0	\$1,298,235.0	0%	\$1,298,235.0		..	..	..	..	..	..	..	04
A301960	TTP-Pueblo of San Felipe			Various multimodal transportation projects & activities. For project specific information contact the tribal government office.	Hwy & Brg Pres	0	Pueblo of San Felipe	Y	\$4,319,790	..	..	..	..	..	..	..	..	2018	FLHP-Tribal Trans P	\$719,965.0	\$0.0	\$719,965.0	0%	\$719,965.0		..	..	..	..	..	..	..	04					
A301960		..	..							..	..	..	..	..	..	..	..	..	..	..	..	2019	FLHP-Tribal Trans P	\$719,965.0	\$719,965.0	\$0.0	100%	\$719,965.0	Full amount obligated	..	..	..	..	..	..	..	21	
A301960		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2020	FLHP-Tribal Trans P	\$719,965.0	\$0.0	\$719,965.0	0%	\$719,965.0		..	..	..	..	Y	..	..	15
A301960		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2021	FLHP-Tribal Trans P	\$719,965.0	\$0.0	\$719,965.0	0%	\$719,965.0		..	..	..	..	..	..	..	18
A301970	TTP-Pueblo of Sandia			Various multimodal transportation projects & activities. For project specific information contact the tribal government office.	Hwy & Brg Pres	0	Pueblo of Sandia	Y	\$1,616,844	..	..	..	..	..	..	..	..	2018	FLHP-Tribal Trans P	\$269,474.0	\$0.0	\$269,474.0	0%	\$269,474.0		..	..	Y	..	..	..	..	16					
A301970		..	..							..	..	..	..	..	..	..	..	..	..	..	..	2019	FLHP-Tribal Trans P	\$269,474.0	\$269,474.0	\$0.0	100%	\$269,474.0	Full amount obligated	..	..	..	..	Y	..	..	15	
A301970		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2020	FLHP-Tribal Trans P	\$269,474.0	\$0.0	\$269,474.0	0%	\$269,474.0		..	..	..	..	..	..	Y	17
A301970		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2021	FLHP-Tribal Trans P	\$269,474.0	\$0.0	\$269,474.0	0%	\$269,474.0		..	..	..	Y	..	..	..	03
A301980	TTP-Pueblo of Santa Ana			Various multimodal transportation projects & activities. For project specific information contact the tribal government office.	Hwy & Brg Pres	0	Pueblo of Santa Ana	Y	\$1,634,700	..	..	..	..	..	..	..	..	2018	FLHP-Tribal Trans P	\$272,450.0	\$0.0	\$272,450.0	0%	\$272,450.0		..	..	..	Y	..	..	..	03					
A301980		..	..							..	..	..	..	..	..	..	..	..	..	..	..	2019	FLHP-Tribal Trans P	\$272,450.0	\$272,450.0	\$0.0	100%	\$272,450.0	Full amount obligated	..	..	..	..	..	..	..	06	
A301980		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2020	FLHP-Tribal Trans P	\$272,450.0	\$0.0	\$272,450.0	0%	\$272,450.0		..	..	..	..	..	..	..	11
A301980		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2021	FLHP-Tribal Trans P	\$272,450.0	\$0.0	\$272,450.0	0%	\$272,450.0		..	..	..	..	..	..	..	11
A301990	TTP-Pueblo of Santo Domingo			Various multimodal transportation projects & activities. For project specific information contact the tribal government office.	Hwy & Brg Pres	0	Pueblo of Santo Domingo	Y	\$4,242,478	..	..	..	..	..	..	..	..	2018	FLHP-Tribal Trans P	\$735,496.0	\$0.0	\$735,496.0	0%	\$735,496.0		..	..	..	..	..	..	..	21					
A301990		..	..							..	..	..	..	..	..	..	..	..	..	..	..	2019	FLHP-Tribal Trans P	\$735,496.0	\$735,496.0	\$0.0	100%	\$735,496.0	Full amount obligated	..	..	..	..	..	..	..	21	
A301990		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2020	FLHP-Tribal Trans P	\$735,496.0	\$0.0	\$735,496.0	0%	\$735,496.0		..	..	..	..	..	..	..	21
A301990		..	..							..	..	..	..	..	..	..	..	..	..	..	..	..	2021	FLHP-Tribal Trans P	\$735,496.0	\$0.0	\$735,496.0	0%	\$735,496.0		..	..	..	..	..	..	..	28
A302031	AMPA Wide Bicycle Facil. Prog. & Activities	Albuquerque Metro Area		Improvements to bicycle facilities, programs and activities.	Bike/Ped	0	City of Albuquerque-DMD	Y	\$204,822	..	..	..	..	..	..	..	..	2019	CMAQ-Flex	\$175,000.0	\$175,000.0	\$0.0	100%	\$204,822.1	Full amount obligated	Y	..	..	..	Y	..	..	15					
A302111	Rail Corridor Pedestrian Safety Improvements Phase II	Lucero Ave	1/2 mile north of US 550	Construct pedestrian crossings and multi-use trail with barrier fencing and other appurtenances as needed.	Safety	0	Town of Bernalillo	Y	\$2,099,840	..	..	..	..	..	..	..	..	2019	Safety (HSIP)	\$382,500.0	\$382,500.0	\$0.0	100%	\$425,000.0	Full amount obligated	..	..	..	..	..	..	..	03					
A302111										..	..	..	..	..	..	..	..	2021	Safety (HSIP)	\$1,507,356.0	\$0.0	\$1,507,356.0	0%	\$1,674,840.0		..	..	..	..	..	..	..	14					

Control Number	Project Title	From	To	Project Description	Project Type	Proj Length	Lead Agency	YIP In 2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Desig	Ph ROW	Ph ConsY	Ph OYher	YIP Amend Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	Fed Funds Obligated	PE	ROW	Constr/Impl	Des	Env	Other	WorkType						
A302130	Nicklaus Dr Pedestrian Improvements	Chianti Rd.	Southern Blvd.	Install pedestrian facilities to provide additional connectivity to the MLK Elementary school. This project fills a gap in the safe pedestrian facilities for this school. UNDERWAY	Bike/Ped	0.6	City of Rio Rancho	Y	\$422,641	Y	Y	Y	Y	Y	..	..	..	2018	TAP-Lg Urb	\$62,838.0	-	\$62,838.0	=	\$0.0	100%	\$73,546.3	Full amount obligated	Y	..	..	..	..	..	..	28				
A302130										Y	Y	Y	Y	Y	..	..	..	2018	TAP-Lg Urb	\$48,451.0	-	\$48,451.0	=	\$0.0	100%	\$56,707.6	Full amount obligated	Y	..	..	..	..	..	..	..	..	..	24	
A302130										Y	Y	Y	Y	Y	..	..	..	2019	TAP-Lg Urb	\$184,454.0	-	\$184,454.0	=	\$0.0	100%	\$215,887.2	Full amount obligated	Y	..	..	Y	..	..	..	..	..	..	28	
A302130										Y	Y	Y	Y	Y	..	..	..	2019	Local Non-Match	\$0.0	-	\$0.0	=	\$0.0	#DIV/0!	\$76,500.0		..	..	..	..	..	..	..	..	..	..	..	..
A302160	I-25 Northbound FDR Phase 1	I-25 MP 191.0	I-25 MP 195.25	Highway preservation - full depth reclamation on Northbound I-25 MP 191 - MP 195.25. DESIGN COMPLETE UNDERWAY	Hwy & Brg Pres	4.3	NMDOT D-3	Y	\$11,820,328	Y	Y	Y	..	Y	..	..	..	2019	NHPP (Non-Charge)	\$4,895,399.0	-	\$0.0	=	\$4,895,399.0	0%	\$5,729,633.5	Unobligated	..	..	..	..	..	..	..	..
A302160										Y	Y	Y	..	Y	..	..	2019	IM	\$3,911,108.0	-	\$0.0	=	\$3,911,108.0	0%	\$4,221,835.1	Unobligated	..	..	..	..	..	..	..	..	..	..	..	..
A302160										Y	Y	Y	..	Y	..	..	2019	STP-Sm Urb (Non-C)	\$1,281,583.0	-	\$0.0	=	\$1,281,583.0	0%	\$1,499,980.1	Unobligated	..	..	..	..	..	..	..	..	..	..	..	..	..
A302160										Y	Y	Y	..	Y	..	..	2019	NHPP	\$71,159.0	-	\$0.0	=	\$71,159.0	0%	\$83,285.3	Unobligated	..	..	..	..	..	..	..	..	..	..	..	..	..
A302160										Y	Y	Y	..	Y	..	..	2019	STP-Sm Urb	\$244,009.0	-	\$0.0	=	\$244,009.0	0%	\$285,591.0	Unobligated	..	..	..	..	..	..	..	..	..	..	..	..	..
A302170	NMDOT CRDC On-Call Planning & Design Support	AMPA Wide projects T.B.D.		Provide Planning, engineering, & design services on an on-call basis.	Misc	0	NMDOT CRDC	Y	\$500,000	Y	Y	Y	..	..	..	..	2019	STP-Flex (Non-Char)	\$427,200.0	-	\$0.0	=	\$427,200.0	0%	\$500,000.0	Unobligated	Y	..	..	..	..	..	..	23					
TA00059	ABQ Ride - Vehicles & Equip. Purchase (FFY 2019)	ABQ Ride System Wide		Acquire buses, vans, support vehicles and associated equipment including fare boxes, debt service and manufacturing inspections.	Transit	0	City of Albuquerque-ABQ Ride	Y	\$6,628,313	..	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	\$4,452,000.0	-	\$4,452,000.0	=	\$0.0	100%	\$5,378,313.0	Full amount obligated	..	..	..	..	..	..	..	18				
TA00059										..	..	..	..	..	Y	..	..	2019	FTA 5339 (MAP-21)	\$4,090,972.0	-	\$4,090,972.0	=	\$0.0	100%	\$4,771,732.0	Full amount obligated	..	..	..	..	..	..	..	..	..	..	24	
TA00099	ABQ Ride - Transit Enhancements (FY 2019 Allocation)	ABQ Ride Service Area		Construct bus shelters, landscaping, bike/ped access, signage, public art.	Transit	0	City of Albuquerque-ABQ Ride	Y	\$132,500	Y	Y	..	..	Y	..	..	2019	FTA 5307 (Urban)	\$106,000.0	-	\$106,000.0	=	\$0.0	100%	\$132,500.0	Full amount obligated	..	..	..	Y	..	..	..	03					
TA00113	ABQ Ride - Transit Planning (FY 2019)	ABQ Ride System Wide		Facilities & Operations Planning. Includes short, medium and long range planning activities.	Transit	0	City of Albuquerque-ABQ Ride	Y	\$4,500,000	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	\$3,600,000.0	-	\$3,600,000.0	=	\$0.0	100%	\$4,500,000.0	Full amount obligated	..	..	..	..	..	..	..	27					
TA00138	ABQ Ride - Transit Technology Upgrade (FY 2018-2019 Allocation)	ABQ Ride System Wide		Rehabilitate, upgrade and expand transit technologies.	Transit	0	City of Albuquerque-ABQ Ride	Y	\$625,000	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	\$500,000.0	-	\$500,000.0	=	\$0.0	100%	\$625,000.0	Full amount obligated	..	..	..	..	..	..	..	23					
TA00209	Rio Metro Transit 5311 Funding	Rio Metro Regional Transit District	outside ABQ & Los Lunas UZAs	Capital, operating & administrative funds for bus service in rural areas.	Transit	0	Rio Metro Transit Dist	Y	\$1,664,188	..	..	..	..	Y	..	..	2019	FTA 5311 Operating	\$832,094.0	-	\$832,094.0	=	\$0.0	100%	\$1,664,188.0	Full amount obligated	..	..	..	..	..	..	..	24					
TA00267	Commuter Rail Maint of Equip & Maint of Way	NMRRX Service Area		Capital maintenance of equipment and capital maintenance of way (track improvements, etc.) including 1% for security, transit operations and Positive Train Control (PTC) debt service.	Transit	0	Rio Metro NMRRX	Y	\$18,573,523	Y	Y	Y	Y	Y	Y	..	..	2019	FTA 5337	\$5,802,672.0	-	\$5,802,672.0	=	\$0.0	100%	\$7,253,340.0	Full amount obligated	..	..	..	..	..	..	..	24				
TA00267										Y	Y	Y	Y	Y	Y	2019	FTA 5307 (Urban)	\$8,336,146.0	-	\$8,336,146.0	=	\$0.0	100%	\$11,320,183.0	Full amount obligated	23

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TA00315	Rio Metro - Los Lunas Small Urban Transit Services	Rio Metro Regional Tranist District	Los Lunas Small Urban Area/Valencia Co.	Capital, operating & administrative funds for bus and rail services for the Los Lunas Small Urban Area.	Transit	0	Rio Metro Transit Dist	Y	\$1,674,127	2019	FTA 5307 (Sm Urb)	\$779,393.0	\$779,393.0	= \$0.0	100%	\$1,558,786.0	Full amount obligated	Y	23									
TA00315										..	..	..	..	..	Y	..	..	2019	FTA 5339 (Sm Urb)	\$92,273.0	\$92,273.0	= \$0.0	100%	\$115,341.3	Full amount obligated	..	..	..	..	..	..	..	23								
TA00325	Rio Metro Community Transportation	AMPA Wide		Provide transit services, which may include taxi services, circulators, vanpool programs, etc., operating within or connecting to the Albuquerque Urbanized Area.	Transit	0	Rio Metro Transit Dist	Y	\$382,000	..	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	\$191,000.0	\$191,000.0	= \$0.0	100%	\$382,000.0	Full amount obligated	..	..	..	..	..	..	..	23								
TA00351	Central Ave BRT Phase IB	Unser Blvd & SW Transit Center	Louisiana, Uptown and Tramway segments	Planning, engineering, ROW, utilities, vehicle acquisitions, multi-modal improvements, operations & construction with other appurtenances as necessary.	Transit	8.7	City of Albuquerque-ABQ Ride	Y	\$123,766,934	Y	Y	Y	Y	Y	..	..	..	..	2018	CMAQ-Flex	\$3,125,894.0	\$3,125,894.0	= \$0.0	100%	\$3,658,583.7	Funds transferred to FTA 10/6/2017	Y	..	..	Y	..	..	..	08							
TA00351										Y	Y	Y	Y	2018	FTA 5309 (Small Sta	\$25,000,000.0	\$0.0	= \$25,000,000.0	0%	\$31,498,783.3		Y	28	
TA00351										Y	Y	Y	Y	Y	2019	CMAQ-Flex	\$3,194,107.0	\$3,194,107.0	= \$0.0	100%	\$3,738,421.0	Funds Transferred to FTA 10/01/2018	Y	11
TA00351										Y	Y	Y	Y	Y	2019	STP-U	\$3,000,000.0	\$3,000,000.0	= \$0.0	100%	\$3,511,235.9	Funds Transferred to FTA January 2019	Y	28
TA00351										Y	Y	Y	Y	Y	2020	CMAQ-Flex	\$3,643,326.0	\$0.0	= \$3,643,326.0	0%	\$4,264,192.3		23	
TA00351										Y	Y	Y	Y	Y	2021	CMAQ-Flex	\$3,610,326.0	\$0.0	= \$3,610,326.0	0%	\$4,225,568.7		23	
TA00351										Y	Y	Y	Y	Y	2021	STP-U	\$378,656.0	\$0.0	= \$378,656.0	0%	\$443,183.5		15	
TA00370	Commuter Rail: Railroad Sidings Improvements- Alameda Siding	Alameda Blvd	Vicinity of Sandia Pueblo Station	Construct new siding between Alameda Blvd and vicinity of Sandia Pueblo Station.	Transit	0	Rio Metro NMRRX	Y	\$1,600,000	Y	Y	Y	Y	..	..	..	..	2019	STP-U	\$258,731.0	\$258,731.0	= \$0.0	100%	\$302,821.9	Full amount obligated	Y	..	..	..	..	..	..	..	23							
TA00411	NMRX Positive Train Control	Belen Station	Santa Fe Depot	Complete environmental, design, construction and implementation of a PTC system on the NMRX corridor, including, but not limited to, back office, locomotive, and wayside and communications (incl. Wi-Fi) segments.	Transit	0	Rio Metro NMRRX	Y	\$65,171,053	..	..	..	..	..	..	..	..	2018	FTA 5337	\$5,687,058.0	\$0.0	= \$5,687,058.0	0%	\$7,108,822.5		..	..	..	..	..	..	..	28								
TA00411										2018	CRISI PTC Grant	\$29,359,208.0	\$0.0	= \$29,359,208.0	0%	\$39,008,606.0		06		
TA00411										2019	FTA 5337	\$3,200,000.0	\$3,200,000.0	= \$0.0	100%	\$4,000,000.0	Full amount obligated	Y	01	
TA00411										2019	CRISI PTC Grant	\$2,496,842.0	\$2,496,842.0	= \$0.0	100%	\$3,121,052.5	Full amount obligated	28	

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A300749	AMPA Wid	AMPA Wide		Transporta	TDM	0	City of Albu	T	1,275,749.00	Y		2019	CMAQ-Flex	710,000.00	-	710,000.00	=	0.00	100%	830,992.49	Funds Transferred to FTA	23
A300971	ITS Inciden	AMPA river crossings,		Implement	ITS-TSM	0	MRCOG	T	1,354,457.00	Y	Y	Y	Y	Y	..	..		2019	CMAQ-Flex	889,993.00	-	889,993.00	=	0.00	100%	1,041,658.44	Full amount obligated	01
A302031	AMPA Wid	Albuquerque Metro A		Improveme	Bike/Ped	0	City of Albu	T	204,822.00	..	..	..	..	Y	..	Y		2019	CMAQ-Flex	175,000.00	-	175,000.00	=	0.00	100%	204,822.09	Full amount obligated	15
TA00351	Central Ave	Unser Blvd	Louisiana,	Planning, e	Transit	8.74	City of Albu	T	123,766,934.00	Y	Y	Y	Y	Y	..	..		2019	CMAQ-Flex	3,194,107.00	-	3,194,107.00	=	0.00	100%	3,738,421.01	Funds Transferred to FTA 10/01/2018	11
Funding Category Total																		2019	CMAQ-Flex	4,969,100.00	-	4,969,100.00	=	0.00	100%			
TA00411	NMRX Posi	Belen Stati	Santa Fe D	Complete e	Transit	0	Rio Metro	T	65,171,053.00	..	..	..	..	Y	Y	..		2019	CRISI PTC Grant	2,496,842.00	-	2,496,842.00	=	0.00	100%	3,121,052.50	Full amount obligated	28
Funding Category Total																			2019	CRISI PTC Grant	2,496,842.00	-	2,496,842.00	=	0.00	100%		
A301930	TTP- Pueblo de Cochiti			Various mu	Hwy & Brg	0	Pueblo of CT		2,243,872.00	..	..	..	..	Y	..	..		2019	FLHP-Tribal Trans Prog	447,700.00	-	447,700.00	=	0.00	100%	447,700.00	Full amount obligated	23
A301940	TTP-Pueblo of Isleta			Various mu	Hwy & Brg	0	Pueblo of IT		4,728,445.00	..	..	..	..	Y	..	..		2019	FLHP-Tribal Trans Prog	1,298,235.00	-	1,298,235.00	=	0.00	100%	1,298,235.00	Full amount obligated	15
A301960	TTP-Pueblo of San Felipe			Various mu	Hwy & Brg	0	Pueblo of ST		4,319,790.00	..	..	..	..	Y	..	..		2019	FLHP-Tribal Trans Prog	719,965.00	-	719,965.00	=	0.00	100%	719,965.00	Full amount obligated	21
A301970	TTP-Pueblo of Sandia			Various mu	Hwy & Brg	0	Pueblo of ST		1,616,844.00	..	..	..	..	Y	..	..		2019	FLHP-Tribal Trans Prog	269,474.00	-	269,474.00	=	0.00	100%	269,474.00	Full amount obligated	15
A301980	TTP-Pueblo of Santa Ana			Various mu	Hwy & Brg	0	Pueblo of ST		1,634,700.00	..	..	..	..	Y	..	..		2019	FLHP-Tribal Trans Prog	272,450.00	-	272,450.00	=	0.00	100%	272,450.00	Full amount obligated	06
A301990	TTP-Pueblo of Santo Domingo			Various mu	Hwy & Brg	0	Pueblo of ST		4,242,478.00	..	..	..	..	Y	..	..		2019	FLHP-Tribal Trans Prog	735,496.00	-	735,496.00	=	0.00	100%	735,496.00	Full amount obligated	21
Funding Category Total																		2019	FLHP-Tribal Trans Prog	3,743,320.00	-	3,743,320.00	=	0.00	100%			
TA00315	Rio Metro	Rio Metro	Los Lunas S	Capital, op	Transit	0	Rio Metro	T	1,674,127.00	..	..	..	..	Y	..	..		2019	FTA 5307 (Sm Urb Oper	779,393.00	-	779,393.00	=	0.00	100%	1,558,786.00	Full amount obligated	23
TA00059	ABQ Ride -	ABQ Ride System Wide		Aquire bus	Transit	0	City of Albu	T	6,628,313.00	..	..	..	..	Y	..	..		2019	FTA 5307 (Urban)	4,452,000.00	-	4,452,000.00	=	0.00	100%	5,378,313.00	Full amount obligated	18
TA00099	ABQ Ride -	ABQ Ride Service Area		Construct	Transit	0	City of Albu	T	132,500.00	Y	Y	..	..	Y	..	..		2019	FTA 5307 (Urban)	106,000.00	-	106,000.00	=	0.00	100%	132,500.00	Full amount obligated	03
TA00113	ABQ Ride -	ABQ Ride System Wide		Facilities &	Transit	0	City of Albu	T	4,500,000.00	..	..	..	..	Y	..	..		2019	FTA 5307 (Urban)	3,600,000.00	-	3,600,000.00	=	0.00	100%	4,500,000.00	Full amount obligated	27
TA00138	ABQ Ride -	ABQ Ride System Wide		Rehabilitat	Transit	0	City of Albu	T	625,000.00	..	..	..	..	Y	..	..		2019	FTA 5307 (Urban)	500,000.00	-	500,000.00	=	0.00	100%	625,000.00	Full amount obligated	23
TA00267	Commuter	NMRRX Service Area		Capital mai	Transit	0	Rio Metro	T	18,573,523.00	Y	Y	Y	Y	Y	Y	..		2019	FTA 5307 (Urban)	8,336,146.00	-	8,336,146.00	=	0.00	100%	11,320,183.00	Full amount obligated	23
TA00325	Rio Metro	AMPA Wide		Provide tra	Transit	0	Rio Metro	T	382,000.00	..	..	..	..	Y	..	..		2019	FTA 5307 (Urban)	191,000.00	-	191,000.00	=	0.00	100%	382,000.00	Full amount obligated	23
TA00209	Rio Metro	Rio Metro	outside AB	Capital, op	Transit	0	Rio Metro	T	1,664,188.00	..	..	..	..	Y	..	..		2019	FTA 5311 Operating	832,094.00	-	832,094.00	=	0.00	100%	1,664,188.00	Full amount obligated	24
TA00267	Commuter	NMRRX Service Area		Capital mai	Transit	0	Rio Metro	T	18,573,523.00	Y	Y	Y	Y	Y	Y	..		2019	FTA 5337	5,802,672.00	-	5,802,672.00	=	0.00	100%	7,253,340.00	Full amount obligated	24

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TA00411	NMRX Posi	Belen Stati	Santa Fe D	Complete e	Transit	0	Rio Metro	T	65,171,053.00	Y	Y	2019	FTA 5337	3,200,000.00	- 3,200,000.00	= 0.00	100%	4,000,000.00	Full amount obligated	01
TA00059	ABQ Ride -	ABQ Ride System	Wide	Aquire bus	Transit	0	City of Albu	T	6,628,313.00	..	..	..	..	Y	..	..	..	..	2019	FTA 5339 (MAP-21 Bus)	4,090,972.00	- 4,090,972.00	= 0.00	100%	4,771,732.00	Full amount obligated	24
TA00315	Rio Metro	Rio Metro	Los Lunas S	Capital, op	Transit	0	Rio Metro	T	1,674,127.00	..	..	..	..	Y	..	..	..	..	2019	FTA 5339 (Sm Urb Bus/	92,273.00	- 92,273.00	= 0.00	100%	115,341.25	Full amount obligated	23
Funding Category Total									2019 FTA all Transit Program	31,982,550.00	- 31,982,550.00	= 0.00	100%														
A301234	US 550 Cor	MP.6	MP 3.0	ROW purch	Capacity Pr	2.4	NMDOT CRT		32,847,915.00	Y	Y	Y	Y	..	..	..	..	..	2019	HPP RPF1	103,573.00	- 103,573.00	= 0.00	100%	129,466.25	Full amount obligated	
A301234	US 550 Cor	MP.6	MP 3.0	ROW purch	Capacity Pr	2.4	NMDOT CRT		32,847,915.00	Y	Y	Y	Y	..	..	..	..	..	2019	HPP RPS1	2,732,859.00	- 2,732,859.00	= 0.00	100%	3,416,073.75	Full amount obligated	
Funding Category Total									2019 HPP	2,836,432.00	- 2,836,432.00	= 0.00	100%														
A302160	I-25 Northh	I-25 MP 19	I-25 MP 19	Highway pr	Hwy & Brg	4.25	NMDOT D-T		11,820,328.00	Y	Y	Y	..	Y	..	..	..	..	2019	IM-Discretionary	3,911,108.00	- 0.00	= 3,911,108.00	0%	4,221,835.09	Unobligated	
Funding Category Total									2019 IM-Discretionary	3,911,108.00	- 0.00	= 3,911,108.00	0%														
A300381	NM 528 Ric	Ridgecrest	Alberta Ave	Pavement	Capacity Pr	1.78	NMDOT CRT		28,027,166.00	Y	Y	Y	Y	..	Y	Y	Y	Y	2019	NHPP	72,152.00	- 72,151.00	= 1.00	100%	84,447.56	Full amount obligated	
A300423	NM 6 Bridge Replacement (Rio G			Bridge Rep	Hwy & Brg	0	NMDOT D-T		24,673,415.00	Y	Y	Y	..	Y	..	..	..	..	2019	NHPP	260,421.00	- 260,421.00	= 0.00	100%	304,799.85	Full amount obligated	23
A300423	NM 6 Bridge Replacement (Rio G			Bridge Rep	Hwy & Brg	0	NMDOT D-T		24,673,415.00	Y	Y	Y	..	Y	..	..	..	..	2019	NHPP	10,705,146.00	- 10,705,146.00	= 0.00	100%	12,529,430.82	Full amount obligated	43
A300424	NM 6 Pave	Hunning Ra	NM 47	Pavement	Hwy & Brg	4.7	NMDOT D-T		4,531,967.00	Y	Y	Y	..	Y	..	Y	..	..	2019	NHPP	46,195.00	- 46,195.00	= 0.00	100%	54,067.18	Full amount obligated	
A300769	ITS - District	I-25 & I-40	AMPA Wid	Implement	ITS-TSM	0	NMDOT D-T		750,000.00	Y	Y	Y	Y	Y	..	..	..	..	2019	NHPP	640,800.00	- 640,800.00	= 0.00	100%	749,999.98	Full amount obligated	23
A301011	I-25 Widen	MP 215.8	MP 217.4	Adding one	Capacity Pr	1.6	NMDOT D-T		12,137,927.00	Y	Y	Y	Y	Y	..	..	..	..	2019	NHPP	3,498,421.00	- 4,169,369.00	= (670,948.00)	119%	4,094,593.75	More funds obligated than programmed	
A301234	US 550 Cor	MP.6	MP 3.0	ROW purch	Capacity Pr	2.4	NMDOT CRT		32,847,915.00	Y	Y	Y	Y	..	..	..	..	..	2019	NHPP	1,753,999.00	- 1,753,999.00	= 0.00	100%	2,052,901.39	Full amount obligated	
A301345	District 3 B	Bridge #7398 (18.1 mil		Bridge repl	Hwy & Brg	0.1	NMDOT D-T		7,102,001.00	Y	Y	Y	..	Y	..	..	..	..	2019	NHPP	5,597,633.00	- 5,597,633.00	= 0.00	100%	6,551,536.56	Full amount obligated	04
A302160	I-25 Northh	I-25 MP 19	I-25 MP 19	Highway pr	Hwy & Brg	4.25	NMDOT D-T		11,820,328.00	Y	Y	Y	..	Y	..	..	..	..	2019	NHPP	71,159.00	- 0.00	= 71,159.00	0%	83,285.34	Unobligated	
Funding Category Total									2019 NHPP	22,645,926.00	- 23,245,714.00	= (599,788.00)	102.6%														
A301555	NM 6/BNS	NM 6 and Bridge # 76		Major reha	Hwy & Brg	0.5	NMDOT D-T		3,139,764.00	Y	Y	Y	..	Y	..	..	..	..	2019	NHPP (Non-Chargeable	2,457,277.00	- 2,457,277.00	= 0.00	100%	2,876,026.37	Full amount obligated	21
A302160	I-25 Northh	I-25 MP 19	I-25 MP 19	Highway pr	Hwy & Brg	4.25	NMDOT D-T		11,820,328.00	Y	Y	Y	..	Y	..	..	..	..	2019	NHPP (Non-Chargeable	4,895,399.00	- 0.00	= 4,895,399.00	0%	5,729,633.50	Unobligated	
Funding Category Total									2019 NHPP (Non-Chargeable	7,352,676.00	- 2,457,277.00	= 4,895,399.00	33.4%														
A300191	NM 314 &	MP 7.25 (P	MP 7.85 (T	Addition of	Hwy & Brg	0.6	NMDOT D-T		4,555,000.00	Y	Y	Y	Y	Y	..	..	..	..	2019	Safety (HSIP)	319,500.00	- 319,500.00	= 0.00	100%	355,000.00	Full amount obligated	16
A302111	Rail Corrid	Lucero Ave	1/2 mile no	Construct	Safety	0	Town of Be	T	2,099,840.00	..	..	..	..	Y	..	..	Y	..	2019	Safety (HSIP)	382,500.00	- 382,500.00	= 0.00	100%	425,000.00	Full amount obligated	03

Control Number	Project Title	From	To	Project Description	Project Type	ProjLength	Lead Agency	TIP_In2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Design	Ph ROW	Ph Const	Ph Other	TIP Amend Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	WorkType
Funding Category Total																	2019	Safety (HSIP)	702,000.00	- 702,000.00	= 0.00	100%				
A301345	District 3 B	Bridge #7398 (18.1 mi		Bridge repl	Hwy & Brg	0.1	NMDOT D-T		7,102,001.00	Y	Y	Y	..	Y	..	..		2019	STFE (Exempt from Lim	470,316.00	- 470,316.00	= 0.00	100%	550,463.47	Full amount obligated	04
Funding Category Total																	2019	STFE (Exempt from Lim	470,316.00	- 470,316.00	= 0.00	100%				
A300162	Sunport Bl	I-25 On/Of	Sunport Bl	Sunport Bl	Hwy & Brg	0.8	County of ET		1,750,000.00	Y	Y	Y	..	Y	..	..		2019	STL-E	191,097.00	- 191,097.00	= 0.00	100%	223,662.21	Full amount obligated	01
A301031	Alameda D	Osuna Rd	El Pueblo R	Construct a	Bike/Ped	1.77	County of ET		2,900,000.00	Y	Y	Y	..	Y	..	..	Y	2019	STL-E	73,671.00	- 73,671.00	= 0.00	100%	86,225.42	Full amount obligated	03
Funding Category Total																	2019	STL-E	264,768.00	- 264,768.00	= 0.00	100%				
A300381	NM 528 Ric	Ridgecrest	Alberta Av	Pavement	Capacity Pr	1.78	NMDOT CRT		28,027,166.00	Y	Y	Y	Y	Y	..	Y	Y	2019	STP-Flex	77,368.00	- 77,368.00	= 0.00	100%	90,552.43	Full amount obligated	
A300808	District 3 C	District 3 Wide Project		Provide pla	Misc	0	NMDOT D-T		500,000.00	Y	Y	Y	..	..	..	..		2019	STP-Flex	427,200.00	- 427,200.00	= 0.00	100%	499,999.99	Full amount obligated	24
A301445	NM 14 Roa	MP 4.0 (M	MP 6.0 (no	Mill and inl	Hwy & Brg	2	NMDOT D-T		4,664,689.00	Y	Y	Y	..	Y	..	..		2019	STP-Flex	3,647,058.00	- 3,647,058.00	= 0.00	100%	4,268,560.27	Full amount obligated	23
A301555	NM 6/BNS	NM 6 and Bridge # 766		Major reha	Hwy & Brg	0.5	NMDOT D-T		3,139,764.00	Y	Y	Y	..	Y	..	..		2019	STP-Flex	225,264.00	- 225,264.00	= 0.00	100%	263,651.68	Full amount obligated	24
Funding Category Total																	2019	STP-Flex	4,376,890.00	- 4,376,890.00	= 0.00	100.00%				
A300381	NM 528 Ric	Ridgecrest	Alberta Av	Pavement	Capacity Pr	1.78	NMDOT CRT		28,027,166.00	Y	Y	Y	Y	Y	..	Y	Y	2019	STP-Flex (Non-Chargea	106,800.00	- 106,800.00	= 0.00	100%	125,000.00	Full amount obligated	23
A301343	District 3	Bridge Repairs - Mateo		Bridge repl	Hwy & Brg	0.6	NMDOT D-T		3,599,305.00	Y	Y	Y	..	Y	..	..		2019	STP-Flex (Non-Chargea	512,046.00	- 512,046.00	= 0.00	100%	599,304.76	Full amount obligated	03
A301441	NM 14 Slo	MP 3.5 (Ca	MP 4.2 (no	Slope erosi	Misc	0.7	NMDOT D-T		3,462,222.00	Y	Y	Y	..	Y	..	..		2019	STP-Flex (Non-Chargea	246,693.00	- 246,693.00	= 0.00	100%	288,732.44	Full amount obligated	21
A302170	NMDOT CR	AMPA Wide projects T		Provide Pla	Misc	0	NMDOT CRT		500,000.00	Y	Y	Y	..	..	..	..		2019	STP-Flex (Non-Chargea	427,200.00	- 0.00	= 427,200.00	0%	499,999.99	Unobligated	23
Funding Category Total																	2019	STP-Flex (Non-Chargea	1,292,739.00	- 865,539.00	= 427,200.00	66.95%				
A301444	NM 14 Roa	MP 0.0 Cas	MP 4.0 Snc	Mill and inl	Hwy & Brg	4	NMDOT D-T		4,379,452.00	Y	Y	Y	..	Y	..	..	Y	2019	STP-Rural	1,338,806.00	- 1,338,806.00	= 0.00	100%	1,566,954.54	Full amount obligated	16
A301445	NM 14 Roa	MP 4.0 (M	MP 6.0 (no	Mill and inl	Hwy & Brg	2	NMDOT D-T		4,664,689.00	Y	Y	Y	..	Y	..	..		2019	STP-Rural	338,452.00	- 338,452.00	= 0.00	100%	396,128.27	Full amount obligated	24
Funding Category Total																	2019	STP-Rural	1,677,258.00	- 1,677,258.00	= 0.00	100%				
A300423	NM 6 Bridge Replacement (Rio G			Bridge Rep	Hwy & Brg	0	NMDOT D-T		24,673,415.00	Y	Y	Y	..	Y	..	..		2019	STP-Sm Urb	427,345.00	- 427,345.00	= 0.00	100%	500,169.70	Full amount obligated	23
A300891	NM 314 Bil	NM 6	Ellen Dr.	Design and	Bike/Ped	0.74	Village of LT		2,486,454.00	Y	Y	Y	..	Y	..	..	Y	2019	STP-Sm Urb	1,897,431.00	- 1,897,431.00	= 0.00	100%	2,220,775.92	Full amount obligated	16
A301480	Camelot Bl	Sichler Rd	end of exis	Construct r	Capacity Pr	0	Village of LT		1,638,436.00	Y	Y	Y	Y	Y	..	..	Y	2019	STP-Sm Urb	1,248,064.00	- 1,248,064.00	= 0.00	100%	1,460,749.02	Full amount obligated	28
A302160	I-25 North	I-25 MP 19	I-25 MP 19	Highway pr	Hwy & Brg	4.25	NMDOT D-T		11,820,328.00	Y	Y	Y	..	Y	..	..		2019	STP-Sm Urb	244,009.00	- 0.00	= 244,009.00	0%	285,591.05	Unobligated	
Funding Category Total																	2019	STP-Sm Urb	3,816,849.00	- 3,572,840.00	= 244,009.00	94%				

Control Number	Project Title	From	To	Project Description	Project Type	ProjLength	Lead Agency	TIP_In2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Design	Ph ROW	Ph Const	Ph Other	TIP Amend	Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	WorkType
A302160	I-25 North	I-25 MP 19	I-25 MP 19	Highway pr	Hwy & Brg	4.25	NMDOT D-T		11,820,328.00	Y	Y	Y	..	Y	..	..	..		2019	STP-Sm Urb (Non-Charg	1,281,583.00	- 0.00	= 1,281,583.00	0%	1,499,980.06	Unobligated	
									Funding Category Total										2019	STP-Sm Urb (Non-Charg	1,281,583.00	- 0.00	= 1,281,583.00	0%			
A300143	North Dive	North Diversion Chanr		Design and	Bike/Ped	0	City of Albu	T	2,811,564.00	Y	Y	Y	..	..	..	..	Y		2019	STP-U	1,000,000.00	- 1,000,000.00	= 0.00	100%	1,170,411.95	Full amount obligated	21
A300160	Sunport Bl	500' West	I-25 Exit 22	Construct r	Capacity Pr	0	County of ET		19,756,874.00	Y	Y	Y	Y	Y	..	..	Y		2019	STP-U	308,775.00	- 308,775.00	= 0.00	100%	361,393.95	Full amount obligated	03
A300160	Sunport Bl	500' West	I-25 Exit 22	Construct r	Capacity Pr	0	County of ET		19,756,874.00	Y	Y	Y	Y	Y	..	..	Y		2019	STP-U	854,400.00	- 854,400.00	= 0.00	100%	999,999.97	Full amount obligated	03
A300161	Woodward	Intersectio	Intersectio	Completely	Hwy & Brg	0.58	County of ET		5,157,141.00	Y	Y	Y	Y	Y	..	Y	Y		2019	STP-U	59,808.00	- 59,808.00	= 0.00	100%	70,000.00	Full amount obligated	
A300162	Sunport Bl	I-25 On/Of	Sunport Bl	Sunport Bl	Hwy & Brg	0.8	County of ET		1,750,000.00	Y	Y	Y	..	Y	..	..	..		2019	STP-U	1,304,103.00	- 1,304,103.00	= 0.00	100%	1,526,337.74	Full amount obligated	16
A300189	CMP Trans	AMPA Wide		Collect trav	ITS-TSM	0	MRMPO	T	363,814.00	..	..	..	..	..	Y	..	..		2019	STP-U	310,843.00	- 310,843.00	= 0.00	100%	363,814.36	Full amount obligated	23
A300844	Albuquerque	Central Ave	Central Ave	Constructio	Misc	3.51	City of Albu	T	1,170,412.00	Y	Y	Y	..	Y	..	..	Y		2019	STP-U	1,000,000.00	- 1,000,000.00	= 0.00	100%	1,170,411.95	Full amount obligated	15
A300846	Albuquerque	Louisiana E	Tramway B	ASTPM Inst	ITS-TSM	4.06	City of Albu	T	1,170,412.00	Y	Y	Y	..	Y	..	..	..		2019	STP-U	1,000,000.00	- 1,000,000.00	= 0.00	100%	1,170,411.95	Full amount obligated	23
A300970	ITS Region	400 Wyoming Blvd. NE		Design & c	ITS-TSM	0	City of Albu	T	15,996,933.00	Y	Y	Y	Y	Y	..	..	..		2019	STP-U	93,300.00	- 93,300.00	= 0.00	100%	109,199.44	Full amount obligated	17
A300971	ITS Inciden	AMPA river crossings,		Implement	ITS-TSM	0	MRCOG	T	1,354,457.00	Y	Y	Y	Y	Y	..	..	..		2019	STP-U	267,255.00	- 267,255.00	= 0.00	100%	312,798.45	Full amount obligated	15
A301141	Lincoln Ave	NM347 Pas	Adams Lan	Construct 2	Capacity Pr	0	City of Rio	T	5,116,056.00	Y	Y	Y	Y	Y	..	..	..		2019	STP-U	3,888,423.00	- 3,888,423.00	= 0.00	100%	4,551,056.75	Full amount obligated	03
A301321	Unser Blvd	Farol/Cher	NM 347 (P	Complete F	Capacity Pr	0	City of Rio	T	416,524.00	..	..	..	Y	..	..	..	..		2019	STP-U	300,000.00	- 300,000.00	= 0.00	100%	351,123.59	Full amount obligated	03
A301471	Alameda B	Edith Blvd.	San Pedro	Implement	ITS-TSM	1.67	City of Albu	T	959,738.00	Y	Y	Y	..	Y	..	..	..		2019	STP-U	820,000.00	- 820,000.00	= 0.00	100%	959,737.80	Full amount obligated	23
A301522	2nd St SW	South dive	Prosperity	Construct r	Bike/Ped	0	County of ET		1,156,790.00	Y	Y	Y	..	Y	..	..	Y		2019	STP-U	325,854.00	- 325,854.00	= 0.00	100%	381,383.42	Full amount obligated	24
A301900	I-25 / Mont	(Bridge #6261)		Reconstruc	Hwy & Brg	0.7	NMDOT CRT		50,640,283.00	Y	Y	Y	Y	..	..	Y	..		2019	STP-U	2,471,769.00	- 2,471,769.00	= 0.00	100%	2,892,987.98		06
TA00351	Central Ave	Unser Blvd	Louisiana,	Planning, e	Transit	8.74	City of Albu	T	123,766,934.00	Y	Y	Y	Y	Y	Y	..	..		2019	STP-U	3,000,000.00	- 3,000,000.00	= 0.00	100%	3,511,235.85	Funds Transferred to FTA January 2019	28
TA00370	Commuter	Alameda B	Vicinity of	Construct r	Transit	0	Rio Metro	T	1,600,000.00	Y	Y	Y	Y	Y	..	..	..		2019	STP-U	258,731.00	- 258,731.00	= 0.00	100%	302,821.85	Full amount obligated	23
									Funding Category Total										2019	STP-U	17,263,261.00	- 17,263,261.00	= 0.00	100.0%			
A300143	North Dive	North Diversion Chanr		Design and	Bike/Ped	0	City of Albu	T	2,811,564.00	Y	Y	Y	..	..	..	..	Y		2019	TAP-Lg Urb	379,354.00	- 379,354.00	= 0.00	100%	444,000.46	Full amount obligated	04
A300717	AMPA wide	AMPA Wide		Increase yc	Bike/Ped	0	City of Albu	T	514,981.00	..	..	..	..	..	Y	..	..		2019	TAP-Lg Urb	110,000.00	- 110,000.00	= 0.00	100%	128,745.31	Full amount obligated	16
A301031	Alameda D	Osuna Rd	El Pueblo R	Construct a	Bike/Ped	1.77	County of ET		2,900,000.00	Y	Y	Y	..	Y	..	..	Y		2019	TAP-Lg Urb	366,004.00	- 366,004.00	= 0.00	100%	428,375.46	Full amount obligated	21

Control Number	Project Title	From	To	Project Description	Project Type	ProjLength	Lead Agency	TIP_In2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Desien	Ph ROW	Ph Const	Ph Other	TIP Amend Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	WorkType		
A302130	Nicklaus Dr	Chianti Rd.	Southern B	Install pede	Bike/Ped	0.57	City of Rio T		422,641.00	Y	Y	Y	Y	Y	2019	TAP-Lg Urb	184,454.00	-	184,454.00	=	0.00	100%	215,887.17	Full amount obligated	28
Funding Category Total																		2019	TAP-Lg Urb	1,039,812.00	-	1,039,812.00	=	0.00	100%			

Grand Total FHWA "Core" Program Funding Sources Only (Excludes Non-Chargeable Funding Categories) 2019 56,053,864.00 - 56,409,643.00 = (355,779.00) 100.63%

Grand Total FHWA "Core" Program Funding Sources with Non-Chargeable Funding Categories Included 2019 65,980,862.00 - 59,732,459.00 = 6,248,403.00 90.53%

Grand Total "Non-Core" FHWA and FTA Funding Sources 2019 56,069,566.00 - 45,554,276.00 = 10,515,290.00 81.25%

Grand Total for All Federal Funding Sources 2019 112,123,430.00 - 101,963,919.00 = 10,159,511.00 90.94%

Control Number	Project Title	From	To	Project Description	Project Type	ProjLength	Lead Agency	TIP_In2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Desien	Ph ROW	Ph Const	Ph Other	TIP Amend Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	FedFundsObligated	PE	ROW	Constr/Impl	Des	Env	Other	WorkType		
A300749	AMPA Wid	AMPA Wide		Transporta	TDM	0	City of Albuquerque-ABQ Ride	T	1,275,749.00	..	..	..	..	..	Y	..	..	2019	CMAQ-Flex	710,000.00	-	710,000.00	=	0.00	100%	830,992.49	Funds Tran	Y	..	..	..	..	..	..	23
TA00351	Central Ave	Unser Blvd	Louisiana, L	Planning, e	Transit	8.74	City of Albuquerque-ABQ Ride	T	123,766,934.00	Y	Y	Y	Y	Y	Y	..	..	2019	CMAQ-Flex	3,194,107.00	-	3,194,107.00	=	0.00	100%	3,738,421.01	Funds Tran	Y	..	..	..	..	..	..	11
TA00059	ABQ Ride -	ABQ Ride System Wide		Aquire bus	Transit	0	City of Albuquerque-ABQ Ride	T	6,628,313.00	..	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	4,452,000.00	-	4,452,000.00	=	0.00	100%	5,378,313.00	Full amount	..	..	..	..	..	..	..	18
TA00099	ABQ Ride -	ABQ Ride Service Area		Construct	Transit	0	City of Albuquerque-ABQ Ride	T	132,500.00	Y	Y	..	..	Y	..	..	..	2019	FTA 5307 (Urban)	106,000.00	-	106,000.00	=	0.00	100%	132,500.00	Full amount	..	..	..	Y	..	..	..	03
TA00113	ABQ Ride -	ABQ Ride System Wide		Facilities &	Transit	0	City of Albuquerque-ABQ Ride	T	4,500,000.00	..	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	3,600,000.00	-	3,600,000.00	=	0.00	100%	4,500,000.00	Full amount	..	..	..	..	..	..	..	27
TA00138	ABQ Ride -	ABQ Ride System Wide		Rehabilitat	Transit	0	City of Albuquerque-ABQ Ride	T	625,000.00	..	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	500,000.00	-	500,000.00	=	0.00	100%	625,000.00	Full amount	..	..	..	..	..	..	..	23
TA00059	ABQ Ride -	ABQ Ride System Wide		Aquire bus	Transit	0	City of Albuquerque-ABQ Ride	T	6,628,313.00	..	..	..	..	..	Y	..	..	2019	FTA 5339 (MAP-21 Bus	4,090,972.00	-	4,090,972.00	=	0.00	100%	4,771,732.00	Full amount	..	..	..	..	..	..	..	24
TA00351	Central Ave	Unser Blvd	Louisiana, L	Planning, e	Transit	8.74	City of Albuquerque-ABQ Ride	T	123,766,934.00	Y	Y	Y	Y	Y	Y	..	..	2019	STP-U	3,000,000.00	-	3,000,000.00	=	0.00	100%	3,511,235.85	Funds Tran	Y	..	..	..	..	..	..	28
							City of Albuquerque-ABQ Ride											2019		19,653,079.00	-	19,653,079.00	=	0.00	100%										
A302031	AMPA Wid	Albuquerque Metro Ar		Improve	Bike/Ped	0	City of Albuquerque-DMD	T	204,822.00	..	..	..	..	..	Y	..	Y	2019	CMAQ-Flex	175,000.00	-	175,000.00	=	0.00	100%	204,822.09	Full amount	Y	..	..	..	Y	..	..	15
A300143	North Dive	North Diversion Chann		Design and	Bike/Ped	0	City of Albuquerque-DMD	T	2,811,564.00	Y	Y	Y	..	..	..	..	Y	2019	STP-U	1,000,000.00	-	1,000,000.00	=	0.00	100%	1,170,411.95	Full amount	..	..	..	Y	..	..	..	21
A300844	Albuquerque	Central Ave	Central Ave	Constructi	Misc	3.51	City of Albuquerque-DMD	T	1,170,412.00	Y	Y	Y	..	Y	..	..	Y	2019	STP-U	1,000,000.00	-	1,000,000.00	=	0.00	100%	1,170,411.95	Full amount	Y	Y	..	..	..	..	..	15
A300846	Albuquerque	Louisiana B	Tramway B	ASTPM Inst	ITS-TSM	4.06	City of Albuquerque-DMD	T	1,170,412.00	Y	Y	Y	..	Y	..	..	..	2019	STP-U	1,000,000.00	-	1,000,000.00	=	0.00	100%	1,170,411.95	Full amount	Y	..	..	..	..	..	..	23
A300970	ITS Regiona	400 Wyoming Blvd. NE		Design & c	ITS-TSM	0	City of Albuquerque-DMD	T	15,996,933.00	Y	Y	Y	Y	Y	..	..	..	2019	STP-U	93,300.00	-	93,300.00	=	0.00	100%	109,199.44	Full amount	Y	..	..	..	..	..	..	17
A301471	Alameda Bl	Edith Blvd. San Pedro		Implement	ITS-TSM	1.67	City of Albuquerque-DMD	T	959,738.00	Y	Y	Y	..	Y	..	..	..	2019	STP-U	820,000.00	-	820,000.00	=	0.00	100%	959,737.80	Full amount	Y	..	..	..	..	..	..	23
A300143	North Dive	North Diversion Chann		Design and	Bike/Ped	0	City of Albuquerque-DMD	T	2,811,564.00	Y	Y	Y	..	..	..	..	Y	2019	TAP-Lg Urb	379,354.00	-	379,354.00	=	0.00	100%	444,000.46	Full amount	..	..	..	..	..	..	..	04
							City of Albuquerque-DMD											2019		4,467,654.00	-	4,467,654.00	=	0.00	100%										
A300717	AMPA wide	AMPA Wide		Increase yo	Bike/Ped	0	City of Albuquerque-P&R	T	514,981.00	..	..	..	..	..	Y	..	..	2019	TAP-Lg Urb	110,000.00	-	110,000.00	=	0.00	100%	128,745.31	Full amount	..	..	..	..	..	..	..	16
							City of Albuquerque-P&R											2019	TAP-Lg Urb	110,000.00	-	110,000.00	=	0.00	100%										
A301141	Lincoln Ave	NM347 Pas	Adams Lan	Construct	Capacity Pr	0	City of Rio Rancho	T	5,116,056.00	Y	Y	Y	Y	Y	..	..	..	2019	STP-U	3,888,423.00	-	3,888,423.00	=	0.00	100%	4,551,056.75	Full amount	Y	..	..	..	..	..	..	03
A301321	Unser Blvd	Farol/Cher	NM 347 (Pa	Complete F	Capacity Pr	0	City of Rio Rancho	T	416,524.00	..	..	..	Y	..	..	..	..	2019	STP-U	300,000.00	-	300,000.00	=	0.00	100%	351,123.59	Full amount	Y	..	..	..	..	..	..	03
A302130	Nicklaus Dr	Chianti Rd. Southern B		Install pede	Bike/Ped	0.57	City of Rio Rancho	T	422,641.00	Y	Y	Y	Y	Y	..	..	..	2019	TAP-Lg Urb	184,454.00	-	184,454.00	=	0.00	100%	215,887.17	Full amount	Y	..	..	Y	..	..	..	28
							City of Rio Rancho											2019	TAP-Lg Urb	4,372,877.00	-	4,372,877.00	=	0.00	100%										
A300162	Sunport Blv	I-25 On/Off	Sunport Blv	Sunport Blv	Hwy & Brg	0.8	County of Bernalillo	T	1,750,000.00	Y	Y	Y	..	Y	..	..	..	2019	STL-E	191,097.00	-	191,097.00	=	0.00	100%	223,662.21	Full amount	Y	..	..	..	..	..	..	01
A301031	Alameda D	Osuna Rd	El Pueblo R	Construct	Bike/Ped	1.77	County of Bernalillo	T	2,900,000.00	Y	Y	Y	..	Y	..	..	Y	2019	STL-E	73,671.00	-	73,671.00	=	0.00	100%	86,225.42	Full amount	..	..	..	..	..	..	..	03
A300160	Sunport Blv	500' West d	I-25 Exit 22	Construct	Capacity Pr	0	County of Bernalillo	T	19,756,874.00	Y	Y	Y	Y	Y	..	..	Y	2019	STP-U	308,775.00	-	308,775.00	=	0.00	100%	361,393.95	Full amount	..	..	..	Y	..	..	..	03
A300160	Sunport Blv	500' West d	I-25 Exit 22	Construct	Capacity Pr	0	County of Bernalillo	T	19,756,874.00	Y	Y	Y	Y	Y	..	..	Y	2019	STP-U	854,400.00	-	854,400.00	=	0.00	100%	999,999.97	Full amount	..	..	..	Y	..	..	..	03
A300161	Woodward	Intersection	Intersection	Completel	Hwy & Brg	0.58	County of Bernalillo	T	5,157,141.00	Y	Y	Y	Y	Y	..	Y	Y	2019	STP-U	59,808.00	-	59,808.00	=	0.00	100%	70,000.00	Full amount	..							
A300162	Sunport Blv	I-25 On/Off	Sunport Blv	Sunport Blv	Hwy & Brg	0.8	County of Bernalillo	T	1,750,000.00	Y	Y	Y	..	Y	..	..	..	2019	STP-U	1,304,103.00	-	1,304,103.00	=	0.00	100%	1,526,337.74	Full amount	Y	..	Y	..	..	..	..	16
A301522	2nd St SW	South diver	Prosperity	Construct	Bike/Ped	0	County of Bernalillo	T	1,156,790.00	Y	Y	Y	..	Y	..	..	Y	2019	STP-U	325,854.00	-	325,854.00	=	0.00	100%	381,383.42	Full amount	Y	..	..	..	..	..	..	24
A301031	Alameda D	Osuna Rd	El Pueblo R	Construct	Bike/Ped	1.77	County of Bernalillo	T	2,900,000.00	Y	Y	Y	..	Y	..	..	Y	2019	TAP-Lg Urb	366,004.00	-	366,004.00	=	0.00	100%	428,375.46	Full amount	..	..	..	..	..	..	..	21
							County of Bernalillo											2019		3,483,712.00	-	3,483,712.00	=	0.00	100%										
A300971	ITS Inciden	AMPA river crossings,		Implement	ITS-TSM	0	MRCOG	T	1,354,457.00	Y	Y	Y	Y	Y	..	..	..	2019	CMAQ-Flex	889,993.00	-	889,993.00	=	0.00	100%	1,041,658.44	Full amount	Y	..	..	..	..	..	..	01
A300971	ITS Inciden	AMPA river crossings,		Implement	ITS-TSM	0	MRCOG	T	1,354,457.00	Y	Y	Y	Y	Y	..	..	..	2019	STP-U	267,255.00	-	267,255.00	=	0.00	100%	312,798.45	Full amount	Y	Y	..	..	..	..	..	15
							MRCOG											2019		1,157,248.00	-	1,157,248.00	=	0.00	100%										
A300189	CMP Trans	AMPA Wide		Collect trav	ITS-TSM	0	MRMPO	T	363,814.00	..	..	..	..	..	Y	..	..	2019	STP-U	310,843.00	-	310,843.00	=	0.00	100%	363,814.36	Full amount	Y	..	..	..	..	..	..	23
							MRMPO												2019		310,843.00	-	310,843.00	=	0.00	100%									
A301234	US 550 Cor	MP.6	MP 3.0	ROW purch	Capacity Pr	2.4	NMDOT CRDC	T	32,847,915.00	Y	Y	Y	Y	..	..	..	..	2019	HPP RPF1	103,573.00	-	103,573.00	=	0.00	100%	129,466.25	Full amount	..							
A301234	US 550 Cor	MP.6	MP 3.0	ROW purch	Capacity Pr	2.4	NMDOT CRDC	T	32,847,915.00	Y	Y	Y	Y	..	..	..	..	2019	HPP RPS1	2,7															

Control Number	Project Title	From	To	Project Description	Project Type	ProjLength	Lead Agency	TIP_In2018	Total Estimated Project Cost	Ph Env	Ph PE	Ph Desien	Ph ROW	Ph Const	Ph Other	TIP Amend Pending	Bike/Ped Incl	FFY	Funding Category	Federal Amt Programmed in TIP End FFY	Federal Obligated Amount	Difference Prog - Oblig KEY: \$1= unoblig (\$1) =excess obligation	% of Prog'md Funds Obligated	Total Amt Prog'md in TIP with Match	Notes	FedFundsObligated	PE	ROW	Constr/Impl	Des	Env	Other	WorkType
TA00370	Commuter	Alameda Bl	Vicinity of S	Construct r	Transit	0	Rio Metro NMRRX	T	1,600,000.00	Y	Y	Y	Y	..	..	..		2019	STP-U	258,731.00	- 258,731.00	= 0.00	100%	302,821.85	Full amount	Y	..	..	..	..	..	..	23
							Rio Metro NMRRX											2019		20,094,391.00	- 20,094,391.00	= 0.00	100%										
TA00315	Rio Metro	Rio Metro	Los Lunas S	Capital, op	Transit	0	Rio Metro Transit Dist	T	1,674,127.00	..	..	..	..	..	Y	..	..	2019	FTA 5307 (Sm Urb Ope	779,393.00	- 779,393.00	= 0.00	100%	1,558,786.00	Full amount	..	..	..	Y	..	..	..	23
TA00325	Rio Metro	CAMPA Wide		Provide tra	Transit	0	Rio Metro Transit Dist	T	382,000.00	..	..	..	..	..	Y	..	..	2019	FTA 5307 (Urban)	191,000.00	- 191,000.00	= 0.00	100%	382,000.00	Full amount	..	..	..	..	..	..	..	23
TA00209	Rio Metro	Rio Metro	outside AB	Capital, op	Transit	0	Rio Metro Transit Dist	T	1,664,188.00	..	..	..	..	..	Y	..	..	2019	FTA 5311 Operating	832,094.00	- 832,094.00	= 0.00	100%	1,664,188.00	Full amount	..	..	..	..	..	..	..	24
TA00315	Rio Metro	Rio Metro	Los Lunas S	Capital, op	Transit	0	Rio Metro Transit Dist	T	1,674,127.00	..	..	..	..	..	Y	..	..	2019	FTA 5339 (Sm Urb Bus	92,273.00	- 92,273.00	= 0.00	100%	115,341.25	Full amount	..	..	..	..	..	..	..	23
							Rio Metro Transit Dist											2019		1,894,760.00	- 1,894,760.00	= 0.00	100%										
A302111	Rail Corrid	Lucero Ave	1/2 mile nc	Construct	Safety	0	Town of Bernalillo	T	2,099,840.00	..	..	..	..	Y	..	..	Y	2019	Safety (HSIP)	382,500.00	- 382,500.00	= 0.00	100%	425,000.00	Full amount	..	..	..	..	..	..	..	03
							Town of Bernalillo													382,500.00	- 382,500.00	= 0.00	100%										
A300891	NM 314 Bik	NM 6	Ellen Dr.	Design and	Bike/Ped	0.74	Village of Los Lunas	T	2,486,454.00	Y	Y	Y	..	Y	..	..	Y	2019	STP-Sm Urb	1,897,431.00	- 1,897,431.00	= 0.00	100%	2,220,775.92	Full amount	Y	..	..	..	..	..	..	16
A301480	Camelot Bl	Sichler Rd	end of exis	Construct r	Capacity Pr	0	Village of Los Lunas	T	1,638,436.00	Y	Y	Y	Y	..	..	Y		2019	STP-Sm Urb	1,248,064.00	- 1,248,064.00	= 0.00	100%	1,460,749.02	Full amount	Y	..	..	Y	..	..	..	28
							Village of Los Lunas											2019		3,145,495.00	- 3,145,495.00	= 0.00	100%										
							Grand Total all Agencies											2019		112,123,430.00	- 101,963,919.00	= 10,159,511.00	90.94%										



ALBUQUERQUE PUBLIC SCHOOLS

Capital Master Plan

Report: Public School Ad-Hoc Committee Meeting and Stakeholder Input from August 1, 2019

Presented to Mid-Region Council of Governments Metropolitan Transportation Board (MTB)
December 13, 2019



New Mexico Construction Industries Division



New Mexico Public School Facilities Authority

Partnering with New Mexico's communities to provide quality, sustainable school facilities for our students and educators.



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IV. Participants

Name	Entity
Brian Baca	Los Lunas Schools Deputy Superintendent
Eric James	Bernalillo Public Schools
Sue Cleveland	Rio Rancho Public Schools Superintendent
Michael Baker	Rio Rancho Public Schools CEO
Loren Hatch	Rio Rancho Public Schools General Counsel
Scott Elder	Albuquerque Public Schools COO
Cristina Albright	Albuquerque Public Schools Board Office
Heather Dahl	Albuquerque Public Schools Government Affairs
Karen Alarid	Albuquerque Public Schools Facilities, Design & Construction
Benjamin Harris	Albuquerque Public Schools Facilities, Design & Construction
Margaret Callahan	Albuquerque Public Schools Real Estate
Amanda Velarde	Albuquerque Public Schools Real Estate
Kizito Wijenje	Albuquerque Public Schools Capital Master Plan
Elizabeth Halpin	Albuquerque Public Schools Capital Master Plan
Kalyn Finnell	Albuquerque Public Schools Capital Master Plan
Diana Chavez	Albuquerque Public Schools Capital Master Plan
Rachel Hertzman	Albuquerque Public Schools Capital Master Plan
Zachary McCormick	Albuquerque Public Schools General Counsel
John Valdez	New Mexico Public Schools Facilities Authority
Martica Casias	New Mexico Public Schools Facilities Authority
Martin Romero	New Mexico Construction Industries Division
Dewey Cave	Mid-Region Council of Governments
Willy Simon	Mid-Region Council of Governments
Dave Pennella	Mid-Region Council of Governments



V. Summary of August 1, 2019 Ad-Hoc Committee Meeting and Stakeholder Input

1. Invitations were sent to all regional School Districts in the Mid-Region Council of Governments coverage area. The representation was at the Superintendent level and two Districts had their legal counsel participate. The following School District and State Agency stakeholders participated.
 - i. Los Lunas Public Schools
 - ii. Bernalillo Public Schools
 - iii. Rio Rancho Public Schools
 - iv. Albuquerque Public Schools
 - v. New Mexico Public School Facilities Authority (PSFA)
 - vi. New Mexico Construction Industries Division (CID)
2. There were five major themes that emerged from stakeholder discussion.
 - i. The need for continued inter-jurisdictional coordination & collaboration between school districts and local municipalities
 - ii. Student transportation & safety around schools
 - iii. Local infrastructure needs & development that impact the operation of public schools
 - iv. Public School funding restrictions as related to off-site infrastructure
 - v. Jurisdictional Authority as it relates to municipalities and State entities like public school districts.
3. School Districts currently work with overlapping/neighboring jurisdictions specifically around issues of public safety, traffic, and development impacts. Generally, school districts work well with local law enforcement, traffic and public works entities especially around circulation and traffic issues.
4. Existing development regimens impact School Districts' ability to timely accommodate student growth generated from development. School Districts have no control over the pace or direction of residential/commercial development. However, they are usually the first public service provider to be impacted and the first to monetarily respond to development.
5. State and federal statute around public school capital funding and grants explicitly prohibits the use of this funding on off-site, non-school infrastructure.
6. The State entities with legal oversight of public school construction and zoning stated clearly that local municipal entities do not have the jurisdictional authority to propose policy as is recommended in the School Traffic Study. Major concerns voiced from State entities (PSFA and CID) regarding the legality of off-site infrastructure expenditures by school districts.
7. School Districts from time to time are getting pressure from municipalities to install off-site infrastructure using already strained public educational resources (school bonds and school mill levies).
8. PSFA and CID should be installed as voting members on the Mid-Region Council of Governments and participate at the MTB and TCC (the same level as other participate State/Service Agencies).
9. **The Public Traffic Study as it currently stands is not acceptable to School Districts and State Agencies that have oversight of public school construction and zoning.**



VI. Input from Public School & State Agency Stakeholders

a. **Los Lunas Public Schools, Brian Baca, Deputy Superintendent:**

i. **Coordination and Collaboration**

1. Five-year planning strategy: Deputy Superintendent Baca wants to see cooperative handling of traffic flow with other local government entities.

ii. **Challenges**

1. **Roads, safety, and transportation:**

- a. Single exit route (Highway 6). Because of the single exit, any emergency incident or fire department presence will stop traffic completely. School pick-up is typically delayed 15 to 20 minutes in these instances. Tentative plans for a second exit route are on-hold, due to a cost of \$93 Million.

2. **Infrastructure and development:**

- a. Recent growth and development. Although Los Lunas is predominantly a small agricultural, community, it is currently growing and comparable to Rio Rancho, 15 to 20 years ago. Facebook recently opened a facility in Los Lunas which employs 1,300 to 1,500 contractors and construction workers, daily. There are several other available sites (200 to 300 acres) being considered for purchase by other companies (such as Facebook). Residential developments in Los Lunas are constructed in groups of 200 lots/homes.

- iii. **CID:** Issues all construction permits for public schools and public buildings in Los Lunas.

b. **Bernalillo Public Schools, Eric James, Director of Human Resources & Title IX Coordinator**

- i. Infrastructural Issues: Bernalillo Schools are typically small and do not face the same infrastructural and traffic issues with which bigger school districts contend.
- ii. Tribal jurisdictions: Bernalillo Schools deal with other issues, specifically those pertaining to tribal jurisdictions.
- iii. Collaboration: Bernalillo Schools collaborates with emergency responders and has MOUs in place for cooperation with local governments and agencies. They are interested in increasing collaboration at the regional level.
- iv. Bernalillo wants to have representation, a voice, and be part of the decision making about the MRCOG traffic study.

c. **Rio Rancho Public Schools, Michael Baker, Chief Operations Officer**

- i. Relationship with other government entities: The schools maintain a good relationship with the City, County and Schools, in general.
 1. Dave Campbell, former City of Albuquerque Planning Manager is now Manager at the City of Rio Rancho. The schools have an upcoming meeting scheduled with Mr. Campbell.
- ii. Challenges to collaboration and infrastructure: The City has asked the schools to contribute funds allocated for schools' facilities projects for off-site infrastructural projects.

1. Examples:



- a. Pre-school: A pre-school is currently under construction. Site development is complete. However, the City requested the schools pay for and construct more than \$2 Million in roadway, sidewalk and utility improvements, located one-quarter to one-half mile off-site. The school does not have additional funding to contribute to those projects. Money for the pre-school is entirely sourced from bonds, and there is a legal requirement that it be invested only in on-site projects. The school has funding set aside to address infrastructural projects in the immediate vicinity, but what the City is asking for is beyond that range.
 - b. New School: The new school in Rio Rancho was built on the boundary of the municipality and required collaboration between the schools, SSCAFCA (Southern Sandoval County Arroyo and Flood Control Authority), the City, and the developer. The City requested that the school site be relocated, and the schools and city negotiated on the issue. The City asked the schools to purchase an additional Right-of-Way and complete off-site work, and the schools declined. The mayor had championed the project and it was resolved.
 - c. Infrastructure for building new schools: The City tries to obligate the District for off-site infrastructure associated with building new schools. The District views the City's approval of new residential development to necessitate the building of new schools. The City is responsible for providing the needed infrastructure to accommodate growth.
 - iii. Transportation: Traffic from parent pick-up and drop-off is a significant issue. In Rio Rancho, 50 percent of the student population is bussed. The rest [at elementary and middle school levels] of the population is dropped-off by parents. Traffic backs up outside schools beginning more than one hour before the end of school. This situation is worsening. Parents do not want their children to take the bus due to concerns of child safety and longer bus commute times.
- d. Rio Rancho Public Schools, Dr. Sue Cleveland, Superintendent**
- i. Collaboration between the schools and local, regional, and state governments: All relevant government entities should be partners, with the schools, in local and regional economic development.
 1. Schools are an Indirect Extension of the State of New Mexico: Dr. Cleveland views schools to be an indirect extension of the State of New Mexico. All school operational funding is sourced from the state.
 - a. When NM Public Schools Facility Authority (PSFA) becomes involved in schools' facilities' projects, it became an equal partner in decisions.
 2. Use of state funding for schools on off-site infrastructural projects is not allowable under state law: According to state law, school money designated for schools (including state-allocated funds) may only be used for the purpose of building a school, and cannot be used for off-site projects and infrastructure.
 3. Challenges:



- a. The City of Rio Rancho approves building and subdivision Development without necessary infrastructure for schools: Dr. Cleveland seconded Mr. Baker's point. In terms of infrastructural development and new schools associated with subdivision construction, the City claims the District decides to build new facilities without accompanying infrastructure. However, the School District has to deal with the issue that the City approves residential development. Public schools have to accommodate growth and population needs by building a new school. It should be the developers' and the City's responsibility to provide the necessary infrastructure to accommodate off-site infrastructure needs.
- b. Funding: The assumption that the Rio Rancho Public Schools District has enough money is incorrect. Never once in the past twenty years has there been enough money to build all the classrooms needed.
- c. Transportation: There are not enough buses, and school bus rides have increased in length and time as development increases.

e. APS Facilities Design & Construction, Karen Alarid, Executive Director

i. Coordination and Collaboration

1. Bus Loading and Unloading Zone (BLUZ) team meets every month to discuss on-and-off site issues and solutions emerging from school traffic including bus and car pick-up and drop-off at APS schools across the District. Members are from the City of Albuquerque Police and Traffic Engineering, Bernalillo County Sheriff and Traffic Engineering as well as APS. BLUZ helps filter who has responsibility about issues like traffic signalization, painting fire signal in street, etc.
2. Fire code at schools. CABQ and Bernalillo County have different fire codes from the State Fire Marshall, but the state is flexible with the codes because they understand the City and the County will be the first responders.

ii. Challenges

i. Infrastructure and Development:

1. The City of Albuquerque and Bernalillo County has treated public school construction as private development. In the past, there were off-site traffic impact fees, utility extension fees, and permitting fees which increased the cost of the projects. The municipalities would withhold permits and the final Certificate of Occupancy (CO) until the District complied.
2. To avoid off-site infrastructure improvements and permitting fees, APS now permits projects through the State of New Mexico's Construction Industries Division (CID).



f. Albuquerque Public Schools, Kizito Wijenje, Capital Master Plan Executive Director

i. Challenges:

1. There is no money from the School Districts to spend on infrastructure related roadways. The MRCOG Traffic Study addresses issues of School District jurisdiction in a punitive way. The Traffic Study overlooks issues of jurisdiction therefore making its recommendations irrelevant.
2. Schools and Municipalities can collaborate. Concurrency should exist among institutions but not through a resolution such as the MRCOG Traffic Study.

g. New Mexico Public School Facilities Authority, Martica Casias, Planning & Design Manager

1. Deputy Director Casias explains that Public School Capital Outlay cannot be used for off-site construction that is off-site of school property.
2. Casias explains that PSFA helps charter schools with building assessments to determine deficiencies and potential requirements to educational occupancy and space needs only. The permitting for “E” educational occupancy is provided by the local municipality. Usually charter schools announce with 6 months or 1 year in advance when they are looking for a building.

h. Construction Industries Division, Martin Romero, Acting Director

1. Acting Director Romero states CID does not get involved of jurisdictional and funding issues between school districts and local municipalities.
2. CID Legal Team is concerned about the School Traffic Study recommendations given the contradictory nature of the recommendations with existing public school funding criteria.
3. Any recommendations that attempt to designate location or installation of public school facilities is a clear overstep of municipal jurisdictional and authority.