



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mvmpo.las-cruces.org>

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE

AGENDA

The following is the agenda for the Mesilla Valley Metropolitan Planning Organization's (MPO) Technical Advisory Committee meeting to be held on **September 5, 2013 at 4:00 p.m.** in the **Las Cruces City Council Chambers, 700 N. Main**, Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](#).

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1. **CALL TO ORDER** _____ **Chair**
2. **APPROVAL OF AGENDA** _____ **Chair**
3. **APPROVAL OF MINUTES** _____ **Chair**
 - 4.1 August 1, 2013 _____
4. **PUBLIC COMMENT** _____ **Chair**
5. **ACTION ITEMS** _____
 - 5.1 TAP Fund Ranking _____ **MPO Staff**
6. **COMMITTEE and STAFF COMMENTS** _____ **Chair**
7. **PUBLIC COMMENT** _____ **Chair**
8. **ADJOURNMENT** _____ **Chair**

1 **LAS CRUCES METROPOLITAN PLANNING ORGANIZATION**
2 **TECHNICAL ADVISORY COMMITTEE**

3 The following are minutes for the meeting of the Technical Advisory Committee of the Las
4 Cruces Metropolitan Planning Organization (MPO) which was held August 1, 2013 at 4:00 p.m.
5 in Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las
6 Cruces, New Mexico.

7
8 **MEMBERS PRESENT:** Mike Bartholomew (CLC Transit)
9 Jolene Herrera (NMDOT)
10 Bill Childress (BLM)
11 John Knopp (Town of Mesilla)
12 Harold Love (NMDOT)
13 Louis Grijalva (CLC Public Works)
14 Jack Valencia (SCRDT)
15 Henry K. Corneles (DAC Engineering)
16 John Gwynne (DA Flood Commission)
17 Willie Roman (CLC Transportation)

18
19 **MEMBERS ABSENT:** Luis Marmolejo (DAC)
20 Debbie Lujan (Town of Mesilla)
21 Jesus Morales (EBID)
22 Greg Walke (NMSU)
23 Larry Altamirano (LCPS)

24
25 **STAFF PRESENT:** Tom Murphy (MPO staff)
26 Andrew Wray (MPO staff)
27 Ezekiel Guza (MPO staff)
28 Chowdhury Siddiqui (MPO staff)

29
30 **OTHERS PRESENT:** Wayne Savage (Arrowhead Center/NMSU)
31 Jennifer Hill (Bohannon-Huston)
32 Denise Weston (BHI)
33 Mike Baker (Roadrunner Transit)

34
35 **1. TRANSPORTATION ASSET MANAGEMENT WORK SESSION**

36
37 **2. CALL TO ORDER**

38
39 Meeting was called to order at 4:09 p.m. Quorum was established.

40
41 **3. APPROVAL OF AGENDA**

42
43 Jack Valencia motioned to approve the agenda.
44 Bill Childress seconded the motion.
45 All in favor.

1 **4. APPROVAL OF MINUTES**

2
3 **4.1 June 5, 2013**

4
5 Harold Love motioned to approve the minutes of June 5, 2013.

6 Jack Valencia seconded the motion.

7 All in favor

8
9 **5. PUBLIC COMMENT – No public comment**

10
11 **6. ACTION ITEMS**

12
13 **6.1 Transportation Improvement Plan Amendments**

14
15 On May 8, 2013, the MPO Policy Committee approved the 2014-2019 Transportation
16 Improvement Program (TIP).

17
18 The following amendment(s) to the TIP have been requested:

CN	FY	Agency	Project & Termini	Scope	Change
LC00130	2014	City of Las Cruces	EI Paseo/University to Main	Install signs, markings, raised curb medians, crosswalks and other safety features	New Project
TL00010	2014-2017	City of Las Cruces	RoadRUNNER Transit	Transit Operations	Funding Adjustment
TL00011	2018	City of Las Cruces	RoadRUNNER Transit	Transit Capital Purchase	Funding for anticipated vehicle replacement

19
20 These amendments will not affect any other projects currently listed in the TIP.

21
22 Andrew Wray gave a presentation.

23
24 Mike Bartholomew asked if the Policy Committee would be voting on the amendments this
25 month.

26
27 Andrew replied yes.

28
29 Mike asked what the process was after that; what is the timeline for getting into the STIP.

30
31 Andrew stated that he would have to defer to Ms. Herrera. He replied that it would be sent to
32 DOT and the DOT works their magic.

1
2 Jolene replied that the 2014 – 2017 STIP is out for public review and once they are approved
3 they will be incorporated into that STIP and that will be active October 1, 2013.
4 Mike Bartholomew asked for a motion to recommend the amendments to the Policy
5 Committee.
6
7 Jack Valencia motioned to recommend to the Policy Committee for approval of the TIP
8 amendments LC00130, TL00010 and TL00011.
9 Jolene Herrera seconded the motion.
10 All in favor.

11
12 **7. COMMITTEE AND STAFF COMMENTS**
13

14 Andrew Wray stated included in the Committee members packets, page 16, there was an
15 administrative modification on LC00110 that was moved to federal fiscal year 2014. It was
16 already in the TIP but since it was just a move from one year to another it was just done as a
17 modification.

18
19 Henry Corneles stated regarding LC00110 – that they got a late start getting the consultant on
20 board and instead of trying to rush the project, ram it through and try to get it done this year
21 they decided to start with the design this year and do the construction next year.

22
23 Jolene stated that she brought flyers for the sequence of construction for the Avenida de
24 Mesilla project and if any of the Committee or staff are interested in knowing a little bit more
25 about that project please get a flyer from her.

26
27 Michael Bartholomew stated that Roadrunner Transit Intermodal Center is under construction
28 right now. He is hoping by the first meeting in September he will have a more solid date for the
29 opening of the facility to the public.

30
31 **8. PUBLIC COMMENT – No public comment**
32

33 **9. ADJOURNMENT**
34

35 Meeting adjourned at 4:18 p.m.
36
37 Jack Valencia motioned to adjourn.
38 John Gwynne seconded the motion.
39

40
41 _____
42 Chair
43
44



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF SEPTEMBER 5, 2013

AGENDA ITEM:

5.1 Transportation Alternatives Program Ranking

ACTION REQUESTED:

Recommendation for approval to the MPO Policy Committee

SUPPORT INFORMATION:

MPO Staff Scoring Sheets

TAP Application from the City of Las Cruces for Las Cruces Dam Trail Improvement

TAP Application from the City of Las Cruces for Safe Routes to School Coordinator

TAP Application from the City of Las Cruces for La Llorona Phase II

TAP Application from Las Cruces Public Schools for Safe Routes to School Coordinator

TAP Application from the South Central Regional Transit District for Bus Signs, Shelters, and Benches

DISCUSSION:

The Transportation Alternatives Program (TAP) is a new Federal program authorized under Section 1122 of the most recent Federal transportation funding act, Moving Ahead for Progress in the 21st Century (MAP-21). Funding for TAP is derived from several programs and encompasses most of the activities previously funded under the Transportation Enhancements (TE), Recreational Trails Program (RTP), and Safe Routes to School (SRTS) programs of the previous Federal transportation bill, SAFETEA-LU.

Funding from this program is being allocated through the MPOs and RPOs in New Mexico. The MPO advisory committees will review staff scoring and make recommendation to the Policy Committee on project funding. Included in the packet are the applications received by the MPO. Reference material submitted by the applicants will be sent under a separate email due to size limitations.

TAP Scorecard: FFY2014 and FFY2015

Project Sponsoring Entity: Las Cruces Public Schools

Project Name: SRTS Coordinator

Scorer's Name / Scoring Entity: _____

Date: _____ Name of MPO/RPO: _____

Population Target Area: 200,000+ 5,001-199,999 5,000 or less

Scoring Factors	Possible Points	Points Received
For the <u>Project Readiness</u> and <u>Planning</u> Scoring Factors, refer to the PIF, supporting documentation, and p. 13-14 of NM TAP Guide.		
Project Readiness: Refer to the list below (a-f). Award 5 points for each certification/clearance/proof of exemption that is completed AND documentation is provided in the application packet. Application receives 0 points if documentation is not provided. Refer to Project Readiness section of PIF.		
a. Right-of-Way	5	n/a
b. Design	5	n/a
c. Environmental Certification	5	n/a
d. Utility Clearances	5	n/a
e. Intelligent Transportation Systems (ITS)	5	n/a
f. Railroad	5	n/a
Planning: Award 5 points if the project is included in the ICIP. Award 2 points for each additional plan that includes the project, up to a maximum of 10 points. For both the ICIP and other plans, the application must include appropriate documentation, including the cover page of the plan and the page(s) on which the project is identified. Refer to page 1 of PIF. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.		
a. Infrastructure and Capital Improvements Plan (ICIP)	5	0
b. Other eligible plans (2 points each, max of 10)	10	4
For Scoring Factors 1-6, refer to the TAP Application and p. 17-20 of NM TAP Guide.		
Factor 1: Economic Vitality	5	0
Factor 2: Safety and Security	5	5
Factor 3: Accessibility and Mobility through Integration and Connectivity	5	5
Factor 4: Protection and Enhancement of the Environment:		
a. Promote environmental conservation	5	5
b. Improve quality of life for residents	5	5
c. Achieve community's land use goals	5	0
Factor 5: Efficient System Management and Operation	5	5
Factor 6: System Preservation	5	3
Total:	85	32

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series of studies and field visits to identify contributing factors the Las Cruces Dam has made to the degradation of the ecosystem in the project area. The project area is located directly behind the Las Cruces Dam (east of I-25) and is situated on approximately 700 acres of flood pool, maintenance roads, and right-of-way for the outfall channel of the dam. The dam was initially constructed in the early 1970s by the ACOE to reduce flood damages from flows originating in the Las Cruces and Alameda Arroyos and is owned and operated by the City of Las Cruces. The dam was designed to pass all flows from the 600 acre dry bed reservoir area, however, sediment buildup in the drainage ditch and areas downstream of stormwater discharges from the surrounding residential areas have been and continue to be a maintenance challenge. In addition to the maintenance and drainage challenges presented by natural causes such as sediment buildup and wind/water erosion; the natural Chihuahuan Desert landscape, riparian area along the arroyos, and the native plant and wildlife ecoregions have been adversely altered within the project area due to various human induced disturbances affecting approximately 85 – 90 percent of the Chihuahuan Desert biotic community. The ACOE Preliminary Restoration Plan therefore designated the Las Cruces Dam Ecosystem Restoration Project as vital to limit further degradation and adverse impact of the disturbances caused to the historic arroyo riparian ecosystem of the Las Cruces and Alameda Arroyos. During the Feasibility Phase of the project (2006-2011), the ACOE has thoroughly researched and studied the project area and has formulated several objectives to address the following items:

- Increase the quality and quantity of the Chihuahuan riparian and wetland habitat.
- Increase the amount and diversity of native vegetation.
- Decrease the wind and water erosion from disturbed sites.
- Increase or restore habitat connectivity.
- Increase recreation opportunities; including environmental, cultural, and historic education.

After considering the aforementioned objectives, the proposed measures to meet the stated objectives consist of: the restoration of the arroyo riparian habitat, which would serve to improve the majority of the study area; the creation of Rio Grande bosque cottonwood and wet meadow habitats (playas and wetlands) where appropriate; the improvement of existing seasonal wetlands and the creation of an upper basin wetland using reclaimed water; and altering the current arroyo flow path to both conserve and improve current playa and arroyo habitat (including restoration of native riparian areas). In addition to the restoration of the natural areas, the ACOE also considered the added benefit of using the restored area as a natural recreation and education opportunity for the greater community of Las Cruces by designating new trails, non-intrusive wildlife viewing blinds, access to existing park areas from the project area and, informative/educational kiosks. The ACOE followed all Federal and NEPA requirements before the project was let. Due to funding constraints the ACOE and City had to scale back some trails and recreational features. The Las Cruces Dam Trail Improvements project would install additional trails and recreational features removed from the original project. The project will also provide better trail connectivity to other parks along the Las Cruces Flood Pool.

22. Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles

Notes: See [FMIS Improvement Type Codes](#) for complete improvement descriptions. List additional improvement types here: **Enter improvement type(s), including improvement type number.**

Project Details (fill out where applicable)

23. Route # or (Street) Name: N/A 24. Length (mi.): 2.8 miles
25. Begin mile post/intersection: N/A 26. End mile post/intersect.: N/A
27. Directions from nearest major intersection or landmark: Las Cruces Dam / Lohman Ave.
28. Google Maps link (see tutorial for help): <http://goo.gl/maps/uoflE>
29. Roadway FHWA Functional Classification(s): **Select a road type, or enter road types.**
-

Funding Information

30. Has this project received Federal funding previously? Yes. If yes, which years? 2013 Which program(s)? Construction General (CG) funds, under the authority of Section 1135 of the Water Resources Development Act of 1986 (P.L.99-662).

Please Itemize the Total Project Costs by Type

31. Environmental/Planning: \$5,000 32. Preliminary Engineering: \$2,000
33. Design: \$8,000 34. Right-Of-Way: \$0
35. Construction: \$450,000 36. Other (specify): \$0

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** \$465,000
38. **Local/County/Tribal Gov't Funds*:** \$75,000 [Committed]
39. **State Funds:** Enter dollar amount. [Requested]
40. **Tribal Transportation Program (TTP):** Enter dollar amount. [Select Existing or Requested]
41. **Other Federal grants:** Enter dollar amount. [Select Existing or Requested]
42. **Federal Funds** (STP/CMAQ/TAP funds requested): \$390,000

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

43. **Public Involvement:** During the feasibility phase of the project ACOE and City established habitat evaluation team that included federal, state, local, public and other interested parties who's experience and knowledge in ecosystem restoration and basic understanding of habitat evaluation process. The habitat team meet numerous times to discuss the project and give recommendations. Also during feasibility and design phases the ACOE and City had numerous project meetings that included public input, City of Las Cruces Work Sessions and City Council meetings.

44. **Right of Way:** The project is located on City of Las Cruces property.

45. **Design:** Completed in 2012 by the Army Corp of Engineer's. The construction drawings and contract documents will be modified to fit scaled phase project.

46. **Environmental Certification**:** Underway; an environmental site assesment document was completed in February 2011 for the project and will be amended upon grant award.

47. **Utility Clearances:** To be started

48. **ITS Clearances:** To be started

49. **Railroad Clearances:** To be started

50. **Other Clearances:** N/A

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

51. **Economic Vitality:** Type explanation.

52. **Safety for Motorized and Non-motorized Users:** Type explanation.

53. **Security for Motorized and Non-motorized Users:** Type explanation.

54. **Accessibility and Mobility of People and Freight:** Type explanation.

55. **Environment, Energy Conservation, Quality of Life:** Type explanation.

56. **Integration and Connectivity:** Type explanation.

57. **System Management and Operation:** Type explanation.

58. System Preservation: Type explanation.

REQUIRED DISTRIBUTION

59. Send a completed electronic version to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

Basic Project Information

A. Date of Submittal: July 30,2013

B. Sponsoring public entity: City of Las Cruces

C. Project Name: Las Cruces Dam Trail Improvements Project

Project Readiness and Planning

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to “shovel ready.”

Project Readiness: Scorers will refer to the “Project Readiness” section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received, in order to score points.* Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

Planning: Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified.* Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans.* If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

This project will complete the trail system adjacent to the Las Cruces Dam and will connect to existing trails in the area which will provide citizens a non-motorized alternative to reaching various parks, schools and businesses. In an effort to continue to meet the City's Strategic Goal of boosting economic development, the completion of the project will allow for an increase of foot traffic to numerous business locations thereby increasing the attractiveness for businesses to start-up or relocate to the Las Cruces area.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

The overlying goal of the project is provide citizens of Las Cruces a safe trail system that could be used on foot or bicycle traffic adjacent to the Las Cruces Dam. The trail is designed to keep citizens out of harms-way of motorized vehicles and is constructed to allow for a safe and stable travel surface to meet the physical needs of all population groups.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

This stretch of the trail system would be built adjacent to the Las Cruces Dam. The trail would connect the neighborhoods upstream of the Las Cruces Dam to the Las Cruces Dam Outfall Channel trail which is a segment of the existing trail system loop that goes around the city. In addition, this loop trail provides connectivity that helps make up for gaps in transit service at various locations. This project is consistent with the City of Las Cruces Comprehensive Plan, and Mesilla Valley MPO Transport 2040 Plan..

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

This trail will connect to city's existing trail system network. As each segment is completed, it becomes more convenient to cycle or walk to various destinations. This reduces vehicle miles travelled which ultimately benefits the environment by conserving fossil fuels.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

The new trail segment would allow users to essentially travel approximately 3 miles on foot or by bicycle promoting a healthy life style. People looking to relocate often search for cities that have trail systems for both recreation and alternative transportation choices. Trails provide outdoor family time, therapeutic exercise options and additional open space access. This project is consistent with the City of Las Cruces Comprehensive Plan, Mesilla Valley MPO Transport 2040 Plan.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

City of Las Cruces 1999 Comprehensive Plan: Transportation Element. GOAL 2: Pedestrian: Develop safe and convenient pedestrian access throughout the city. Policy 2.2.3. A multi-purpose, "run, walk, jog" concept should be employed for facilities separated from vehicular travel. Objective 3: Allow pedestrian facilities to be used for economic development. GOAL 4: Bicycle: Advance the use of bicycles as a viable mode of transportation within the City of Las Cruces and MPO area. Objective 1: Establish a method whereby coordinated bicycle planning and route alignment may include but is not limited to the following: identifying funding sources, producing user friendly maps, recognizing various types of users and trip purposes, and establishing design standards. Policy 4.1.3. All designs shall be based on approved and consistent development standards with the utmost regard for public safety. Land Use Element. Policy 1.10.7. The City shall encourage the use of a comprehensive recreational trail system to provide linkage among parks and recreation facilities and important urban activity areas. City of Las Cruces Rio Grande Corridor Comprehensive Plan: Goal 3 Create a multi-use trail system for the 11-mile corridor. Objective 3.1 Establish a design plan for the trails and open space areas that accommodate all types of non-motorized transportation and integrates existing or proposed alternative transportation pathways. Objective 3.4: To the greatest extent possible, make the river corridor experience "safe, sound, and sanitary." Mesilla Valley MPO Transport 2040 Plan. Goal 1. Integrate land uses with well connected transportation systems to develop an economic environment that provides timely access to a wide-range of jobs, services, education, and recreational opportunities. Goal 2. Balance the built and natural environments to promote physical activity, social interaction, and the sustainable use of resources Goal 3. Provide a variety of transportation choices that serve all users through developing safe, reliable, and convenient transportation modes.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

Enter information detailing how your project will promote efficient system management and operation.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The proposed project could use recycled milled asphalt material from the city's street maintenance projects.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

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term horizons. To this end, SRTS infrastructure related funding in the amount of \$500,000, has been approved and accepted by the Las Cruces City Council (August 5, 2013) with several such projects ready to begin. Assisting in the coordination of these projects as may be necessary, coordinating SRTS coalition meetings, serving as technical support for local SRTS champions and other entities and participating on the local School Siting Committee are some of the programmatic activities anticipated for this position. Other activities involve the continued promotion of SRTS in the community, and serving as SRTS trainer for future champions are also anticipated activities this position will conduct.

22. Select an Improvement Type for the project: 27 Administration

Notes: See FMS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: 18 Planning

Project Details (fill out where applicable)

23. Route # or (Street) Name: n/a 24. Length (mi.): n/a
25. Begin mile post/intersection: n/a 26. End mile post/intersect.: n/a
27. Directions from nearest major intersection or landmark: n/a
28. Google Maps link (see tutorial for help): n/a
29. Roadway FHWA Functional Classification(s): n/a
-

Funding Information

30. Has this project received Federal funding previously? Yes. If yes, which years? FY 09, 10, 11, 12, 13 Which program(s)? SRTS

Please Itemize the Total Project Costs by Type

31. Environmental/Planning: Enter \$ amount. 32. Preliminary Engineering: Enter dollar amount.
33. Design: Enter dollar amount. 34. Right-Of-Way: Enter dollar amount.
35. Construction: Enter dollar amount. 36. Other (specify): Administration/Planning 1/2 time:
\$33,898 - FY14; \$33,898 - FY15

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** \$79,349 (\$39,675 per FY 14 and FY 15)
38. **Local/County/Tribal Gov't Funds*:** FY 14 General fund monies budgeted and available \$5,777. FY 15 budget not commenced. [Committed]
39. **State Funds:** \$0 [Select Existing or Requested]
40. **Tribal Transportation Program (TTP):** \$0 [Select Existing or Requested]
41. **Other Federal grants:** \$0 [Select Existing or Requested]
42. **Federal Funds (STP/CMAQ/TAP funds requested):** \$67,796

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the date

that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

43. **Public Involvement:** n/a

44. **Right of Way:** n/a

45. **Design:** n/a

46. **Environmental Certification**:** n/a

47. **Utility Clearances:** n/a

48. **ITS Clearances:** n/a

49. **Railroad Clearances:** n/a

50. **Other Clearances:** n/a

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

51. **Economic Vitality:** Type explanation.

52. **Safety for Motorized and Non-motorized Users:** Type explanation.

53. **Security for Motorized and Non-motorized Users:** Type explanation.

54. **Accessibility and Mobility of People and Freight:** Type explanation.

55. **Environment, Energy Conservation, Quality of Life:** Type explanation.

56. **Integration and Connectivity:** Type explanation.

57. **System Management and Operation:** Type explanation.

58. **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

59. **Send a completed electronic version to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.**

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

Although the administration and planning aspects of the proposed "project" do not directly speak to economic vitality in the sense that capital projects may, the function and purpose of the intended position is to aid in the review and analysis, following the five E principals, of any SRTS related issue that arises beyond those already identified in the Mesilla Valley MPO SRTS Action Plan. Doing so along with continued administrative assistance and program promotion helps to ensure that the community in Las Cruces continues to adequately address SRTS needs and concerns thereby promoting the community and local school district in a positive, progressive and healthy manner. This then could result in renewed interest toward potential private reinvestment in and redevelopment of our neighborhoods thereby increasing neighborhood stability and pride while minimizing tax base loss due to decreases in property values when neglect and apathy might otherwise set in.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

One key premise behind the non-infrastructure role of the SRTS program is to plan, promote and champion safety and security related issues for students who are users of facilities such as sidewalks, paths, trails, etc. These users which include both pedestrians and cyclists, benefit from the planning and administrative aspects of a SRTS coordinator function in that deficient facilities (inadequate signage near schools, poor access and markings at intersections, sidewalks in need of repair, inadequate type, location and number of bike racks, poor school access from surrounding neighborhoods, etc.) can be promptly identified and in most cases programmed for repair or improvement in local ICIP efforts. Although many of these aspects have been identified in the current SRTS Action Plan, having this position in place helps guarantee that issues not presently identified can be considered and remedied as quickly as possible. At minimum, having this position may help keep the concepts fresh as future discussions on school siting and design standards take place.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

SRTS Action Plan promotion of accessible routes to and from school facilities along with fostering the concept of CLC policy regarding complete streets go hand in hand. These concepts seek to ensure that adequate transportation provisions of all types are in place and that proper connectivity exists in our built environment. With a SRTS voice, concepts promoting improved mobility through increased connectivity can be encouraged and validated by showing the likely benefits for our youth which include improved health, safety and welfare. Increased connectivity and mobility ensures that the likelihood of our youth walking and rolling to school will continue to improve which helps reduce auto congestion on our roads and modal conflicts when poor accessibility and connectivity would otherwise exist.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

As a participating voice on the existing School Siting Committee, emphasis can be directed toward improving accessibility of schools from the neighborhoods they serve. As a result, there should be less vehicle miles travelled related to drop off and pick up of school age children which in turn helps improve air quality and reduces petroleum use all of which helps our environment and conservation perspectives.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

Related non-infrastructure activities help promote and provide for healthy lifestyles resulting in an improved quality of life for those that utilize related facilities and for those that reside nearby. Related facilities and programs that promote them create greater vibrancy within the neighborhood fabric which helps build community identity and character which contributes to an improved quality of life.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

The 1999 Las Cruces Comprehensive Plan promotes multi-modal transportation and complete streets concepts not only in the Transportation Element, but within the Land Use Element as well. The blending of these two elements among all other policy seeks to encourage a mixed use environment within the community with various transportation opportunities involving all modes of travel particularly those considered to be underutilized such as ped and bicycle. The proposed "project" offers an opportunity to ensure that all modes of transportation are considered in developing and redevelopment areas and to ensure that the actions provided in the plan that support the goals and policies are achieved. Similarly, it is the intent of the CLC Comprehensive Plan to increase connectivity throughout the City's neighborhoods to encourage all available forms of transportation. These issues are anticipated to be examined via the development review process. The Mesilla Valley MPO Transportation Plan and the OVOV 2040 Regional Plan although not CLC centric, also offer policy that further supports mixed use and multi-modal concepts introduced in the CLC Comprehensive Plan.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

The project although non-infrastructure in purpose, will help ensure that existing and proposed facilities are either maintained to allow their continued use or to ensure that their placement when new, tie into planned network expansion thus supporting the overall goals of increased connectivity and modality

within the community. Maintenance of existing facilities as an example is but one priority with the SRTS Action Plan found to be a necessary action pursuant to the original Hillrise SRTS Pilot Project.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The proposed project due to it's orientation of administering SRTS and SRTS planning will seek to actively encourage related facility use on a continual basis which will result in the preservation of existing and planned facilities from the maintenance perspective. Any existing network of trails, sidewalks, paths, etc. will be enhanced with new planned facilities in accordance with related plans particularly those identified within the MVMPO Transportation Plan. Any such enhancement will serve as a benefit to the local community with safety and increased connectivity in mind.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

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trail. The gravel surface will be replaced with a permeable concrete surface which will reduce the maintenance of the trail and increase the durability of the surface.

22. Select an Improvement Type for the project: 28 Facilities for Pedestrians, Bicycles

Notes: See FMIS Improvement Type Codes for complete improvement descriptions. List additional improvement types here: **Enter improvement type(s), including improvement type number.**

Project Details (fill out where applicable)

23. Route # or (Street) Name: N/A 24. Length (mi.): 1.1 miles
25. Begin mile post/intersection: N/A 26. End mile post/intersect.: N/A
27. Directions from nearest major intersection or landmark: US 70 / Rio Grande
28. Google Maps link (see tutorial for help): <http://goo.gl/maps/cKmRv>
29. Roadway FHWA Functional Classification(s): **Select a road type, or enter road types.**
-

Funding Information

30. Has this project received Federal funding previously? Yes. If yes, which years? 2000 Which program(s)? Sustainable Development Challenge Grant from the Environmental Protection Agency

Please Itemize the Total Project Costs by Type

31. Environmental/Planning: \$7,000 32. Preliminary Engineering: \$3,000
33. Design: \$5,000 34. Right-Of-Way: \$0
35. Construction: \$450,000 36. Other (specify): \$0

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** \$465,000
38. Local/County/Tribal Gov't Funds*: \$75,000 **[Committed]**
39. State Funds: **Enter dollar amount.** **[Requested]**
40. Tribal Transportation Program (TTP): **Enter dollar amount.** **[Select Existing or Requested]**
41. Other Federal grants: **Enter dollar amount.** **[Select Existing or Requested]**
42. Federal Funds (STP/CMAQ/TAP funds requested): \$390,000

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

43. **Public Involvement:** In 2002 an Environmental Assessment document was completed for phase one of the Alternative Transportation Pathway project. As part of the process, public meetings were held to discuss the project on January 22nd, 23rd and 24th of 2002. There was also a public ribbon cutting to celebrate the trail's completion. Additional meetings will be held to discuss phase II of the project.

44. **Right of Way:** In 2003, the City acquired a right-of-way permit from International Boundary and Water Commission for phase one of the pathway. This agreement will be updated upon grant award.

45. **Design:** To be started

46. **Environmental Certification**:** Underway; an environmental assessment document was completed in September 2002 for phase one of the pathway and will be amended upon grant award.

47. **Utility Clearances:** To be started

48. **ITS Clearances:** To be started

49. **Railroad Clearances:** To be started

50. **Other Clearances:** N/A

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

51. **Economic Vitality:** Type explanation.

52. **Safety for Motorized and Non-motorized Users:** Type explanation.

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56. **Integration and Connectivity:** Type explanation.

57. **System Management and Operation:** Type explanation.

58. **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

59. Send a completed electronic version to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

This project will complete the third and final segment of a city-wide multi-use pedestrian pathway which provides citizens a non-motorized alternative to reaching various parks, schools and businesses. In an effort to continue to meet the City's Strategic Goal of boosting economic development, the completion of the project will allow for an increase of foot traffic to numerous business locations thereby increasing the attractiveness for businesses to start-up or relocate to the Las Cruces area.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

The overlying goal of the project is provide citizens of Las Cruces an approximate eight-mile loop to safely travel, on foot or bicycle, around the city. This pathway is designed to keep citizens out of harms-way of motorized vehicles and is constructed to allow for a safe and stable travel surface to meet the physical needs of all population groups. The specific project area (1.1-mile segment of the pathway) is currently gravel, which can be a slip-and-fall hazard to citizens walking/jogging on the path and could potentially injure cyclists who might skid and fall on the loose gravel. This project will remedy identified potential safety hazards along the specified project area.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

This stretch of the multi-use trail system connects the Las Cruces Dam Outfall Channel trail, 4 miles, with the La Llorona Park trail, 3 miles. This vital 1.1 mile segment makes it possible for cyclists and pedestrians to travel from the east side of Las Cruces (east of I-25) to the Rio Grande then south to Calle de Norte. The town of Mesilla is a mere 1 mile to the east. From here, travelers can take University Avenue or Avenida de Mesilla back to Las Cruces. In addition, this loop trail provides connectivity that helps make up for gaps in transit service at various locations. This project is consistent with the City of

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

This pathway is part of a larger loop trail proposed for the entire city. As each segment is completed, it becomes more convenient to cycle or walk to various destinations. This reduces vehicle miles travelled which ultimately benefits the environment by conserving fossil fuels. The project will replace an existing gravel surface with a permeable durable surface that will allow water to recharge the water table adjacent to the trail. The new surface will also reduce future maintenance cost.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

This trail segment would allow users to essentially travel approximately 8 miles on foot or by bicycle promoting a healthy life style. People looking to relocate often search for cities that have trail systems for both recreation and alternative transportation choices. Trails provide outdoor family time, therapeutic exercise options and additional open space access. This project is consistent with the City of Las Cruces Comprehensive Plan, City of Las Cruces Rio Grande Corridor Comprehensive Plan and Mesilla Valley MPO Transport 2040 Plan.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

City of Las Cruces 1999 Comprehensive Plan: Transportation Element. GOAL 2: Pedestrian: Develop safe and convenient pedestrian access throughout the city. Policy 2.2.3. A multi-purpose, "run, walk, jog" concept should be employed for facilities separated from vehicular travel. Objective 3: Allow pedestrian facilities to be used for economic development. GOAL 4: Bicycle: Advance the use of bicycles as a viable mode of transportation within the City of Las Cruces and MPO area. Objective 1: Establish a method whereby coordinated bicycle planning and route alignment may include but is not limited to the following: identifying funding sources, producing user friendly maps, recognizing various types of users and trip purposes, and establishing design standards. Policy 4.1.3. All designs shall be based on approved and consistent development standards with the utmost regard for public safety. Land Use Element. Policy 1.10.7. The City shall encourage the use of a comprehensive recreational trail system to provide linkage among parks and recreation facilities and important urban activity areas. City of Las Cruces Rio Grande Corridor Comprehensive Plan: Goal 3 Create a multi-use trail system for the 11-mile corridor. Objective 3.1 Establish a design plan for the trails and open space areas that accommodate all types of non-motorized transportation and integrates existing or proposed alternative transportation pathways. Objective 3.4: To the greatest extent possible, make the river corridor experience "safe, sound, and sanitary." Mesilla Valley MPO Transport 2040 Plan. Goal 1. Integrate land uses with well connected transportation systems to develop an economic environment that provides timely access to a wide-range of jobs, services, education, and recreational opportunities. Goal 2. Balance the built and natural environments to promote physical activity, social interaction, and the sustainable use of resources Goal 3. Provide a variety of transportation choices that serve all users through developing safe, reliable, and convenient transportation modes.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

The project will replace an existing gravel surface with a permeable durable concrete surface which will reduce future maintenance cost.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

This proposed project would upgrade an existing trail segment by replacing an inferior surfacing material with a more durable one.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

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TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

Basic Project Information

A. Date of Submittal: Aug. 12, 2013

B. Sponsoring public entity: Las Cruces Public Schools

C. Project Name: LCPS Safe Routes to School Program (SRTS)

Project Readiness and Planning

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to "shovel ready."

Project Readiness: Scorers will refer to the "Project Readiness" section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received*, in order to score points. Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

Planning: Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified*. Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans*. If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the "planning factors" outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

Enter details regarding economic vitality, citing supporting documents or studies related to your project.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

High traffic flow around schools during morning drop off and afternoon pick causes major traffic congestions for vehicles, school buses, and pedestrians. Pedestrians walking home are at risk due to added vehicle traffic driving to the schools to pick up or drop of students. With the implementation of many more after school programs pedestrians and vehicles are in conflict even later in the afternoon. This additional traffic creates safety issues for school staff, students, parents, and bus companies arriving for school. A Safe Routes to School Champion will encourage students, parents, and school staff to develop Walking School Buses, regular walking to school days, and educate parents, staff, and students about traffic and walking safety. The SRTS Champion will promote walking activities to students and parents to decrease traffic congestions around schools. Education will present the approved SRTS curriculum to students, parents, and staff to encourage safe walking and biking skills. The Champion and the SRTS program will evaluate walking routes to the school and make suggestions to City Traffic Engineers, School District Leadership to implement infrastructure projects to make the streets, sidewalks, and walkways safe for the students and community.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

SRTS Champions evaluate walking routes to schools and conduct walking surveys to find safety issues that might prevent the students or community from walking to school. These surveys determine ADA issues, walkability issues, sidewalk needs, obstructions, engineering suggestions, intersection alignment concerns, lack of crosswalks, lack of traffic control signs, and speed limit concerns.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

Encouraging students and parents to walk to and from schools decreases emission exhaust from cars around school building and the neighborhoods around the schools. Reduced emission provides a healthier environment for children and families. Air pollutants from emissions can be harmful to children's developing respiratory systems. Walking and biking to school, combined with reduced traffic can reduce the increase in asthma rates in children. For studies and more information see:
<http://www.saferoutesinfo.org/program-tools/what-are-potential-environmental-impacts-safe-routes-school-programs>

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

There are many advantages to being involved with SRTS program. Kids who walk or bike to school tend to be more alert in the classroom and are better prepared to learn. We are all too familiar with the rise in childhood obesity; walking and biking are part of the solution to this problem. By modeling healthy behaviors both before and during school, kids receive a consistent message. Additionally, providing organized opportunities for kids to walk and bike to school allows parents yet another avenue to become involved in the school. For studies see:
<http://saferoutespartnership.org/blog/its-no-brainer-active-kids-smarter-kids>

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

Enter information explaining how your project will help achieve desired land use goals.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

Performance will be monitored and evaluated by monthly conference calls, progress reports, and summary reports. These champions will provide coordination and technical assistance to schools with in the Las Cruces Public Schools on the development of a SRTS program. SRTS champions will organize, coordinate and implement a Walking School Bus and potential Bike Train events with frequency determined by the school plus the ability to provide additional school site education on pedestrian and bicycle safety. These champions will provide presentations and reports to the LCPS/City of Las Cruces Safe Routes to School Coalition. They will also provide media coverage, educational, and promotional materials for efforts supporting and participating in the SRTS program. The SRTS program's efforts will work to prevent, protect, provide, promote and partner to improve health and safety of students walking and biking to school.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The SRTS program is focused on sustainability by getting parents, teachers, principals involved and presenting the educational curriculum in the classroom. SRTS partners with local leaders to develop an on going program that will at a minimum conduct weekly walking or biking events. The National SRTS program also hold 2 large walking and biking events for school to participate in.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
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5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.

TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

Basic Project Information

A. Date of Submittal: Aug. 14, 2013

B. Sponsoring public entity: Las Cruces Public Schools

C. Project Name: LCPS Safe Routes to School Program (SRTS)

Project Readiness and Planning

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to "shovel ready."

Project Readiness: Scorers will refer to the "Project Readiness" section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received*, in order to score points. Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

Planning: Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified*. Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans*. If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the "planning factors" outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.

Resolution in Support of the TAP LCPS Safe Routes to School Program

Whereas: The Las Cruces Public Schools will apply for TAP funding in order to continue its Safe Routes to School Program; and

Whereas: The Safe Routes to School program would take place during the 2014/2015 budget and school year; and

Whereas: To be a Safe Routes to Schools Program funded by TAP requires the formation of Teams at each school coordinated by champions which can include parents, neighbors, and interested teachers, which will organize walking school buses, bike trains and events; and

Whereas: Safe Routes to School Champion will assist in maintaining a community-wide Task Force which will include parents, neighborhood members, law enforcement, and participation from staff from the school and town which will identify and evaluate safer routes to schools for our children and present this to LCPS and City staff; and

Whereas: Safe Routes to School will be providing in-class safety education in each qualifying school, and

Whereas: In addition to helping to relieve morning traffic (which is at an all-time high), Las Cruces Public School District is excited about the potential for this Safe Routes to School Program because walking and bicycling increases the physical health of children; and

Whereas: There are several existing bicycle and pedestrian paths in our community, as well as sidewalks and bicycle lanes, which would be well used as school routes through more community education, cooperation, and promotion.

Therefore: Las Cruces Public School District is pleased to support the Safe Routes to School program and act as fiscal agent for any funds awarded to the district.

to develop Walking School Buses, regular walking to school days, and educate parents, staff, and students about traffic and walking safety. The SRTS Champion will promote walking activities to students and parents to decrease traffic congestions around schools. Education will present the approved SRTS curriculum to students, parents, and staff to encourage safe walking and biking skills. The Champion and the SRTS program will evaluate walking routes to the school and make suggestions to City Traffic Engineers, School District Leadership to implement infrastructure projects to make the streets, sidewalks, and walkways safe for the students and community.

22. Select an Improvement Type for the project: 21 Safety

Notes: See [FMIS Improvement Type Codes](#) for complete improvement descriptions. List additional improvement types here: Enter improvement type(s), including improvement type number.

Project Details (fill out where applicable)

23. **Route # or (Street) Name:** Enter route number or name. 24. **Length (mi.):** Enter length in miles.
25. **Begin mile post/intersection:** Enter begin point. 26. **End mile post/intersect.:** Enter end point.
27. **Directions from nearest major intersection or landmark:** Enter directions, field will expand.
28. **Google Maps link (see tutorial for help):** Enter shortened Google Maps URL [goo.gl/maps/xxxx].
29. **Roadway FHWA Functional Classification(s):** Select a road type, or enter road types.
-

Funding Information

30. **Has this project received Federal funding previously? Yes. If yes, which years?**
2008,2009,2010,2011,2012,2013 **Which program(s)?** Safe Routes to School

Please Itemize the Total Project Costs by Type

31. **Environmental/Planning:** Enter \$ amount. 32. **Preliminary Engineering:** Enter dollar amount.
33. **Design:** Enter dollar amount. 34. **Right-Of-Way:** Enter dollar amount.
35. **Construction:** Enter dollar amount. 36. **Other (specify):** \$30,000

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** Enter TOTAL dollar amount, to match sum of all other funds below.
38. **Local/County/Tribal Gov't Funds*:** Dollar amount, source. [Committed/Not Committed]
39. **State Funds:** Enter dollar amount. [Select Existing or Requested]
40. **Tribal Transportation Program (TTP):** Enter dollar amount. [Select Existing or Requested]
41. **Other Federal grants:** Enter dollar amount. [Select Existing or Requested]
42. **Federal Funds (STP/CMAQ/TAP funds requested):** Enter dollar amount.

** Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.*

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the **date** that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

43. **Public Involvement:** SRTS meets Monthly to coordinate activities.

- 44. **Right of Way:** Date completed, under way, to be started, OR N/A.
- 45. **Design:** Date completed, under way, to be started, OR N/A.
- 46. **Environmental Certification**:** Date completed, under way, to be started, OR N/A.
- 47. **Utility Clearances:** Date completed, under way, to be started, OR N/A.
- 48. **ITS Clearances:** Date completed, under way, to be started, OR N/A.
- 49. **Railroad Clearances:** Date completed, under way, to be started, OR N/A.
- 50. **Other Clearances:** Date completed, under way, to be started, OR N/A.

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

- 51. **Economic Vitality:** Type explanation.
 - 52. **Safety for Motorized and Non-motorized Users:** Type explanation.
 - 53. **Security for Motorized and Non-motorized Users:** Type explanation.
 - 54. **Accessibility and Mobility of People and Freight:** Type explanation.
 - 55. **Environment, Energy Conservation, Quality of Life:** Type explanation.
 - 56. **Integration and Connectivity:** Type explanation.
 - 57. **System Management and Operation:** Type explanation.
 - 58. **System Preservation:** Type explanation.
-

REQUIRED DISTRIBUTION

- 59. **Send a completed electronic version** to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.

August 14, 2013

Rosa Kozub/TAP Coordinator
1120 Cerrillos Road, South Building, I-N
P.O. Box 1149
Santa Fe, NM 87504

Dear Mrs. Kozub:

The Las Cruces Public School's wishes to apply for NM Transportation Alternatives Program (TAP) funding and continue our Safe Routes to Schools Program by employing a half time Champion. I understand that the TAP funding will take place during the 2014-2015 budget years. Our Safe Routes to School Program will continue our participation with the Safe Routes Team at individual schools, NM Safe Routes to School, and with the City of Las Cruces which can include parents, neighbors, and interested teachers, which will organize education, encouragement, and events.

If TAP funding is provided our Safe Routes to School Champion will be providing in-class safety education within the school district and will be training parents, volunteers, public safety officers and interested staff in assisting in these presentations and activities to include Walking School Buses and/or Bike Trains.

I also understand that the school district will be part of a community-wide Task Force of parents, neighborhood members, and participation from staff from the school and town which will identify and evaluate safer routes to schools for our children and present this to City staff.

In addition to helping to relieve morning traffic (which is at an all-time high), I am excited about the potential for this Safe Routes to School Program because walking and bicycling increases the physical and mental health of our children. The Safe Routes to School Program is written into our School Board Policy and Regulations.

I am pleased to announce the school district's support and will provide the required matching funds required of the TAP and will apply any awarded funding opportunities to help address recognized safety needs in or around the Las Cruces Public Schools.

Sincerely,
Stan Rounds, Superintendent

Las Cruces Public Schools

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\$8,000 per year), and provided accessibility and choices for those who do not drive. This effect will increase riders disposable income, and remove vehicles off the roadway, reduced the use of fossil fuels, and reduced greenhouse gas emission in the pristine sky's of South Central New Mexico.

22. Select an Improvement Type for the project: 23 Transit

Notes: See [FMIS Improvement Type Codes](#) for complete improvement descriptions. List additional improvement types here: **Enter improvement type(s), including improvement type number.**

Project Details (fill out where applicable)

23. **Route # or (Street) Name:** SCRTD Dona Ana County Transit 24. **Length (mi.):** 40 Mile Route
25. **Begin mile post/intersection:** Radium Springs 26. **End mile post/intersect.:** Berino Hwy 28, 478
27. **Directions from nearest major intersection or landmark:** Transport both north and south Hwy 28, 478, and other routes
28. **Google Maps link (see tutorial for help):** NA
29. **Roadway FHWA Functional Classification(s):** Local
-

Funding Information

30. Has this project received Federal funding previously? No. If yes, which years? Enter year(s).
Which program(s)? Enter program(s).

Please Itemize the Total Project Costs by Type

31. **Environmental/Planning:** 0 32. **Preliminary Engineering:** 0
33. **Design:** 0 34. **Right-Of-Way:** 0
35. **Construction:** 150,000 36. **Other (specify):** 150,000

Funding Sources

List all sources and amounts of funding, both requested and committed, for the project.

37. **Total Project Cost Estimate:** \$150,000
38. **Local/County/Tribal Gov't Funds*:** \$20,000 Local Government entity assessment fee [Committed]
39. **State Funds:** \$250,000 fy 15, 5311 program [Requested]
40. **Tribal Transportation Program (TTP):** 0 [Requested]
41. **Other Federal grants:** \$250,000 fy New Starts Program [Requested]
42. **Federal Funds (STP/CMAQ/TAP funds requested):** TAP 25,000

* Identify the specific local/ city/ county/ tribal government fund(s) source, such as gas tax, sales tax, etc.

Project Readiness

This is a list of certifications, clearances, and other processes that could apply to the project. These steps may not be required at this time, but could be necessary at a later date. Identify the date

that the certification or clearance was received **OR** if a certification/ clearance is under way **OR** will be started in the future **OR** the step is not applicable (N/A). **Do not leave any field blank.**

43. **Public Involvement:** Various Public meetings held to discuss transit projects

44. **Right of Way:** Upon locating bus stop, work with NMDOT to acquire needed agreement, (upon approval of funding, normally 60-90 days)

45. **Design:** standard design July 2013

46. **Environmental Certification**:** NA

47. **Utility Clearances:** NA

48. **ITS Clearances:** NA

49. **Railroad Clearances:** NA

50. **Other Clearances:** NA

** NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Government Agreement Handbook.**

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed. **NOTE: if you are applying for TAP funds, leave this section blank and complete the supplemental TAP application.**

51. **Economic Vitality:** Transit will transport individuals to work and commerce opportunities.

52. **Safety for Motorized and Non-motorized Users:** Transit is safer, and removes vehicles of the road.

53. **Security for Motorized and Non-motorized Users:** Public Transit drivers are trained and certified in Security, First Aid, and Safety, mandated by NMDOT and FTA.

54. **Accessibility and Mobility of People and Freight:** Transit Creates greater mobility for users

55. **Environment, Energy Conservation, Quality of Life:** Transit reduces emissions and adds to quality of life

56. **Integration and Connectivity:** Transit provides connectivity to regional communities

57. **System Management and Operation:** STAR-Safe, Timely, Affordable, and Reliable operations and systems management.

58. **System Preservation:** Public Transit would reduce some need to maintain roads, there would be reduced traffic counts by removing vehicles of the roadways.

REQUIRED DISTRIBUTION

59. **Send a completed electronic version** to appropriate RPO/MPO, District staff, and NMDOT Planning liaison.



TRANSPORTATION ALTERNATIVES PROGRAM (TAP) APPLICATION

INSTRUCTIONS: Applicants are required to read through the FFY14/15 New Mexico TAP Guide prior to completing this application. Please complete the Project Identification Form (PIF) first, and then complete this TAP application form.

Introduction

As outlined in the FFY14/15 NM TAP Guide, this application will be used by all of the New Mexico RPOs and MPOs to score and rank projects submitted for TAP funding. The process is competitive and the highest scoring projects within each MPO/RPO will be the first priority for funding.

Please refer to the FFY14/15 New Mexico TAP Guide when filling out this application, as the Guide provides information on the application questions, the overall TAP process, eligible entities and eligible projects. *Before submitting an application, local agencies are required to consult with their MPO/RPO to ensure eligibility.*

Basic Project Information

A. Date of Submittal: August 9, 2013
SCRTD

B. Sponsoring public entity: South Central Regional Transit District (SCRTD)

C. Project Name: SCRTD- Dona County (Radium Springs-Berino) Bus Signs, Shelters, Benches with concrete slabs.

Project Readiness and Planning

Two of the most critical factors in project selection are Project Readiness and Planning. MPOs and RPOs will score these factors based upon information you provide on the PIF and your supporting documentation. NMDOT does not expect that most TAP projects will score highly on project readiness; however, preference will be given to those projects closer to “shovel ready.”

Project Readiness: Scorers will refer to the “Project Readiness” section of the PIF. *Applicants must provide documentation of all certifications/clearances/proofs of exemption received*, in order to score points. Applications will receive 5 points each for documented: Right-of-Way, Design, Environmental, Utility, Intelligent Transportation Systems (ITS), and Railroad.

Planning: Scorers will refer to the first page of the PIF, where applicants indicate if the project is part of the local Infrastructure and Capital Improvements Plan (ICIP) and/or other plans. Additionally, *applicants must provide documentation of all plans in which the project is identified*. Please include the cover sheet and the page(s) where the project is referenced. *Do not send entire plans*. If documentation is provided indicating that the project is in the ICIP, the application will receive 5 points. Two additional points will be awarded for each additional plan that includes the project, up to a maximum of 10 points. For a list of eligible planning documents, refer to page 14 of the NM TAP Guide.

Additional Scoring Factors

Beyond project readiness and planning, TAP projects are evaluated on the following factors, which are derived from the “planning factors” outlined in Federal transportation legislation. Responses to the questions will be scored according to the following scale:

- 5 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 4 points: The application demonstrates a thorough understanding of how this factor applies, and provides some documentation on how the project meets the factor.
- 3 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 2 points: The application demonstrates a basic understanding of this factor in general, but does not provide any documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 250 words** for each question below.*

1. Economic Vitality

Provide detailed information on how your eligible TAP project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

The South Central Regional Transit District (SCRTD) has conducted numerous community meetings in the Southern Dona Ana County. The main findings in these discussions have been that residents are in need of getting to jobs, healthcare, and the opportunity to shop in a larger area than Sierra County presently provides. By elimination of one vehicle in a household there is approximately \$8,000 of saving attributed to riding public transportation. Therefore as a result there is a significant increase in disposable income. Now riders have more money for other economic necessities, such as housing improvements and quality of life opportunities.

American Public Transit Association Facts: (www.publictransportation.org "Facts at a Glance")

oEvery \$1 invested in public transportation generates approximately \$4 in economic returns.

oEvery \$1 million invested in public transportation creates or supports 36 jobs.

oEvery \$1 million in capital investment in public transportation yields \$30 million in increased business sales.

oEvery \$1 million in operating investment yields \$3.2 million in increased business sales.

oPublic transportation not only gets people to work it puts people to work.

Economic development citing specialists rank public transportation as a necessity when making crucial decisions regarding the placement of new companies in communities.

With the opening, and future opportunities the Spaceport America facility brings to the region, there will be need to transport local residents and visitor to this site. New Mexico has invested significantly to this project.

2. Safety and Security

Please explain the safety issue you are trying to address and provide any available data. Describe how your eligible TAP project will increase the safety and security of different user groups by making it safe for them to walk, bicycle or access public transit in their community. Please cite and provide any supporting documents or studies.

Public Transit is 10 times safer than operating a motor vehicle (US Department of Transportation)

There is less driver fatigue. Public Transit buses and vans have the ability to transport bicycle riders long distances, than they can bike to their final destination. Public Transit Drivers are also trained in

passenger assistance, evacuation of vehicle, first aid, and many other certifications the normal citizen does not have. Bus signs and shelters provide a safe and consistent location for bus riders to assemble.

3. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks. Please cite and provide any supporting documents or studies.

The SCRTD is developing a seamless transit system which can transport or transfer riders from as far as Elephant Butte to Sunland Park-El Paso, through Las Cruces's new multi-modal Transit Center with additional connections to Chapparal. The funding for this request would allow the residents of Dona Ana County to connect to the other portions of Southern New Mexico. This type of service would provide the opportunity to seek employment, attend educational opportunities (NMSU, DABCC, El Paso) have better access to Medical appointments and treatment, and greater opportunity to shop and socialize in the Las Cruces area, connecting to RoadRunner Transit system for distribution in the local Las Cruces area.

4. Protection and Enhancement of the Environment

Please provide information as to how your TAP project will promote environmental conservation. Please cite and provide any supporting documents or studies.

Public Transportation Reduces U.S. Foreign Oil Dependence Using conservative assumptions, studies found that current public transportation usage reduces U.S. gasoline consumption by 1.4 billion gallons each year. In concrete terms, that means: □ 108 million fewer cars filling up – almost 300,000 every day. □ 34 fewer super tankers leaving the Middle East – one every 11 days. □ Over 140,000 fewer tanker truck deliveries to service stations per year. □ A savings of 3.9 million gallons of gasoline per day. These savings result from the efficiency of carrying multiple passengers in each vehicle, the reduction in traffic congestion from fewer automobiles on the roads, and the varied sources of energy for public transportation. Public transportation also saves energy by enabling land use patterns that create shorter travel distances, both for transit riders and drivers. These statistics have the same type of affect although much lower in number as it applies to the Sierra County and Hatch areas for this project. Communities that invest in public transit reduce the nation's carbon emissions by 37 million metric tons annually. One person switching to public transit can reduce daily carbon emissions by 20 pounds or more than 4,800 pounds in a year. A single commuter switching his or her commute to public transportation can reduce a household's carbon emissions by 10% and up to 30% if he or she eliminates a second car. When compared to other household actions that limit CO₂, taking public transportation can be 10 times greater in reducing this harmful greenhouse gas.

Please describe how your TAP project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

U.S. Center for Disease Control recommends that adults average at least 22 daily minutes of moderate physical activity, such as brisk walking, to stay fit and healthy. Although less than half of American adults achieve this target, most public transportation passengers do exercise the recommended amount while walking to and from transit stations and stops. Riders will be more rested when they arrive to their destinations, and have greater productivity in the workplace.

Please explain how your TAP project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

Public transit has the opportunity to plan and site transportation oriented developments (TOD). This type of housing and commercial developments promotes the use of transit. Residents tend to walk and bike,

eliminating the usage of a vehicle in a multi-vehicle household, therefore providing significant savings by not having to purchase and or maintain an additional vehicle.

5. Efficient System Management and Operation

Please describe how your eligible TAP project will promote efficient system management and operation, particularly with regard to the maintenance of the TAP-funded improvement. Please cite and provide any supporting documents or studies.

The SCRTD would initiate and maintain a (STAR) Safe, Timely, Affordable, and Reliable public transit system, with accessible and safe infrastructure that would provide the accesability to those who need to travel to work, school, medical, or other needs.

6. System Preservation

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

By residents utilizing public transit, there would be less usage of motor vehicles, therefore have less need for road maintenance projects. Additionally, reduced consumption of fossil fuels, less of a carbon footprint, greater productivity of in the workplace, less fatigue and safer travel on the roadways.

Application Submission

Please submit two copies of your entire application package to your MPO/RPO planner or contact. See page 21 of the NM TAP Guide for this information.

Your application should include:

1. NMDOT Project Identification Form (PIF)
2. TAP Application
3. Resolution of Sponsorship from the sponsoring entity, indicating proof of local match, maintenance commitment, and available budget to pay project costs up front.
4. Letter(s) of support from the jurisdiction(s) that has ownership over affected right(s)-of-way. This is only required if the project is not entirely within the jurisdiction of sponsoring entity.
5. Any documentation—such as plans, certifications or studies—that are referenced and support the application.