**Metropolitan Planning Organization**

Serving Las Cruces, Doña Ana, and Mesilla

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<http://mesillavalleympo.org>

Transportation Improvement Program

Project Application, Evaluation & Prioritization

Federal Fiscal Years 2020-2025

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| Planning Compliance (Mandatory) | *Items Requested* |
| Compliance with the MPO Transportation Plan and maps. | * Yes No
* If yes, cite the supporting statements in the Transportation Plan or the facilities indicated on the MPO maps.
* If no, discuss with MPO staff the process for obtaining an amendment to the Transportation Plan.

MPO Website: <http://mesillavalleympo.org> |
| Compliance with local, regional, and State land-use and transportation planning documents. See the examples in the adjoining cell. | * New Mexico DOT and/or District One Plans
* Doña Ana County Plans
* Extra-Territorial Zone Plans
* City of Las Cruces Plans
* Other applicable Plans
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| Project Information | MPO staff strongly recommends that the applicant discusses these types of issues with the Technical Advisory Committee and MPO Staff **before** completing this application. |
| Performance Measure Requirements | Moving Ahead for Progress in the 21st Century Act (MAP-21), Fixing America’s Surface Transportation Act (FAST Act), and 23 CFR 490 require that MPO’s must adopt performance measures to monitor the impact of transportation projects. The MPO has adopted performance measures related to Safety, State of Good Repair, and System Performance.*It is not expected that all performance measures will apply to every project.* |
| Planning Factor Requirements | The metropolitan transportation planning process is required to consider the planning factors listed in 23 CFR 450.306-Scope of the metropolitan transportation planning process: 1) Economic Vitality 2) Safety 3) Security 4) Accessibility and Mobility 5) Environment Energy, and Quality of Life 6) Integrated and Connected System 7) Maintenance and Operation 8) System Preservation 9) System Resiliency and Reliability and Reduce or Mitigate Stormwater Impacts 10) Enhance Travel and Tourism.The proposed project will be evaluated based on how well it supports these planning factors. *It is not expected that all factors will apply to every project.* |

**TIP Project Application Cover Sheet**

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| **Proposed Project Name:** |       |
| **Project Sponsor:** |       |
| **Title:** |       |
| **Mailing address:** |       |
| **Mailing address 2:** |       |
| **City:** |       | **Zip:** |       |
| **Phone:** |       | **Fax:** |       |
| **Email:** |       |

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| **Lead Agency:** |       |
| **Contact person:** |       |
| **Title:** |       |
| **Mailing address:** |       |
| **Mailing address 2:** |       |
| **City:** |       | **Zip:** |       |
| **Phone:** |       | **Fax:** |       |
| **Email:** |       |

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| **Signature of Project Sponsor\*** | **Date** |
|       |       |
| **Title** | **Organization** |

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|       |       |
| **Signature of Lead Agency Representative\*** | **Date** |
|       |       |
| **Title** | **Organization** |

\*Signature indicates that applicant is authorized to sign on behalf of       (name of organization) and that all information contained herein is true and correct to the best of his/her knowledge.

**Planning Compliance** (Mandatory)

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| Does the project comply with the MPO Transportation Plan and maps? | Yes [ ]  No [ ] MPO documents available at: [http://mesillavalleympo.org](http://mesillavalleympo.org/) |
| * If yes, cite the supporting MPO policies or facilities indicated on the MPO maps.
* If no, discuss with MPO staff the process for obtaining an amendment to the Transportation Plan.
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| Describe how the proposed project complies with local, regional, and/or State land-use and transportation planning documents. |       |

**Project Information** (Mandatory)

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| **Project Type – check all that apply** |
|       | Qualified (Classified) Road |       | State Highway System |       | Federal Highway System |
|       | Safety |       | Safe Routes to School |       | Enhancement |
|       | Bridge |       | Transit Infrastructure |       | ADA Requirements |
|       | Aviation Infrastructure |       | Study |       | Bicycle/Pedestrian |
|       | Other (specify) |

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| **Project Scope – check all that apply** |
|       | New Roadway (specify # of lanes) |       | By-Pass |       | Interchange |
|       | Lane Expansion (specify # of lanes) |       | Widen shoulders |       | Intersection |
|       | Rehabilitate bridge |       | Replace bridge |       | Expand bridge |
|       | Modern Roundabout |       | Pavement replacement |       | Pavement rehabilitation |
|       | Drainage structures |       | Storm drains |       | Sidewalks |
|       | Curb & gutter |       | Lighting |       | Utilities |
|       | Signalization |       | Base Course |       | Chip Seal |
|       | Bike lanes |       | Pedestrian Facilities |       | Bus Stops |
|       | Pullouts |       | Access lanes |       | Transit Capital Project |
|       | Frontage roads |       | Acquire Right-of-Way |       | Purchase land |
|       | Bike Trails |       | Multi-use Paths |
| Aviation infrastructure (specify):       |
| Additional infrastructure (specify):       | Other (specify):       |

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| Project Jurisdiction |       |
| Project Roadway/Location |       |
| Project Limits/Termini |       |
| Project Length (miles) |       |
| Bridge Width (if applicable) |       |
| NMDOT Bridge Sufficiency Rating (if applicable) |       |
| MPO roadway classification |       |
| Most current Annual Average Daily Traffic (AADT) |       |
| Posted Speed Limit |       |

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| Describe the area of transportation issues to be addressed through the proposed project. Include the potential positive and negative impacts of the proposed project. |       |
| Work Description |       |
| Proposed Year of Construction |       |
| Number of years since previous construction/rehabilitation/reconstruction |       |
| Current Pavement Quality |       |
| Volume to Capacity ratios before and after the project. |       |
| 3-year average crashes with and without fatalities. |       |
| Signal Warrants (if applicable) |       |
| Local or statewide truck or hazardous route (if applicable) |       |
| Indicate whether the project is eligible for safety funding based on the NMDOT Comprehensive Transportation Safety Plan. | Yes [ ]  No [ ]  |
| If applicable, describe the countermeasure(s) to be addressed and how. Cite the supporting statements. |       |
| Outline the level of local and regional support for the proposed project. |       |

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| **Cost Estimate** |
| Planning | Design | Construction | Other (specify):       |
|       |       |       |       |
| Describe ability to provide matching funds. |       |
| Describe ability to fund operation and maintenance over the life of the project. |       |

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| **Project Certifications**The certifications listed below are required for all federally funded projects. Please indicate whether the following certifications have been started. If they have been completed, list the completion date. |
| Public Involvement |       |
| Right-of-Way |       |
| Design |       |
| Environmental Clearances |       |
| Archaeological Clearances |       |
| Utility Clearances |       |
| Rail Clearances |       |
| Systems Engineering Clearances |       |

**Performance Measure Requirements**

**Performance Measure 1: Safety,** 23 CFR 490.207.a.1-5

The Federal Government requires the Mesilla Valley MPO adopt five safety targets: 1. Number of fatalities; 2. Rate of fatalities; 3. Number of serious injuries; 4. Rate of serious injuries; and 5. Number of non-motorized fatalities and non-motorized serious injuries. The Mesilla Valley MPO adopted these safety targets on November 7, 2018. Please contact MPO Staff or reference the MPO website for further information on the specific measures adopted.

Explain how the proposed project will support the adopted safety targets. Please keep your response to one page or less.

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**Performance Measure 2: State of Good Repair,** 23 CFR 490.307.a.1-4 and 23 CFR 490.407.c.1-2

The Federal Government requires the Mesilla Valley MPO to adopt six targets that address the State of Good Repair Performance Measure. These targets are: 1. Percentage of Interstate pavements on the NHS in Good Condition, 2. Percentage of Interstate pavements on the NHS in Poor Condition, 3. Percentage of Non-Interstate Pavements on the NHS in Good Condition, 4. Percentage of Non-Interstate Pavements on the NHS in Poor Condition, 5. Percent of bridges on the NHS in Good Condition, 6. Percentage of bridges on the NHS in Poor Condition.

Please explain how your proposed project will support the adopted State of Good Repair Targets.

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**Performance Measure 3: System Performance,** 23 CFR 490.507.a.1-2

The Federal Government requires the Mesilla Valley MPO adopt system performance targets that assess two factors of reliability: percentage of person-miles traveled on the Interstate system that are reliable; percentage of person-miles traveled on the non-Interstate National Highway System (NHS) that are reliable. Additionally, there is a measure to assess freight movement; Truck Travel Time Reliability (TTTR) Index.

Explain how the proposed project will support the adopted system performance targets. Please keep your response to one page or less.

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**Planning Factor Requirements**

**Economic Vitality -** 23 CFR 450.306.b.1

The transportation system plays an important role in fostering economic vitality and competitiveness in local and global markets. Transportation access is necessary for the expansion of home-grown industries and the attraction of new industries. Industries have infrastructure and workforce needs that tie directly to an efficient and connected transportation system. Producers have greater opportunities to access assets including labor force, tourism, or other competitive advantages which are often important location decisions. Transit and access to airports may factor into this decision as well. For employees, commute times, costs and options are all factors in the decision-making process. Most importantly, transportation provides access and opportunities for local or regional economies to compete in larger areas of state, national, or world markets.

Explain how the proposed project will support the economic vitality of the metropolitan area, especially, by enabling global competitiveness, productivity, and efficiency. Please keep your response to one page or less.

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**Safety -** 23 CFR 450.306.b.2

Transportation Safety Planning (TSP) is a proactive approach to the prevention of crashes and unsafe transportation conditions by establishing inherently safe transportation networks. TSP achieves road safety improvements through small quantum changes, targeted at the whole network. Please explain how the proposed project will impact safety. Please keep your response to one page or less.

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**Security -** 23 CFR 450.306.b.3

Limiting access to sensitive targets and securing critical elements are important to securing the overall transportation system. Planning strategies that address the security of the transportation system include:

* Provide redundancies to enable system robustness after an incident
* Implement knowledge sharing/dissemination strategies
* Consider alignment and service location criteria to include security concerns
* Consider network robustness in project design and selection

Explain how the proposed project will increase the security of the transportation system for motorized and non-motorized users. If applicable, incorporate best practices and cite sources from nationally recognized transportation planning or engineering agencies. Please keep your response to one page or less.

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**Accessibility and Mobility -** 23 CFR 450.306.b.4

Accessibility is the ability to reach desired destinations (Improve land-use diversity and transportation options). Mobility is the physical movement from one place to another (Increase transportation mode availability and route options (highly connected network). These planning issues can be accomplished by:

* Prioritizing transportation improvements to favor access to goods, services and activities considered most important to society
* Improving the convenience, comfort, safety, reliability, affordability and speed of all transport options, including walking, cycling, and public transit
* Improving road and path connectivity to allow more direct travel between destinations, including shortcuts for non-motorized travel where appropriate
* Identifying key issues for people without access to an automobile or the ability to drive who face increasing isolation and the inability to have access to basic necessities or activities enhancing the quality of their lives

Explain how the proposed project will increase accessibility and mobility of people and freight. Discuss how adjoining land uses will effect and be affected by the proposed project. Please keep your response to one page or less.

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**Environment, Energy, Quality of Life -** 23 CFR 450.306.b.5

As the population increases, and our human footprint expands, added pressure is placed on natural systems that may already be heavily stressed. Habitat fragmentation and road kill are some of the impacts that transportation systems can cause. Additionally, traffic can create a lot of noise, sometimes at levels that are unacceptable for nearby neighborhoods.

It is important to identify, develop, and implement cost effective opportunities to improve energy conservation and reduce vehicle miles traveled.

Transportation not only determines how we move from place to place, but also the character of our communities. Access to sidewalks and bike paths as well as transit-friendly land-use patterns can improve our health and the health of our communities by helping to improve air quality, water quality and safety, and providing more opportunity for physical activity.

Explain how the proposed project will protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and State and local planned growth and economic developments patterns. Please keep your response to one page or less.

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**Integrated and Connected System,** 23 CFR 450.306.b.6

Transport Integration means that whatever modes or types of transport (rail, road, air) are involved they all operate as one 'seamless' entity - for the benefit of all users. Connectivity refers to the density of connections in path or road network and the directness of links. A well-connected road or path network has many short links, numerous intersections, and minimal dead-ends (cul-de-sacs). As connectivity increases, travel distances decrease and route options increase, allowing more direct travel between destinations, creating a more accessible and resilient system. Connectivity can apply both internally (streets within that area) and externally (connections with arterials and other neighborhoods). A well connected transportation system can also help the state’s economy prosper and grow, by providing access to new markets as they develop.

Explain how the proposed project will enhance the integration and connectivity of the transportation system, across and between modes, for people and freight. Demonstrate how the proposed project will benefit all transportation users. Please keep your response to one page or less.

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**Maintenance and Operation,** 23 CFR 450.306.b.7

Maintenance and operations consist of integrated strategies to optimize the performance of existing infrastructure through the implementation of multimodal and intermodal, cross-jurisdictional systems, services, and projects designed to preserve capacity and improve security, safety, and reliability of the transportation system. This may include identifying the major trends that affect maintenance, cite current and emerging innovations in management systems, technology, and Intelligent Transportation Systems (ITS), and examine the key maintenance challenges of this century. Innovations in management systems, resources, materials, technology, equipment, and work methods help improve maintenance effectiveness and efficiency at the network and activity levels.

Explain how the proposed project will promote efficient system management and operation. Please keep your response to one page or less.

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**System Preservation,** 23 CFR 450.306.b.8

There is no more fundamental transportation capital investment than system preservation—keeping the physical infrastructure in good condition. As transportation facilities age, a regular; schedule of rehabilitation, reconstruction, and replacement is needed; to keep the system usable. Timing is important: if preservation investment is deferred, costs increase dramatically, leading to the saying “Pay me now, or pay me more later.”

Explain how the proposed project will emphasize the preservation of the existing transportation system. Please keep your response to one page or less.

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**System Resiliency and Reliability and Reduce or Mitigate Stormwater Impacts,** 23 CFR 450.306.b.9

A resilient transportation system will demonstrate ability to reduce the impact on the system of disruptive events, whether caused by nature or other potential factors. A reliable system is one that can be counted on by users to function acceptably most of the time. This reliability is critical for both the day-to-day use of the system and for the economic development of the region as it connects to the rest of the nation and world. The Federal government deems stormwater mitigation to be an important component of system resiliency and reliability.

Explain how the proposed project will improve the Resiliency and Reliability and Reduce Stormwater Impacts to the transportation system. Please keep your response to one page or less.

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**Enhance Travel and Tourism,** 23 CFR 450.306.b.10

Travel and Tourism are key components of the regional economy of the Mesilla Valley MPO area. The Federal government determined that Travel and Tourism must be addressed in the planning efforts, not just of the Mesilla Valley MPO, but of all MPOs across the nation.

Explain how the proposed project will enhance travel and tourism. Please keep your response to one page or less.

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