



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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

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

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

LAS CRUCES METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE

AGENDA

The following is the agenda for the Las Cruces Metropolitan Planning Organization's (MPO) Bicycle and Pedestrian Facilities Advisory Committee meeting to be held on **April 16, 2013 at 5:00 p.m.** in the **Doña Ana Commission Chambers, 845 Motel Boulevard**, Las Cruces, New Mexico. Meeting packets are available on the [Las Cruces MPO website](http://lcmpoweb.las-cruces.org).

The Las Cruces MPO does not discriminate on the basis of race, religion, sex, sexual orientation, gender identity, color, ancestry, serious medical condition, national origin, age, or disability in the provision of services. The Las Cruces MPO will make reasonable accommodation for a qualified individual who wishes to attend this public meeting. Please notify the Las Cruces MPO at least 48 hours before the meeting by calling 528-3043 (voice) or 528-3016 (TTY) if accommodation is necessary. This document can be made available in alternative formats by calling the same numbers list above. *Este documento está disponible en español llamando al teléfono de la Organización de Planificación Metropolitana de Las Cruces: 528-3043 (Voz) o 528-3016 (TTY).*

1. **CALL TO ORDER** _____ **Chair**
2. **APPROVAL OF AGENDA** _____ **Chair**
3. **PUBLIC COMMENT** _____ **Chair**
4. **ACTION ITEM** _____
 - 4.1. Amendment to the FY 2012-2017 Transportation Improvement Program __ **MPO Staff**
5. **DISCUSSION ITEMS** _____
 - 5.1. TAP funds _____ **MPO Staff**
 - 5.2. BPAC Subcommittee Work Session _____ **Chair**
6. **COMMITTEE and STAFF COMMENTS** _____ **Chair**
 - 6.1. Local Projects update _____ **CLC, DAC, TOM, NMSU Staff**
 - 6.2. NMDOT Projects update _____ **NMDOT Staff**
7. **PUBLIC COMMENT** _____ **Chair**
8. **ADJOURNMENT** _____ **Chair**



METROPOLITAN PLANNING ORGANIZATION
SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004
PHONE (575) 528-3222 | FAX (575) 528-3155
<http://lcmpoweb.las-cruces.org>

**LAS CRUCES METROPOLITAN PLANNING ORGANIZATION
BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE
ACTION FORM FOR THE MEETING OF APRIL 16, 2012**

AGENDA ITEM:

4.1 2012-2017 Transportation Improvement Program Amendments

ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

SUPPORT INFORMATION:

FY2014 Transportation Improvement Program Amendment Report

DISCUSSION:

On May 11, 2011, the MPO Policy Committee approved the 2012-2017 Transportation Improvement Program (TIP).

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

Control Number	Project Year	Route	Project	Proposed Change(s)
1100930	2014	US 70	Concrete Barrier Installation	This is a new project for \$3,010,000

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

CN: **Las Cruces MPO - PIN:** **NMDOT Dist.:** 3 **County:** Dona Ana **Municipality:** City of Las Cruces
Fed ID: 1100930 **Lead Agency:** NMDOT D-1 **Length:** 0 Miles
RT: **Est. Proj. Cost:** \$3,010,000
 To: Rinconada **Est. Letting:**
Category: Safety **TIP Amendment Pending?**

Project Desc.: Installation of concrete barriers in US 70 between I-25 Interchange and Rinconada

Project Phases: Environ. Document Prel. Engr. Design Right-of-way Construction Other

Work Zone:

Remarks: New project as of 4/11/13

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2012	2013	2014	2015	4 Yr. TOTALS	2016	2017
State Match			\$0		\$0		
Local Match			\$221,536		\$221,536		
HSIP MAP-21			\$2,788,464	01	\$2,788,464		
Totals			\$3,010,000		\$3,010,000		

**New Mexico
Transportation Alternatives Program Guide
April 2013**

Transportation Alternative Projects are federally-funded community-based projects that expand travel choices and improve the transportation experience for all users by integrating modes and improving the cultural, historic and environmental aspects of our transportation infrastructure.

-New Mexico Transportation Alternative Program
Mission Statement

NM Transportation Alternative Program Guide

Table of Contents

1. Program Background	5
A. Legislative History.....	5
B. Performance Management.....	5
2. Program Structure	6
A. Funding.....	6
B. Suballocation.....	6
C. Match.....	7
D. Cost Reimbursement / Sponsoring Agency.....	7
E. Availability.....	7
F. Project Selection.....	7
G. Eligible Entities.....	8
H. Ineligible Entities.....	8
I. Eligible Projects / Activities.....	9
J. Project Location.....	10
K. Ineligible Projects.....	10
3. Program Requirements	11
A. Compliance with Federal and State Requirements.....	11
B. Minimum Project Requirements.....	11
4. TAP Application & Selection Process Overview	12
A. Application Process.....	12
B. Required Documents.....	13
C. Project Selection Process.....	13
5. New Mexico TAP Project Selection Process	13
A. Introduction and Methodology.....	13
B. Scoring Matrix and Application Questions.....	15
6. Appendices	22
(Under review.)	

NM Transportation Alternative Program Guide

This document is intended as a guide for potential Transportation Alternative Program (TAP) applicants, Metropolitan Planning Organizations (MPOs), Rural Planning Organizations (RPOs) and other transportation planning partners. It includes information on New Mexico's TAP program structure, selection criteria, eligibility requirements, application process and funding distribution formula. Please direct any requests for additional information to:

Rosa Kozub / Program Coordinator

1120 Cerrillos Road, P.O. Box 1149

South Building, I-N

Santa Fe, NM 87504

Tel. 505.476.3742

Email. Rosa.Kozub@state.nm.us

I. Program Background

A. LEGISLATIVE HISTORY

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, and Safe Routes to School (SRTS) programs of the previous Federal transportation bill, SAFETEA-LU.

TAP provides funding for: programs and projects for pedestrian and bicycle facilities, safe routes to school projects, historic preservation, environmental mitigation, recreational trails projects, and other infrastructure improvements to the transportation system.

TAP continues to build upon the legacy of the TE and SRTS programs by supporting community-based projects that expand travel choices, strengthen local economies, improve quality of life, protect the natural environment, and enhance transportation infrastructure. Projects may include the creation of bicycle or pedestrian facilities, streetscape improvements, stormwater management systems, or safe routes for non-drivers.

B. PERFORMANCE MANAGEMENT

The cornerstone of MAP-21's highway program is the transition to a performance and outcome based transportation program. Utilizing performance management processes, New Mexico will invest resources in projects to achieve individual targets that collectively will make progress toward national goals. MAP-21 established national performance goals (see box) that set the framework for how State DOTs will invest scarce transportation resources.

By Spring of 2014, or so, the Federal Transportation Secretary, in consultation with states, MPOs and other stakeholders, will have established national performance measures and will work with New Mexico to set performance targets in support of those measures. MAP-21 goes further to require that all states develop a competitive process specifi-

National Performance Goals

- Safety
- Infrastructure Condition
- Congestion Reduction
- System Reliability
- Freight Movement and Economic Vitality
- Environmental Sustainability
- Reduced Project Delays

cally for TAP project selection. FHWA encourages State DOTs to develop creative approaches to program structure and project implementation procedures.

The New Mexico Department of Transportation (NMDOT) views the development of a competitive process for TAP funds as an opportunity to develop transparent project solicitation, prioritization and selection processes. The result will be greater project quality, and infrastructure improvements that are supported by local, regional and State transportation planning efforts.

NM TAP Program Goals

1. The program's vision, goals, solicitation and selection processes are clear, understandable, reliable, and documented.
2. The program's vision, goals, solicitation, evaluation and selection processes are easily accessible by the public and supported by strong education and outreach efforts.
3. The operation of the program and the decision-making process are transparent and reliable.

2. Program Structure

Included in the following information is a summary of FHWA TAP Interim Guidance. More information is available at www.fhwa.dot.gov/map21/guidance/guidetap.cfm.

A. FUNDING /

MAP-21 provides for the reservation of funds apportioned to a state under Section 104(b) of Title 23. The national total reserved for TAP each Federal Fiscal Year (the Federal Fiscal Year, or FFY, runs October 1 of a year through September 30 of the following year) is equal to 2% of the total amount authorized from the Highway Account of the Highway Trust Fund. Since MAP-21 is a two-year bill, the nationwide TAP amounts for FFY13 are known, but the FFY14 and FFY15 amounts are estimated, as follows:

FFY 2013 = \$808,760,000
 FFY 2014 = \$819,900,000 (estimated)
 FFY 2015 = \$819,900,000 (estimated)

Each state’s TAP funding is determined by dividing the national total among the states based on each state’s proportionate share of FY 2009 TE funding. In addition, New Mexico elected to continue the Recreational Trails Program (RTP) administered by the New Mexico Energy, Minerals and Natural Resources Department, thus it is required to set aside a portion of TAP funds for this program. The FFY13 TAP funds have been programmed by NMDOT. The **estimated** breakdown of FFY14 and FFY15 TAP funds is as follows for each year (*the amounts do not include the state’s obligation limitation which is currently 94.6%*):

Total Reserved for NM TAP	\$7,281,999
NM Recreational Trails Set Aside	(\$1,429,831)
Balance Available for TAP	\$5,852,168

B. SUBALLOCATION /

Per MAP-21, 50% of NM’s TAP apportionment (\$2,895,145 in FFY13) is suballocated to areas based on their relative share of the total State population with the remaining 50% (\$2,895,146 FFY13) available for use in any area of the State.

The suballocation of TAP funds is made in the same manner as for Surface Transportation Program funds. Suballocated funds are divided into three categories:

- A. Urbanized Areas with population 200,000+
- B. Urban areas with population 5,001 to 200,000
- C. Areas with population 5,000 or less

The resulting distribution estimates for FFY14 and FFY15 TAP funds by population is as follows for each year (*these amounts do not include the State’s obligation limitation*):

Total TAP Funds	\$5,852,168
A. Areas over 200K	\$1,097,051
B. 5K < Areas ≤ 200K	\$1,117,610
C. Areas ≤ 5K	\$711,423
D. Available for any Area	\$2,926,084

C. MATCH /

TAP requires a local or state match of 14.56% of the total project cost.

D. COST REIMBURSEMENT / SPONSORING AGENCY /

TAP is a cost-reimbursement program. If your agency’s application is selected for funding, the agency will enter into a Cooperative Agreement with NMDOT and serve as the sponsoring agency. As the sponsoring agency, your agency will be responsible for paying all costs up front and requesting reimbursement from the NMDOT by submitting an invoice and proof of payment. All costs submitted for reimbursement are subject to eligibility requirements.

Please note that any work completed before execution of the Cooperative Agreement is not eligible for reimbursement. For example, you cannot be reimbursed for costs associated with completing an application or for engineering/design work completed beforehand.

Sponsoring agencies are responsible for any costs exceed the award amount.

E. AVAILABILITY /

TAP funds are available for the year authorized plus three federal fiscal years for a total of four years, meaning agencies awarded funds will have four years to spend the funds, unless the NMDOT determines otherwise.

F. PROJECT SELECTION /

The NMDOT is responsible for administering TAP in New Mexico and developing a competitive and transparent application process. The FFY13 TAP funds have been programmed by NMDOT.

For urbanized areas with populations over 200,000 (Albuquerque and El Paso), the Metropolitan Planning Organization (MPO) selects the TAP projects through a competitive process in consultation with the NMDOT.

The NMDOT elected to distribute the FFY14 and FFY15 small urban and rural area TAP funds to the seven Regional Planning Organizations (RPOs) and five MPOs for programming, using the competitive process outlined in this document. The NMDOT developed this process in cooperation with the RPOs and MPOs, as well as with input from the New Mexico Division of FHWA. In addition to the process outlined, the RPOs and MPOs will utilize the existing Regional Transportation Improvement Program Recommendation (RTIPR) and

Transportation Improvement Program (TIP) processes to ensure opportunities for public involvement in project review and selection. The MPOs and RPOs are responsible for programming FFY14 and FFY15 TAP funds by September 16, 2013. The NMDOT may, at its discretion, reallocate funding from MPOs or RPOs unable to program TAP funds by this date.

Sponsoring agencies are allowed to submit phased applications. For example, they may request FFY14 funds for design/engineering and FFY15 funds for construction, or they may phase construction over two years.

Prior to inclusion in the TIP or RTIPR, MPOs and RPOs must submit a list of prioritized projects to the NMDOT State TAP Coordinator for review to ensure compliance with Federal and State laws and regulations. This list of projects, and their applications, must be submitted to the Coordinator by September 2, 2013.

The New Mexico Energy, Minerals and Natural Resources Department is responsible for administering the New Mexico Recreational Trails Program: <http://www.emnrd.state.nm.us/SPD/Rectrails.html>.

G. ELIGIBLE ENTITIES / The following entities are considered eligible project sponsors under TAP funding:

- local governments;
- regional transportation authorities;
- transit agencies;
- state and federal natural resource or public land agencies;
- school districts, local education agencies, or schools;
- tribal governments;
- Non-profits, NMDOT, MPOs and RPOs **only** if partnered with an eligible entity project sponsor; and
- any other local or regional governmental entity with responsibility for oversight of transportation or recreational trails (other than an MPO or a State agency) that the State determines to be eligible, consistent with the goals of subsection (c) of section 213 of title 23.

H. INELIGIBLE ENTITIES / The following entities are not considered eligible project sponsors under TAP:

- Nonprofits as direct grant recipients of the funds. Nonprofits are eligible to partner with any eligible entity on an eligible TAP project, if State or local requirements permit.
- State DOTs, MPOs and RPOs. State DOTs, MPOs or RPOs may partner with an eligible entity project sponsor to carry out a project.

I. ELIGIBLE PROJECTS / ACTIVITIES / Eligible projects and activities under the TAP program include:

- Planning, design and construction of on-road and off-road trail facilities for pedestrian, bicyclists and other non-motorized forms of transportation, including sidewalks, bicycle infrastructure, pedestrian and bicycle signals, traffic calming techniques, lighting and other safety-related infrastructure, and transportation projects to achieve compliance with Americans with Disabilities Act (ADA) of 1990.
- Planning, design and construction of infrastructure related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other non-motorized transportation users.
- Construction of turnouts, overlooks, and viewing areas.
- Inventory, control, or removal of outdoor advertising.
- Historic preservation and rehabilitation of historic transportation facilities.
- Vegetation management practices in transportation rights-of-way to improve roadway safety, prevent against invasive species, and provide erosion control.
- Archaeological activities relating to impacts from implementation of a transportation project eligible under this title.
- Any environmental mitigation activity, including pollution prevention and pollution abatement activities and mitigation to, 1.) address stormwater management, control, and water pollution prevention or abatement related to highway construction or due to highway runoff, including activities described in Sections 133(b)(11), 328(a), and 329 of title 23; or, 2.) reduce vehicle-caused wildlife mortality or to restore and maintain connectivity among terrestrial or aquatic habitats.

In addition to the above, the following projects and activities that meet the SRTS program requirements of Section 1404 of the SAFETEA-LU (<http://safety.fhwa.dot.gov/saferoutes/guidance/>) are considered eligible for TAP funding:

- Planning, design, and construction of infrastructure projects on any public road or any bicycle or pedestrian pathway or trail within 2 miles of a kindergarten through 8th (K-8) grade school that will substantially improve the ability of students to walk and bicycle to school, including sidewalk improvements, traffic calming and speed reduction improvements, pedestrian and bicycle crossing improvements, on-street bicycle facilities, off-street bicycle and pedestrian facilities, se-

cure bicycle parking facilities, and traffic diversion improvements in the vicinity of schools.

- Non-infrastructure activities to encourage walking and bicycling to school, including public awareness campaigns and outreach to press and community leaders, traffic education and enforcement in the vicinity of schools, student sessions on bicycle and pedestrian safety, health, and environment, and funding for training, volunteers, and managers of safe routes to school programs.
- Safe Routes to School coordinator.

J. PROJECT LOCATION / TAP projects are not required to be located along a Federal-aid highway. SRTS projects must be located within approximately two miles of a K-8th grade school.

K. INELIGIBLE PROJECTS / Section 1103 of MAP-21 eliminated certain activities which were previously eligible under the Transportation Enhancement, and Scenic Byway programs:

- Safety and educational activities for pedestrians and bicyclists. (Except activities targeting children in grades K-8, under SRTS.)
- Acquisition of scenic easements and scenic or historic sites and scenic or historic highway programs.
- Historic preservation as an independent activity unrelated to historic transportation facilities.
- Operation of historic transportation facilities.
- Archaeological planning and research undertaken for proactive planning.
- Transportation museums.
- TAP funds cannot be used for landscaping and scenic enhancement as independent projects. However, landscaping and scenic enhancements are eligible as part of the construction of any Federal-aid highway project under 23 U.S.C. 319, including TAP-funded projects.
- Routine maintenance is not eligible as a TAP activity except under the RTP.

3. PROGRAM REQUIREMENTS

The goal of the NMTAP Project Selection Process is to encourage and reward efforts that go above and beyond the minimum program requirements. The following is a partial list of the basic eligibility requirements that all NMTAP projects must meet.

A. COMPLIANCE WITH FEDERAL AND STATE REQUIREMENTS /

TAP funds are Federal-aid funds and must be expended in accordance with all applicable Federal and State regulations. Applicants are advised that compliance with Federal and State regulations requires a significant time and resource commitment on the part of the applicant/sponsoring agency.

Applicants are encouraged to consider the following questions prior to submitting an application for TAP funding:

- Does the agency have the necessary staff to administer the funding?
- Does the agency have the funding to pay the costs until reimbursed?
- Does the agency have the funding to support costs that cannot be reimbursed?

Projects must comply with all applicable Federal and State requirements from project design through implementation/construction, administration and close-out. See Appendix X for a list of websites with information about federal requirements. Applicants are advised to read through and be familiar with the FHWA Construction Program Guide available at:

<http://www.fhwa.dot.gov/construction/cqit/>

As well as the NMDOT Tribal/Local Government Handbook (under revision) at:

http://dot.state.nm.us/content/dam/nmdot/Local_Government_Agreement_Unit/TLGA_HANDBOOK_October07.pdf

B. MINIMUM PROJECT REQUIREMENTS /

In addition to the above, applicants for TAP funds are required to meet the following minimum requirements:

- Sponsoring agency and proposed activity/project must meet eligibility requirements (see pages 8-10).
- Sponsoring agency must provide a Resolution of Sponsorship indicating proof of local match (currently 14.56%), commitment to operating and maintaining the project for the useful life of the project, and availability of funds in agency budget to pay all project/program costs upfront.
- Sponsoring agency must submit a letter of support from the jurisdiction(s) that has ownership over the affected right(s)-of-way.
- Sponsoring agency understands and agrees that there can be no

change in the usage of any right-of-way or land ownership acquired, without prior approval from the NMDOT and FHWA.

- All certifications (environmental, right of way, ITS, utility and railroad) are required prior to obligation of funds.
- All TAP projects must be included in or consistent with the local Infrastructure Capital Improvement Plan (ICIP) and/or other eligible planning documents. See page 14 for a list of potential documents.
- For MPOs, TAP projects must be consistent with their Metropolitan Transportation Plans (MTP).
- All TAP projects must be included in the State Transportation Improvement Plan (STIP), and if they take place in metropolitan areas, they must be in local Transportation Improvement Programs (TIPs).

4. TAP Application & Selection Process Overview

A. APPLICATION PROCESS

MPOs and RPOs are responsible for requesting, reviewing and ranking TAP projects in their respective areas. FFY14 and FFY15 TAP applications must be submitted to the NMDOT TAP Coordinator by September 2, 2013.

Sponsoring agencies are allowed to submit phased applications, for example, requesting FFY14 funds for design/engineering and FFY15 funds for construction, or phasing construction over two years.

Prior to submitting an application for TAP funds, all potential applicants are required to consult with their MPO or RPO to ensure project is eligible. The respective MPO/RPO will work with the NMDOT TAP Coordinator to determine if the proposed project(s) and sponsoring agency are eligible to submit an application.

FFY14 and FFY15 Funding Cycle/Deadlines

(Note: awaiting confirmation from NMDOT STIP Unit)

The application process and funding cycle for programming FFY14 and FFY15 funds is as follows:

May 2013	MPOs/RPOs issue call for applications.
September 2, 2013	List of selected applications submitted to TAP Coordinator for final review.
September 16, 2013	FFY14 and FFY15 TAP projects included in STIP amendment preview; NMDOT Local Government Agreement Unit (LGAU) starts Cooperative Agreement process.
December 2013	Transportation Commission STIP meeting.
July 15, 2014	Certifications and final designs for FFY14 projects due to NMDOT.
September 30, 2014	NMDOT obligates FFY14 TAP project funds by this date and issues notice to proceed to sponsoring agency.
July 15, 2015	Certifications and final designs for FFY15 projects due to NMDOT.

September 30, 2015 NMDOT obligates FFY15 TAP project funds by this date and issues notice to proceed to sponsoring agency.

B. REQUIRED DOCUMENTS

Applicants must submit the following documents as part of the TAP application process:

- Project Identification Form (PIF) – see [Appendix X](#)
- TAP Application (see [Appendix X](#)) - submitted with PIF
- Resolution of Local Support (proof of match, maintenance and budget) - see [Appendix X](#)
- Letter(s) of support regarding right(s)-of-way (see page 11)

C. PROJECT SELECTION PROCESS

New Mexico’s TAP project selection process is administered by MPOs and RPOs in collaboration with NMDOT. MPOs and RPOs shall work cooperatively with the NMDOT TAP Coordinator and District Offices to assist eligible applicants with the project development and application process. MPOs and RPOs will review and rank all eligible projects using the scoring factors outlined in the following section. The NMDOT TAP Coordinator will review the list of selected projects to ensure compliance with all applicable State/Federal requirements before projects are included in the STIP.

5. New Mexico TAP Project Selection Process

A. INTRODUCTION AND METHODOLOGY

The NMDOT developed the following TAP project selection criteria in consultation with the state MPOs and RPOs. The criteria will be used by all of the New Mexico RPOs and MPOs to review and rank applications submitted for TAP funding.

Scoring Factors:

The two most critical factors are Project Readiness and Planning. These factors are included on the Project Identification Form (PIF) and will be scored as follows:

Project Readiness

Projects that are “shovel-ready” will score the highest in this section. This section considers: Right-of-Way, Design, Environmental, and Utility Clearances. Documentation of certifications, clearances or proofs of exemption must be provided with application. Projects receive 5 points for each certification, clearance or proof of exemption it has received, if documentation is submitted with application.

Planning

The Planning factor is intended to ensure that TAP projects are consistent with adopted plans and policies. If the TAP project is identified in a local, regional or state plan, study or other document (e.g. ICIP), this indicates a level of public involvement and support for the project. In addition to completing this section of the PIF, applicants must submit this information with the application. Rather than attaching the entire plan or document, please provide a copy of the title page and page(s) referencing the proposed TAP project(s). All TAP projects must be included in or consistent with the local Infrastruc-

ture Capital Improvement Program (ICIP) **and/or** other eligible planning documents. See the box below for a list of potential documents. If the proposed TAP project is included in the ICIP, the project is awarded 5 points. Proposed TAP projects that are identified in other plans receive 2 points for each plan in which it is listed, with a maximum of 10 points (meaning it is listed in 5 documents). Documentation is required.

In addition to the Project Readiness and Planning considerations, eligible TAP projects are evaluated using the six factors described below, which are derived from the transportation planning factors outlined in Chapter 53 of title 49, United States Code, as amended by MAP-21 (§ 5304).

1. Support **economic vitality** by enabling competitiveness, productivity and efficiency.
2. Increase the **safety and security** of the transportation system.
3. Increase the **accessibility and mobility of people by enhancing the integration and connectivity** of the transportation system.
4. **Protect and enhance the environment** by promoting energy or water conservation, improving quality of life, and promoting consistency between transportation improvements and locally planned land use goals.
5. Promote **efficient system management and operation**.
6. Emphasize the **preservation** of the existing transportation system.

Rather than merely a means of scoring projects against each other, the intent of the Project Selection

Process is to serve as a guide for local entities developing TAP projects. The scoring factors are signals and targets for entities to identify in the project development process. All of the scoring factors will not apply to all of the projects. The factors are diverse and meant to pertain to many different types projects, all working toward the broad transportation goals of MAP-21.

ELIGIBLE PLANNING DOCUMENTS

- State Long Range Plan
- Metropolitan Transportation Plan
- Bicycle and Pedestrian Plans
- Economic Development Plans
- Comprehensive Plans
- Land Use Plans/Studies
- Corridor Studies
- Master Plans
- Safe Routes to School (SRTS) Plans
- Sector Plans
- Road Safety Audits
- Regional Transportation Plans
- Infrastructure and Capital Improvements Plan (ICIP)
- Safety Plan
- And other documents deemed eligible by the reviewing MPO/RPO

B. SCORING MATRIX AND APPLICATION QUESTIONS

Scoring Factors	Possible Points	Weight
Project Readiness (up to 5 points for each certification/clearance/proof of exemption completed AND documentation is submitted with application). Refer to Project Readiness section of PIF.		
a. Right-of-Way	5	6.67%
b. Design	5	6.67%
c. Environmental Certification	5	6.67%
d. Utility Clearances	5	6.67%
Planning (must provide documentation, such as cover of plan and page(s) on which project is identified). Refer to page 1 of PIF.		
a. Infrastructure and Capital Improvements Plan	5	6.67%
b. Other eligible plans (2 points each, max of 10)	10	13.3%
Factor 1: Economic Vitality	5	6.67%
Factor 2: Safety and Security	5	6.67%
Factor 3: Accessibility and Mobility through Integration and Connectivity	5	6.67%
Factor 4: Protection and Enhancement of the Environment:		
a. Through environmental conservation	5	6.67%
b. By improved quality of life for residents	5	6.67%
b. By achieving community's land use goals	5	6.67%
Factor 5: Efficient System Management and Operation	5	6.67%
Factor 6: System Preservation	5	6.67%
Total	75	100%

Responses to application questions are scored according to the following scale:

5: 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: The application demonstrates a good understanding of how this factor applies and provides some documentation on how the project meets the factor.

3: The application demonstrates a basic understanding of this factor and provides minimal documentation on how the project meets the factor.

2: 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: The application demonstrates very little understanding of this factor and does not provide any documentation on how the project meets the factor.

0: Does not meet factor.

Factor 1: Economic Vitality

In addition to achieving transportation goals, TAP projects may provide positive economic impacts to a community. The economic vitality of an eligible TAP project is measured through economic impact to local, regional or statewide economic development efforts. Consider how the project interacts with activity centers, employment generators, or other economic development activities. For example, a potential project, such as a regional trail, could provide economic benefits to nearby local businesses by attracting tourists.

Application Question:

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

Factor 2: Safety and Security

The livability of a community is related to safety and security. A community where it is safe to walk, bicycle and use transit will have more people on the streets interacting with neighbors, visiting businesses, walking to school and enjoying local amenities.

For example, installing solar lighting along a sidewalk to a park could increase the safety and security of children walking to the facility.

Note: for projects primarily focused on safety issues, such as high crash rates at an intersection, please consider whether your project would be better suited for the NMDOT Highway Safety Improvement Program (HSIP). For more information on HSIP, contact your MPO or RPO representative.

Application Question:

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.

“Livability means being able to take your kids to school, go to work, see a doctor, drop by the grocery or post office, go out to dinner and a movie, and play with your kids at the park—all without having to get in your car.”

-Ray LaHood, U.S. DOT,
Secretary of Transportation
US DOT Livability Webinar.
September 24, 2009

Factor 3: Accessibility and Mobility through Integration and Connectivity

Access to destinations and people's mobility are defined by the integration and connectivity of a community's transportation system. Gaps exist in our transportation systems, creating congestion and making it difficult for people to access necessary services, such as a grocery store or hospital, and job centers. Integrating alternative transportation networks into a community or fixing gaps in existing systems can increase people's mobility and access to necessary services. This factor also considers intermodal connectivity between pedestrian, bicycle, public transit, and park-and-ride infrastructure.

For example, completion of a sidewalk between a transit stop and a nearby employment center would address an existing gap in the system, making the employment center more accessible and increasing mobility of the transit users. In addition, this would address intermodal connectivity.

Note: all Federally-funded transportation projects must meet the minimum standards of the Americans with Disabilities Act (ADA).

Application Question:

Please describe how your eligible TAP project will increase accessibility and mobility through the integration and connectivity of transportation networks.

Factor 4: Protect and Enhance Environment

This factor emphasizes how TAP eligible projects can protect and enhance the environment, whether through the promotion of energy or water conservation, quality of life improvements, or the funding of transportation improvements that are consistent with local land use plans.

Projects may promote environmental conservation in diverse ways, from reducing motorized vehicle usage to erosion control vegetation in transportation system rights-of-way.

Projects can also provide a broad array of quality of life improvements, such as access to culturally or historically significant sites or through improved community health due to increased infrastructure for bicycling and walking.

Through local planning processes, governments and community members articulate land use visions and goals, which are then incorporated in local planning documents. TAP projects may be able to help achieve community's desired land use patterns and goals as described in local planning documents.

Examples of such projects could include bicycle lanes and sidewalks that increase multi-modal access to a school, thus reducing motor vehicle congestion, improving air quality and providing opportunities for daily physical activity, which helps improve quality of life and overall community health.

Application Question:

Please provide information as to how your eligible TAP project will:

- a) promote environmental conservation,*
- b) improve the quality of life for community residents, and/or*
- c) help achieve the community's desired land use goals, as described in local planning documents.*

Factor 5: Efficient System Management and Operations

TAP funds are Federal-aid funds. Project sponsors are required by Federal law to maintain projects constructed using Federal-aid funds. The project sponsor must acknowledge in the Resolution of Support (see page 12) both the short-term and long-term maintenance of the TAP project(s). The community may also have processes and maintenance plans in place that would benefit the maintenance and overall efficient system management and operation of the TAP project. For example, your community may have a maintenance plan for inspecting and re-painting crosswalks on an annual basis and a new crosswalk built with TAP funds would be integrated into this maintenance plan.

Application Question:

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.

Factor 6: System Preservation

The costs of maintaining existing infrastructure can be burdensome to communities. As such, oftentimes building new infrastructure in certain communities is not always the most appropriate course of action. Certain TAP projects may preserve or enhance existing infrastructure, which cuts down on additional costs to local communities. Examples include: reconstruction, resurfacing, safety improvements to existing infrastructure, repairs and upgrades, or adaptive reuse of existing infrastructure.

(Note: NMDOT is awaiting guidance from FHWA regarding eligibility of resurfacing projects. This section is subject to change.)

Application Question:

Please explain how your eligible TAP project will enhance, preserve or offer an adaptive reuse of existing infrastructure.

TAP Questions?

For all TAP project questions, please contact your MPO/RPO planning staff:

MPOs:

El Paso MPO

Christina Stokes
(915) 591-9735 x 34
cstokes@elpasompo.org

Farmington MPO

Joe Delmagori
(505) 599-1392
jdelmagori@fmtn.org

Las Cruces MPO

Tom Murphy
(575) 528-3225
tmurphy@las-cruces.org

Mid-Region MPO

Steven Montiel
(505) 724-3633
smontiel@mrcog-nm.gov

Santa Fe MPO

Keith Wilson
(505) 955-6706
kpwilson@santafenm.gov

RPOs:

Mid-Region RPO

Loretta Tollefson
(505) 724-3611
ltollefson@mrcog-nm.gov

Northeast RPO

(within Eastern Plains Council of Governments)
Renee Ortiz
(575) 714-1410
rortiz@epcog.org
(within North Central NM Economic Development District)
Lesah Sedillo
(505) 476-0107
lsedillo@ncnmedd.com

Northern Pueblos RPO

Eric Ghahate
(505) 827-7333
ericg@ncnmedd.com

Northwest RPO

Robert Kuipers
(505) 722-4327
rkuipers@nwnmcog.com

South Central RPO

Jay Armijo
(575) 740-0726
jarmijo@sccog-nm.com

Southeast RPO

(within Eastern Plains Council of Governments)
Renee Ortiz
(575) 714-1410
rortiz@epcog.org
(within Southeastern NM Economic Development District/Council of Governments)
Mary Ann Burr
(575) 624-6131
mbsnmedd@plateautel.net

Southwest RPO

Ruben Medina
(505) 388-1509
rmedina@swnmcog.org

For all general questions about TAP, please contact the NMDOT TAP Coordinator:

Rosa Kozub
NMDOT TAP Coordinator
(505) 476-3742
rosa.kozub@state.nm.us

Appendix I: Project Identification Form (PIF) and TAP Application

Appendix II: TAP Application Scoring Sheet

Appendix III: Sample Resolution of Local Support

Appendix IV: Federal Requirements

Appendix V: NMDOT Project Flow Chart

Appendix VI: NMDOT NEPA Checklist

Appendix VII: NM MPO/RPO Planning Areas + Contacts

Appendix VIII: NMDOT District Offices + Design Centers

District 1:

2912 E. Pine St.
Deming, NM 88030
Main: (575) 544-6530

District 2:

4505 W. Second St.
Roswell, NM 88201
Mailing Address:
P.O. Box 1457
Roswell, NM 88202
Main: (575) 637-7200

District 3:

7500 Pan American Blvd.
Albuquerque, NM 87199
Mailing Address:
P.O. Box 91750
Albuquerque, NM 87199
Main: (505) 798-6600

District 4:

South Highway 85
Las Vegas, NM 87701
Mailing Address:
P.O. Box 10
Las Vegas, NM 87701
Main: (505) 454-3600

District 5:

7315 Cerrillos Rd.
Santa Fe, NM 87502
Mailing Address:
P.O. Box 4127
Santa Fe, NM 87502
Main: (505) 476-4100

District 6:

1919 Pinon Dr.
Milan, NM 87021
Mailing Address:
P.O. Box 2160
Milan, NM 87021
Main: (505) 285-3200

North Regional Design Center:

1120 Cerrillos Rd.
Room 225
Santa Fe, NM 87504
Administrator: (505) 827-3284

Central Regional Design Center:

7500 Pan American Freeway NE
Albuquerque, NM 87109
Business Operations: (505) 222-6776

South Regional Design Center:

750 N. Solano Dr.
Las Cruces, NM 88001
Administrator: (575) 525-7333

Appendix IX: Resources

Pedestrian Facility Design Resources

Design and Safety of Pedestrian Facilities, A Recommended Practice, 1998. Institute of Transportation Engineers, 525 School Street, S.W, Suite 410, Washington, DC 20024-2729, Phone: (202) 554-8050.

Pedestrian Compatible Roadways-Planning and Design Guidelines, 1995. Bicycle / Pedestrian Transportation Master Plan, Bicycle and Pedestrian Advocate, New Jersey Department of Transportation, 1035 Parkway Avenue, Trenton, NJ 08625, Phone: (609) 530-4578.

Improving Pedestrian Access to Transit: An Advocacy Handbook, 1998. Federal Transit Administration / WalkBoston. NTIS, 5285 Port Royal Road, Springfield, VA 22161.

Planning and Implementing Pedestrian Facilities in Suburban and Developing Rural Areas, Report No. 294A, Transportation Research Board, Box 289, Washington, DC 20055, Phone: (202) 334-3214.

Pedestrian Facilities Guidebook, 1997. Washington State Department of Transportation, Bicycle and Pedestrian Program, P.O. Box 47393, Olympia, WA 98504.

Portland Pedestrian Design Guide, 1998. Portland Pedestrian Program, 1120 SW Fifth Ave, Room 802; Portland, OR 97210. (503) 823-7004.

* *Implementing Pedestrian Improvements at the Local Level*, 1999. FHWA, HSR 20, 6300 Georgetown Pike, McLean, VA .

* *AASHTO Guide to the Development of Pedestrian Facilities*, 2004. AASHTO. (currently under discussion)

Bicycle Facility Design Resources

Guide for the Development of Bicycle Facilities, 1999., American Association of State Highway and Transportation Officials (AASHTO), P.O. Box 96716, Washington, DC, 20090-6716, Phone: (888) 227-4860.

Implementing Bicycle Improvements at the Local Level, (1998), FHWA, HSR 20, 6300 Georgetown Pike, McLean, VA .

Bicycle Facility Design Standards, 1998. City of Philadelphia Streets Department, 1401 JFK Boulevard, Philadelphia, PA 19103.

Selecting Roadway Design Treatments to Accommodate Bicyclists, 1993. FHWA, R&T Report Center, 9701 Philadelphia Ct, Unit Q; Lanham, MD 20706. (301) 577-1421 (fax only)

North Carolina Bicycle Facilities Planning and Design Guidelines, 1994. North Carolina DOT, P.O. Box 25201, Raleigh, NC 27611. (919) 733-2804.

Bicycle Facility Planning, 1995. Pinsof & Musser. American Planning Association, Planning Advisory Service Report # 459. American Planning Association, 122 S. Michigan Ave, Suite 1600; Chicago, IL 60603.

Florida Bicycle Facilities Planning and Design Manual, 1994. Florida DOT, Pedestrian and Bicycle Safety Office, 605 Suwannee Street, Tallahassee, FL 32399.

Evaluation of Shared-use Facilities for Bicycles and Motor Vehicles, 1996. Florida DOT, Pedestrian and Bicycle Safety Office, 605 Suwannee Street, Tallahassee, FL 32399.

Bicycle and Pedestrian Design Resources

Oregon Bicycle and Pedestrian Plan, 1995. Oregon Department of Transportation, Bicycle and Pedestrian Program, Room 210, Transportation Building, Salem, OR 97310, Phone: (503) 986-3555

Improving Conditions for Bicyclists and Pedestrians, A Best Practices Report, 1998. FHWA, HEP 10, 400 Seventh Street SW, Washington, DC 20590.

Traffic Calming Design Resources

Traffic Calming: State of the Practice. 1999. Institute of Transportation Engineers, 525 School Street, SW, Suite 410; Washington, DC 20024.

Florida Department of Transportation's Roundabout Guide. Florida Department of Transportation, 605 Suwannee St., MS-82, Tallahassee, FL 32399-0450.

National Bicycling and Walking Study. Case Study # 19, Traffic Calming and Auto-Restricted Zones and other Traffic Management Techniques-Their Effects on Bicycling and Pedestrians, Federal Highway Administration (FHWA).

Traffic Calming (1995), American Planning Association, 122 South Michigan Avenue, Chicago, IL 60603

Traditional Neighborhood Development Street Design Guidelines, 1997. Proposed Recommended Practice, Institute of Transportation Engineers, 525 School Street, SW, Suite 410; Washington, DC 20024.

Making Streets that Work, City of Seattle, 600 Fourth Ave., 12th Floor, Seattle, WA 98104-1873, Phone: (206) 684-4000, Fax: (206) 684-5360.

Traffic Control Manual for In-Street Work, 1994. Seattle Engineering Department, City of Seattle, 600 4th Avenue, Seattle, WA 98104-6967, Phone: (206) 684-5108.

ADA-related Design Resources

Accessible Pedestrian Signals, 1998. U.S. Access Board 1331 F Street NW, Suite 1000; Washington, DC 20004. (800) 872-2253.

Accessible Rights of Way: A Design Manual, 1999. U.S. Access Board, 1331 F Street NW, Suite 1000; Washington, DC 20004. (800) 872-2253.

Designing Sidewalks and Trails for Access, Part One. 1999. FHWA, HEPH-30, 400 Seventh Street SW, Washington, DC 20590.

ADA Accessibility Guidelines for Buildings and Facilities, 1998 (ADAAG). U.S. Access Board, 1331 F Street NW, Suite 1000; Washington, DC 20004. (800) 872-2253.

Uniform Federal Accessibility Standards, 1984 (UFAS), available from the U.S. Access Board, 1331 F Street NW, Suite 1000; Washington, DC 20004. (800) 872-2253

Universal Access to Outdoor Recreation: A Design Guide, 1993. PLAE, Inc, MIG Communications, 1802 Fifth Street, Berkeley, CA 94710. (510) 845-0953.

Recommended Street Design Guidelines for People Who Are Blind or Visually Impaired. American Council of the Blind, 1155 15th Street NW, Suite 720; Washington, DC 20005. (202) 467-5081.

