**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://mesillavalleympo.org>

Transportation Improvement Program

Project Application, Evaluation & Prioritization

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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 (Mandatory) | MPO staff strongly recommends that the applicant discusses these types of issues with the Technical Advisory Committee and MPO Staff before completing this application. |

**Written Application Requirements:** (80 points maximum)

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| Economic Vitality (10 points maximum) | The metropolitan transportation planning process is required to consider the planning factors listed to the left. (23 U.S.C. 450.306 – Scope of the metropolitan transportation planning process.) The proposed project will be evaluated based on how well it advances each of the factors for the region. It is not expected that all factors will apply to every project. Projects that address all of the planning factors will have an advantage over other projects. For a greater explanation of each planning factor, please see the application body or contact MPO staff. |
| Safety (10 points maximum) |
| Security (10 points maximum) |
| Accessibility and Mobility(10 points maximum) |
| Environment, Energy, Quality of Life(10 points maximum) |
| Integrated and Connected System(10 points maximum) |
| Maintenance and Operation(10 points maximum) |
| System Preservation(10 points maximum) |

**Overview of Eight Planning Factors**

Economic Vitality

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.

Safety

Transportation Safety Planning (TSP) is a proactive approach to the prevention of accidents and unsafe transportation conditions by establishing inherently safe transportation networks. TSP achieves road safety improvements through small quantum changes, targeted at the whole network.

Security

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

Accessibility and Mobility

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

Environment, Energy, Quality of Life

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.

When stormwater flows over roads and through roadway drainage systems, it carries sediments and pollutants (nutrients, oil, grease, and metals) into rivers and streams in this way, affecting the quality and health of the water for people, animals, and plants. High flows can also damage habitat, property, and transportation infrastructure. Managing stormwater flowing over transportation facilities is achieved through use of runoff treatment and flow control. Applications must be compliant with the City of Las Cruces Stormwater Management Plan (if within the City limits), the National Pollutant Discharge Elimination System, and Storm Water Pollution Prevention Plan.

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.

Integrated and Connected System

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.

Maintenance and Operation

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.

System Preservation

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.”

**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.
 |       |
| 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 |       |

**Economic Vitality -** 23 U.S.C. 450.306.a.1 (10 points maximum)

Explain how the proposed project or strategy 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 U.S.C. 450.306.a.2 (10 points maximum)

In 2016, as part of the FAST Act, the Federal Highway Administration announced five targets for safety performance measures. 1) Number of Fatalities 2) Rate of Fatalities 3) Number of Serious Injuries 4) Rate of Serious Injuries 5) Number of non-motorized fatalities and non-motorized serious injuries. Please explain how the proposed project will impact these five targets. Please keep your response to one page or less.

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**Security -** 23 U.S.C. 450.306.a.3 (10 points maximum)

Explain how the proposed project or strategy 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 U.S.C. 450.306.a.4 (10 points maximum)

Explain how the proposed project or strategy 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 U.S.C. 450.306.a.5 (10 points maximum)

Explain how the proposed project or strategy 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 U.S.C. 450.306.a.6 (10 points maximum)

Explain how the proposed project or strategy 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 U.S.C. 450.306.a.7 (10 points maximum)

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

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**System Preservation,** 23 U.S.C. 450.306.a.8 (10 points maximum)

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

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