



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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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 **November 1, 2018 at 4:00 p.m.** in the **City of Las Cruces Council Chambers, 700 N. Main**, Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://MesillaValleyMPO.org).

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1. **CALL TO ORDER** _____ **Chair**
2. **APPROVAL OF AGENDA** _____ **Chair**
3. **APPROVAL OF MINUTES** _____
 - 3.1. October 4, 2018 _____ **Chair**
4. **PUBLIC COMMENT** _____ **Chair**
5. **ACTION ITEMS** _____
 - 5.1. FFY 2018-2023 Transportation Improvement Program Amendments _____ **MPO Staff**
 - 5.2. Transportation Alternatives Program and Recreational Trails Program Application Recommendations _____ **MPO Staff**
 - 5.3. Performance Measure 1: Safety Target Recommendation _____ **MPO Staff**
 - 5.4. Performance Measure 2: State of Good Repair Target Recommendation _____ **MPO Staff**
 - 5.5. Performance Measure 3: System Performance Target Recommendation _____ **MPO Staff**
6. **COMMITTEE and STAFF COMMENTS** _____
 - 6.1. City of Las Cruces, Doña Ana County, Town of Mesilla, Las Cruces Public Schools, RoadRUNNER Transit, and SCRTD Project Updates _____ **Jurisdictional Staff**
 - 6.2. NMDOT Projects Update _____ **NMDOT Staff**
 - 6.3. MPO Staff Update _____ **MPO Staff**
7. **PUBLIC COMMENT** _____ **Chair**
8. **ADJOURNMENT** _____ **Chair**

1 **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**
2 **TECHNICAL ADVISORY COMMITTEE**

3
4 The following are minutes for the meeting of the Technical Advisory Committee of the
5 Mesilla Valley Metropolitan Planning Organization (MPO) which was held October 4,
6 2018 at 4:00 p.m. in the City of Las Cruces Council Chambers, 700 N. Main, Las
7 Cruces, New Mexico.

8
9 **MEMBERS PRESENT:** David Armijo (SCRTD)
10 Mike Bartholomew (CLC Transit)
11 Sean Barham (LCPS)
12 Bill Childress (BLM)
13 Michael Garza (DAC Flood Commission) (arrived 4:08)
14 Soo Gyu Lee (CLC)
15 Bud Geng proxy Dale Harrell (NMSU)
16 Jolene Herrera (NMDOT)
17 Harold Love (NMDOT)
18 Larry Shannon (Town of Mesilla)

19
20 **MEMBERS ABSENT:** Rene Molina (DAC Eng.)
21 Luis Marmolejo (DAC Planning)
22 Hector Tarrazas, (CLC)
23 Tony Trevino (CLC Public Works)
24 Jennifer Yoder (CLC)

25
26 **STAFF PRESENT:** Andrew Wray (MPO Staff)
27 Michael McAdams (MPO Staff)
28 Debra Fuller (MPO)

29
30 **OTHERS PRESENT:** Becky Baum, RC Creations, LLC, Recording Secretary

31
32 **1. CALL TO ORDER (4:00 PM)**

33
34 Love: Well go ahead and call to order the October 4, 2018 meeting of the Mesilla
35 Valley MPO Technical Advisory Committee. Let's start with a roll call to
36 my far right.

37
38 Lee: Soo Gyu Lee, City of Las Cruces.

39
40 Geng: Bud Geng, NMSU.

41
42 Shannon: Larry Shannon, Town of Mesilla.

43
44 Barham: Sean Barham, Las Cruces Public Schools.

45
46 Bartholomew: Mike Bartholomew, City of Las Cruces RoadRUNNER Transit.

1
2 Armijo: Good afternoon. David Armijo, the South Central Regional Transit District.

3
4 Herrera: Jolene Herrera, NMDOT planning.

5
6 Childress: Bill Childress, Bureau of Land Management.

7
8 Love: And I'm Harold Love, New Mexico DOT. And I'm the Chairman of the
9 Committee.

10
11 **2. APPROVAL OF AGENDA**

12
13 Love: We move on to item number two approval of the agenda. Everybody get a
14 chance to review it. And I'm looking for a motion to approve.

15
16 Shannon: Make a motion to approve.

17
18 Bartholomew: I'll second.

19
20 Love: All in favor.

21
22 MOTION PASSES UNANIMOUSLY.

23
24 Love: Any opposed? The agenda is approved.

25
26 **3. APPROVAL OF MINUTES**

27
28 **3.1 August 30, 2018**

29
30 Love: Moving on to item number three, approval of the minutes. Looking for a
31 motion.

32
33 Armijo: Move approval.

34
35 Childress: Second.

36
37 Love: All in favor.

38
39 MOTION PASSES UNANIMOUSLY.

40
41 Love: Motion is approved.

42
43 **4. PUBLIC COMMENT**

44
45 Love: Item number four, public comment. Seeing none.

1
2 **5. ACTION ITEMS**

3
4 **5.1 MTP Amendment of Removal of Segments form Truck Route Map**

5
6 Love: We'll move on to the action items, 5.1 the MTP Amendment of Removal of
7 Segments of the Truck Route Map.
8

9 ANDREW WRAY GAVE HIS PRESENTATION.

10
11 Love: Any comments?
12

13 Shannon: Yes, I have one. When you say truck prohibited, do you mean all trucks,
14 delivery trucks that sort of thing or just thru trucks?
15

16 Wray: Mr. Chair, Mr. Shannon. That is at the discretion I understand of the traffic
17 engineer. There's an ordinance by the City that gives the traffic engineer
18 that authority and it depends on how the regulation is written. For
19 Mesquite, I believe that all trucks are prohibited since that is a residential
20 area. I am not sure about the northern portions of Alameda because there
21 are businesses that exist at the northern end of that. I don't know if Mr.
22 Lee wishes to chime in further, but it depends on the facility in question as
23 to what might or might not be prohibited.
24

25 Love: Any other comments?
26

27 Lee: I don't have any comment, but if you have any question then I will answer
28 you because I don't know about the prohibited route on the Alameda and
29 right now the traffic engineer is not here so I am not able to answer.
30

31 Shannon: I was just wondering whether it's just commercial trucks or if we're talking
32 private trucks, moving vans, U-Hauls that sort of thing?
33

34 Lee: As Andrew mentioned it depends on the street so I have to read through
35 the code, but in general if any truck wider than 12 foot and in height, I
36 believe is 12 feet and then length is 40 feet and the weight, the gross
37 weight and the axel weight, but unfortunately I cannot remember exactly
38 what the requirement is. So it doesn't matter the delivery truck or semi,
39 but depends on their truck load if it is beyond or over the size or over the
40 weight then we're going to restrict that.
41

42 Lee: Any other comments?
43

44 Bartholomew: I know this was answered I think when we had it in discussion last time,
45 this doesn't really, you said it's not truck prohibited and it doesn't apply to
46 transit buses either right?

1
2 Wray: Mr. Chair, Mr. Bartholomew. No, buses are in a separate category from
3 trucks for the purposes of that ordinance, but the intension was never to
4 prohibit trucks or buses from these streets.

5
6 Bartholomew: Okay because Melendres in particular we have a route along that whole
7 stretch, two routes.

8
9 Wray: Yes.

10
11 Love: Any other comments? So we're looking for a motion to remove these
12 segments of the truck routes from the Truck Route Map.

13
14 Wray: Yes, Mr. Chair.

15
16 Barham: I'll move.

17
18 Bartholomew: I'll second the motion.

19
20 Love: All in favor.

21
22 MOTION PASSES UNANIMOUSLY.

23
24 Love: Motion passed.

25
26 **5.2 Mesilla Valley MPO Title VI Plan**

27
28 Love: We'll move on to item number 5.2, the Mesilla Valley MPO Title VI Plan

29
30 ANDREW WRAY GAVE HIS PRESENTATION.

31
32 Bartholomew: I just noticed that, are there guidelines from FHWA, has this been
33 reviewed by anybody at FHWA to make ensure it's compliant?

34
35 Wray: Mr. Chair, Mr. Bartholomew. It has been reviewed by NMDOT staff
36 multiple times and there is a stewardship agreement between FHWA and
37 NMDOT which gives NMDOT competency in many of these areas. I don't
38 know if Ms. Herrera wishes to chime in further.

39
40 Herrera: Thank you. The Title VI Plan draft has been reviewed by our ADA
41 Coordinator and Title VI Coordinator at the NMDOT and as Andrew said
42 FHWA passes that authority to us so as soon as it's approved by the
43 Policy Committee hopefully at their meeting next week it will be
44 considered finalized at the DOT.

45
46 Bartholomew: Thank you.

1
2 Love: Any other comments? Looking for a motion.

3
4 Bartholomew: I'll recommend to the Policy Committee to adopt the Title VI Plan.

5
6 Herrera: I second.

7
8 Love: All in favor.

9
10 MOTION PASSES UNANIMOUSLY.

11
12 Love: Motion passes.

13
14 **6. DISCUSSION ITEMS**

15
16 **6.1 Performance Measure Presentation**

17
18 Love: Move on to item number six discussion item Performance Measure
19 Presentation.

20
21 ANDREW WRAY GAVE HIS PRESENTATION.

22
23 Lee: Mr. Chair. I have a question. Do we have any data specifically for Doña
24 Ana County or the City of Las Cruces?

25
26 Wray: We do have that data available. We are currently in process of putting
27 together a Crash and Safety Report. We anticipate presenting that to the
28 Bicycle and Pedestrian Facility Advisory Committee at their November
29 meeting and we anticipate presenting it to the TAC and to the Policy
30 Committee at their December meetings. So we will have specific numbers
31 for this MPO area available very soon. Any other questions?

32
33 ANDREW WRAY CONTINUED HIS PRESENTATION.

34
35 Armijo: I have a question. So I'm trying to follow this line, the trend line looks
36 good, but why do we think that the projected numbers will fall? What's
37 contributing to that?

38
39 Wray: The decline in the absolute number of serious injuries combined with the
40 current increase in VMT sort of intersects with each other to bring that
41 number down is the reason why.

42
43 Herrera: Mr. Chair. If I can maybe add something to that. I think the trend that
44 we're seeing is that even though crashes overall may be going up, cars in
45 general are safer and so people aren't hurt as seriously if they are
46 involved in a crash so that's why the serious injury rate is going down and

1 then as Andrew said with VMT going up the trend line is going down so
2 that's one of the things, just the safety of vehicles nowadays is lessening
3 the number of serious injuries.
4

5 Armijo: I get that, but I also see that the congestion is increasing and VMT which
6 we had hoped had been falling a decade ago is now coming back up. I
7 would question whether or not these numbers will hold. My expectation is
8 whether or not I understand the thing about the injuries and seriousness,
9 but I think most likely the number of accidents will begin to increase
10 relative to the VMT and the congestion, and those are two separate
11 factors. The other factor in this corridor right now is the number of trucks
12 that are coming through the corridor at a substantial increase and now we
13 have more traffic 24/7. So, I hope these numbers come in as good as
14 they are, but I would be concerned given what's actually happening. The
15 trend lines are changing.
16

17 Herrera: Right. And I guess in response to the number of trucks, that's actually
18 why if you look at number one the total number of fatalities it's increasing
19 is we see because of the increase in large truck traffic. So I mean
20 definitely you made some good points. We set these targets every year.
21 This is only the second year that we've done it so unfortunately we don't
22 have a lot of that kind of back data and reporting that we need to be really
23 sort of on target so it's sort of a moving target right now which is a little bit
24 unfortunate because we are talking about people's lives and injuries. But
25 it's something that we're trying to work through and so we're doing our
26 best.
27

28 Armijo: It's a challenge. Thank you.
29

30 Shannon: Just a question. With respect to the number of trucks if I'm not mistaken
31 the West Mesa Highway had been planned to go from Santa Theresa up
32 to about the airport and the main purpose of that was to relieve the
33 amount of truck traffic on the I-10 corridor. At what point is the plan for the
34 West Mesa Highway? I remember hearing about that about two or three
35 years ago, four years ago, and I haven't heard anything since.
36

37 Wray: Mr. Chair, Mr. Shannon. I would have to defer to NMDOT for an update
38 on specific status.
39

40 Herrera: Thanks Andrew. The study so we went through Phase A/B, which is
41 basically looking at different alternatives, the Phase B is choosing the best
42 alternative and the best alternative at this time is the no build scenario.
43 Because the traffic numbers don't show that it would take enough trucks
44 off of the I-10 corridor to make it feasible. It's about an \$80 million project
45 which in a poor state like ours we just don't have the money to fund that so
46 unless there was a partnership, a public/private partnership of some sort

1 we just don't have the resources to fund a project like that. I believe the
2 report, we can make it available, it's public. But if I remember correctly it
3 was only really removing about 500 vehicles or so off of the I-10 corridor
4 so that's why we're not moving forward with that project at this time.

5
6 Geng: Would you happen to know when the report was done?

7
8 Herrera: I believe it was completed I want to say two years ago. Yes, so it's been a
9 couple of years, but they did project traffic out 20 years so it was a horizon
10 year of 2040 and even at that time it wasn't relieving as much congestion
11 off of I-10 as I think everybody anticipated.

12
13 Bartholomew: I had a question on the VMTs. Where are they coming from the
14 increase? You mentioned there was a lot more heavy truck traffic, is it
15 across the board or is it mainly attributed to the heavy truck traffic for the
16 increase in the VMTs?

17
18 Herrera: It's both. Yes, I mean since oil prices have sort of stabilized and gas
19 prices aren't too terribly high right now more people are driving. The truck
20 traffic we're seeing a lot of it in the oil industry area, so it is coming from
21 the border area here, but then also the southeast and the northwest parts
22 of the state are seeing huge increases in heavy truck traffic, and we do a
23 statewide kind of average.

24
25 Bartholomew: Thank you. Sounds good. Also you have a little typo you need to correct
26 in your slide there on the top.

27
28 Wray: Thank you, we'll get that done. Appreciate that.

29
30 ANDREW WRAY CONTINUED HIS PRESENTATION.

31
32 Lee: I have one other question Andrew. Is there any specific reason you did
33 not include any property damage statistics to the safety measure?

34
35 Wray: Mr. Chair, Mr. Lee. That is not part of the federal metric. These are
36 purely federally defined metrics that we're dealing with here and that's not
37 one of the metrics handed down from the feds.

38
39 Lee: Thank you.

40
41 ANDREW WRAY CONTINUED HIS PRESENTATION.

42
43 Herrera: Andrew. Sorry if you go back to that slide. I just want to make it clear that
44 these numbers are for the entire State. So this is not for the MPO area
45 specifically.

1 Wray: Yes, if only.
2
3 Herrera: Thanks.
4
5 Lee: I have another question. Can you go back to the first slide?
6
7 Wray: This one?
8
9 Lee: No, next one. Yes. So what's the definition of good condition and the
10 poor condition, what reference are you guys going to use it or do you have
11 any idea how they determine it's a good condition or a bad condition?
12
13 Wray: That is determined by the NMDOT pavement management section I guess
14 is the correct term for the part of DOT. I apologize I did not include the
15 specifics as to the definition in this particular presentation. I can get those
16 definitions to this committee today if that is desired. I don't know if DOT
17 staff wishes to elaborate further on the specific definitions.
18
19 Herrera: I can try. I'm going to start by saying I am a planner not an engineer, but
20 from what I understand there are three separate metrics for pavement that
21 they are measuring. So it's IRI, percent cracking, and then rutting, so
22 those are the three metrics that they're measuring for all pavements. And
23 so for the NHS the interstate pavements for it to be in good condition, all
24 three have to be considered good. Whatever that threshold is and that
25 data can be made available because I'm not sure right off the top of my
26 head what the threshold is. For it to be in poor condition only one has to
27 be considered poor. For the non-interstate NHS, as long as two are in
28 good condition then it's considered good. Does that hopefully help?
29
30 Lee: Yes, thank you.
31
32 Herrera: Okay.
33
34 ANDREW WRAY CONTINUED HIS PRESENTATION.
35
36 Bartholomew: I have a just a quick question. What's the definition of reliable person
37 miles?
38
39 Wray: It is the ability of, and I'm trying to remember the exact language off the
40 top of my head, I apologize. It is the ability of a person to be able to travel
41 within a reasonable amount of time to their destination. Jolene's shaking
42 her head, I must be getting a part wrong.
43
44 Herrera: No, it's not that, it's just, yes that's right. But we don't really have a
45 definition I guess is the real answer because what's considered a
46 reasonable amount of time right, so, I mean there's definitions somewhere

1 but they use all of these sort of subjective words so that's the best we can
2 do.

3
4 Bartholomew: I have never heard that term before so I wasn't sure what it meant.

5
6 Herrera: I think FHWA made it up. No, just kidding. They didn't. But it is written
7 into the law, so somebody knows what it means somewhere just not me.

8
9 ANDREW WRAY CONTINUED HIS PRESENTATION.

10
11 Lee: I have a general comment. I believe the proponents target is more
12 focused on the vehicle movement. You know we better be balanced to
13 look at the different measure to measure for the safety and other
14 proponents for the pedestrian and the transportation for like a transit and
15 any other, So I believe this is a to focus on the vehicle movements, but I
16 wanted to share my impression.

17
18 Love: Any other questions?

19 20 **7. COMMITTEE AND STAFF COMMENTS**

21 22 **7.1 City of Las Cruces, Dona Ana County, Town of Mesilla, Las Cruces** 23 **Public Schools, RoadRUNNER Transit, SCRTD Project Updates**

24
25 Love: If not we'll move on to item number seven, committee and staff comments.
26 City of Las Cruces.

27
28 Lee: I have no comments at this time.

29
30 Love: Doña Ana County, I don't think they're present.

31
32 Garza: We don't have anything to update at this time.

33
34 Love: Town of Mesilla.

35
36 Shannon: I have no comment at this time.

37
38 Love: Las Cruces Public School Schools

39
40 Barham: Yes, thanks. Just a couple of things to update you all on. Our grant
41 funding which we use for our Safe Routes to Schools, you guys helped us
42 with the TAP Application and that's rolling along nicely. We also secured
43 our DHO, our Department of Health Grant for that, so it looks like
44 everything is going to roll along for another year. And along those lines,
45 the week of October 10th is international, I don't know if it's international, I
46 may have just typed it up even more, Global Walk to School Day, so that's

1 coming up. We have several events at our elementary schools throughout
2 that week. Our spotlight this year is going to be the walk to school at
3 Mesilla Park Elementary School on the 11th. We'll be meeting at the
4 Frank O'Brien Papen Center at 7:30 in the morning and walking to the
5 school and you're all welcome to join us.

6
7 Love: RoadRUNNER Transit,

8
9 Barham: I was on vacation a couple of weeks ago and I got very pleasant news that
10 we got \$11 million to build an operations and maintenance center and it
11 kind of blew me away, but I heard about it. I think it's one of the larger
12 grants, at least federal grants that the City has gotten. That was a very
13 pleasant surprise. Our full request was for about a \$20.1 million project
14 with \$16.1 million from FTA. And then of course you have to provide a
15 scaled project as well and that was about \$15.5 million with a little over
16 \$12 million from FTA. This was through the Bus and Bus Facilities
17 Section 5339 program and that was actually, we actually submitted two
18 grants for this facility project and the first one was the build grant, which
19 we haven't heard from yet, and this was more of our backup if we didn't
20 get the build grant. So if we get a little more from the build grant that
21 would even be like frosting on the cake I think if we get that.

22 We did get our required transit asset management plan signed off
23 by the City Management just under the wire, but it was done. And I guess
24 we'll have to be working a little bit with the MPO as well because I was
25 talking with Gail Lyssy from Region VI FTA and she was saying yes, the
26 FTA really hasn't done a good job of getting the word out about what the
27 planning element of the Transit Asset Management Plan relative to the
28 MPO so there is going to be a webinar coming up here at the end of the
29 month, so hopefully we will learn a little bit more what we have to do to
30 meet requirements there.

31
32 Armijo: I'll close it up. For SCRTD actually a smaller scale working with
33 RoadRUNNER, we did pick up a grant, I don't think we reported this last
34 month did we? The \$100,000 for the short and long-range plan so
35 anyway that's moving right along. We got that through our board last
36 week and it's coming to the City Council I guess in a couple of weeks from
37 now, the 15th I believe. So that's a really good project and it's something
38 we'll be looking forward to working together on. I know Michael McAdams
39 has been doing the heavy lift so far carrying us all on the RFP so, we'll be
40 working closely together on that one and it does bode pretty well. We just
41 finished this week with our second full year and now SCRTD is actually
42 reporting NTD ridership not just for the rural but also for the urban areas of
43 Cruces and El Paso which has added new work for us to deal with. But
44 more important to that is that we just closed the year about 30,000 rides,
45 so our ridership was up 61% year over year. So we're moving along pretty
46 well with a small operation. So we're hoping to grow that operation now

1 that we've moved into our facility in Anthony and we're doing much more
2 work out there. We did add another bus to the fleet so we now have nine
3 buses to the fleet and we'll be ordering another bus this week, so that'll
4 bring it to ten this year. We started with five two years ago with the State
5 money so we're moving right along. We just need more operating funds
6 so we can run more service trips so you know that's how you carry more
7 people, but with that it looks like we had a good year. Thank you.
8

9 **7.2 NMDOT Projects Update**

10
11 Love: DOT updates

12
13 Herrera: Thanks Mr. Chair. We only have one, well we have two construction
14 projects, only one in the direct MPO area. It's Valley Drive and so I'm sure
15 you're all aware that that's happening. Work is ongoing. The update that I
16 have from our construction office is work is scheduled to begin at the
17 southwest quadrant of the Valley and Picacho Intersection next week so
18 look for maybe a slight shift in traffic control on that. Otherwise, we are on
19 time for that project for sometime next year. I want to say, I don't
20 remember, December, January something like that. So it's still going to be
21 a while, but we are doing our best to make sure that traffic flows through
22 there and that we address any business owners that come to us with any
23 sort of issues.

24 And then the other project that we have going on on I-10 is some
25 guardrail replacement, well there's lane closures on that but we're not
26 closing the interstate or anything. We're not crazy like TXDOT, so just
27 watch out for some traffic control on Interstate 10, sort of it's a big work
28 area we don't really know where they're moving but just be wary along the
29 I-10 corridor that there could be some work out there.

30 As far as the University Project, we did get the funds obligated
31 finally for that one so we're looking to go out to bid late November, early
32 December on that project. We're looking at starting construction in
33 probably April, we might try to move that to May, till after the school
34 semester ends. But we'll coordinate that and we'll make sure that we
35 coordinate with RoadRUNNER Transit on all that as well. And that's all I
36 have.
37

38 Lee: I have a question

39
40 Love: Go ahead.

41
42 Lee: Mr. Chair. Do you have any update for the study on North Main between
43 the Solano and I-25?
44

45 Herrera: Are you talking about for the study?
46

1 Lee: Yes, study.

2
3 Herrera: So, I'm pretty sure the Phase A/B is in the final signature phase so it
4 should be done soon if not now. So I can check on that and make sure
5 that you get a copy of it.

6
7 Love: Any other questions?

8 9 **7.3 MPO Staff Projects Update**

10
11 Love: We'll move on to MPO staff update.

12
13 Wray: Thank you Mr. Chair. We do have a couple. The TAP and RTP open call
14 for projects period for this MPO closed this past Friday. We have four that
15 we will be bringing to the BPAC later this month and then to this
16 Committee in November. So the November meeting is looking like it's
17 going to be pretty meaty, so everyone please plan to be here. Also, we do
18 have an open call for projects through us from NMDOT for a non-
19 mandatory CMAC money. We do have one jurisdiction that has
20 expressed interest and has scheduled their project feasibility meeting.
21 Any other jurisdiction that has an interest in that call for projects, now is
22 the time you need to get that project feasibility meeting scheduled. You're
23 running out of time. So the deadline for MPOs to turn that in is the end of
24 December, so we have to get that done, we have to get that through our
25 Advisory Committees and to a Policy Committee in December so you're
26 running out of time. I believe the deadline to get something into staff is
27 November 1st, something like that. So you're running out of time if you
28 have any interest in that. What was the other thing? I think that was it.
29 Thank you Mr. Chair.

30
31 Bartholomew: You should add here that at least interim acting MPO Officer

32
33 Wray: So I am lead to believe, but there seems to be some paperwork problems.

34
35 Bartholomew: What's the normal process for permanently filling that position?

36
37 Wray: I can't comment on that. Mr. Murphy was the incumbent of that position
38 for fourteen years, so at this point I would have to say that whatever
39 process was used then it was in a very different era.

40
41 Bartholomew: There is no normal.

42
43 Wray: There is no normal. I will say that I have as of this point not received any
44 sort of direction, updates, anything from anybody about what that process
45 may look like.

1 Bartholomew: Thank you.

2
3 Wary: I guess I should add that according to the JPA that establishes this MPO,
4 the Policy Committee must be consulted in the hiring of the MPO Officer
5 position. The Policy Committee is scheduled to review a resolution and
6 take action on a resolution next week, concurring with the City of Las
7 Cruces and their decision to appoint me as acting MPO Officer and
8 ultimately I believe that at the very least when the permanent replacement
9 is selected the Policy Committee will then be asked to do another
10 concurrence resolution.

11
12 **8. PUBLIC COMMENT**

13
14 Love: Public comments. Seeing none.

15
16 **9. ADJOURNMENT (4:51 PM)**

17
18 Love: Looking for a motion to adjourn.

19
20 Bartholomew: I move we adjourn.

21
22 Herrera: Second.

23
24 Love: All in favor.

25
26 MOTION PASSES UNANIMOUSLY.

27
28 Love: We are adjourned.

29
30
31
32
33
34 _____
Chairperson



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://mesillavalleympo.org>

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF November 1, 2018

AGENDA ITEM:

5.1 FY18-23 Transportation Improvement Program Amendments

ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

SUPPORT INFORMATION:

Email from Mike Bartholomew, RoadRUNNER Transit

DISCUSSION:

On June 14, 2017, the MPO Policy Committee approved the 2018-2023 Transportation Improvement Program (TIP)

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

CN	FY	Agency	Project & Termini	Scope	Change	Performance Measure Justification
TL00100	2019	RoadRUNNER Transit	Transit Operations	Operating Assistance	Adding the FFY 2019 Apportionment	N/A
TL00110	2019	RoadRUNNER Transit	Transit Revenue Rolling Stock	Revenue Rolling Stock	Adding the FFY 2019 Apportionment	0% of heavy duty fleet older than 14 years; 0% of light duty fleet older than 10 years; Average fleet age does not exceed 7 years for heavy duty

						vehicles; Average fleet age does not exceed 5 years for light duty buses and paratransit vehicles.
TL00120	2019	RoadRUNNER Transit	Transit Capital Equipment	Capital Equipment	Adding the FFY 2019 Apportionment	N/A
TL00130	2019	RoadRUNNER Transit	Transit Maintenance and Operations Center	Maintenance and Operations Center	Moving from FFY 2022 to FFY 2019	0% of facilities with condition rating of 3.0 on the FTA TERM Scale.
TL00140	2019	RoadRUNNER Transit	5339 Funds for Rolling Stock	5339 Funds for Rolling Stock	Adding the FFY 2019 Apportionment	0% of heavy duty fleet older than 14 years; 0% of light duty fleet older than 10 years; Average fleet age does not exceed 7 years for heavy duty vehicles; Average fleet age does not exceed 5 years for light duty buses and paratransit vehicles.
TL00150	2019	RoadRUNNER Transit	Funding Grant for the RoadRUNNER Transit Short Range Transit Plan	Short Range Transit Plan	New Project	N/A

This amendment will not affect any other projects currently listed in the TIP.

From: Mike Bartholomew
Sent: Sunday, October 7, 2018 6:15 PM
To: Andrew Wray
Subject: FY19 TIP amendment requests
Attachments: Fall 2018 amendments to TIP.xlsx

Follow Up Flag: Follow up
Flag Status: Flagged

Hi Andrew –

I am requesting amendments to the TIP as noted in the Table below. Please let me know if there is more information I can provide. I have attached the spreadsheet in the event that is easier to work with.

Mike Bartholomew

Transit Administrator/Quality of Life Department/Transit Section

Direct: 575-541-2537 Main: 575-541-2500, mbartholomew@las-cruces.org



NMDOT ID TL00100		5307 Operating 50/50 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY18	\$ 1,795,247.00	\$ 1,795,247.00	\$ 3,590,494.00	Operating	
FY19	\$ 1,659,111.00	\$ 1,659,111.00	\$ 3,318,222.00	Operating	
Total planned funding obligations for FY19	\$ 3,454,358.00	\$ 3,454,358.00	\$ 6,908,716.00		

NMDOT ID TL00110		5307 Rolling Stock 85/15 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY17	\$ 113,900.00	\$ 20,100.00	\$ 134,000.00	Electric Bus	
FY18	\$ 120,364.00	\$ 21,241.00	\$ 141,605.00	Electric Bus	
FY19	\$ 47,600.00	\$ 8,400.00	\$ 56,000.00	Electric Bus	
FY19	\$ 178,500.00	\$ 32,500.00	\$ 211,000.00	DAR vehicles	
Total planned funding obligations for FY19	\$ 460,364.00	\$ 82,241.00	\$ 542,605.00		

NMDOT ID TL00120		5307 Capital Equipment 80/20 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY19	\$ 150,400.00	\$ 37,600.00	\$ 188,000.00	replace onboard equipment	
FY18	\$ 120,000.00	\$ 30,000.00	\$ 150,000.00	replace onboard equipment	
Total planned funding obligations for FY19	\$ 270,400.00	\$ 67,600.00	\$ 338,000.00		

NMDOT ID TL00130*		5339 Maintenance and operations Center 80/20 match			Amendment to FY19
Apportionment year of funds	FTA 5339	Local	Total	Purpose	
FY19	\$ 16,131,221.00	\$ 4,032,806.00	\$ 20,164,027.00	Construct O & M Facility	
Total planned funding obligations for FY19	\$ 16,131,221.00	\$ 4,032,806.00	\$ 20,164,027.00		
* Move from FY22 to FY19					

NMDOT ID TL00140		5339 Rolling Stock 85/15 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY16	\$ 172,335.00	\$ 30,412.00	\$ 202,747.00	Electric Bus	
FY17	\$ 176,888.00	\$ 31,216.00	\$ 208,104.00	Electric Bus	
FY18	\$ 240,999.00	\$ 42,530.00	\$ 283,529.00	Electric Bus	
FY19	\$ 240,999.00	\$ 42,530.00	\$ 283,529.00	Vehicles	
FY17 Low No	\$ 1,450,000.00	\$ 341,176.00	\$ 1,791,176.00	Electric Vehicles	
Total planned funding obligations for FY19	\$ 2,281,221.00	\$ 487,864.00	\$ 2,769,085.00		

New Project?		5304 Planning 80/20 match			Amendment to FY19
Apportionment year of funds	FTA 5339	Local	Total	Purpose	
FY19	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00	Mid-range planning study	
Total planned funding obligations for FY19	\$ 100,000.00	\$ 25,000.00	\$ 125,000.00		

NMDOT ID TL00100	5307 Operating	50/50 match	Ammendment to FY19		
	FY19	FY20	FY21	FY22	FY23

Future



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF November 1, 2018

AGENDA ITEM:

5.2 Transportation Alternatives Program and Recreational Trails Program Application Recommendations

ACTION REQUESTED:

Recommendation of Transportation Alternatives Program and Recreational Trails Program Applications for approval to the MPO Policy Committee

SUPPORT INFORMATION:

Application from the Las Cruces Public Schools for the Safe Routes to School Coordinator
Application from the City of Las Cruces for the Walnut Street Improvement Project
Application from the City of Las Cruces for the Las Cruces Lateral Multi-Use Trail Project
Application from Doña Ana County for the Elks Drive Connectivity Project

DISCUSSION:

The Transportation Alternatives Program (TAP) is a Federal reimbursement program originally authorized under section 1122 of the Moving Ahead for Progress in the 21st Century (MAP-21). TAP was reauthorized as a set-aside of the Surface Transportation Block Grant (STBG) program in section 1109 of the Fixing America's Surface Transportation Act (FAST Act) – signed into law in December 2015. Although TAP is not explicitly mentioned in the FAST Act, all of TAP's eligibilities have been preserved and are now codified under Title 23 of the United States Code, sections 133 (h)(3) and 101(a)(29). NMDOT chose to continue to refer to the program as TAP.

The Recreational Trails Program (RTP) is a Federal reimbursement program funded through section 1109 of the FAST Act as codified under Title 23 of the United States Code, sections 133(b)(6), 133(H)(5)(C), and 206.

In New Mexico both programs are administered by the New Mexico Department of Transportation. NMDOT requires that TAP applications for this cycle be submitted no later than November 30, 2018.

The Mesilla Valley MPO set a deadline of September 28, 2018 for local jurisdictions to submit applications for TAP. This item is for the BPAC to recommend approval to the Policy Committee of the projects submitted by the local jurisdictions.



<NAME> RTPO/MPO PROJECT FEASIBILITY FORM (PFF)

For assistance, contact XXXXX, RPO Planner, at phone number or email

GENERAL INFORMATION

Preparation Date 9/28/2018 Project Title: Safe Routes to School Coordinator
 Requesting Entity: Las Cruces Public Schools Governing Body Approval:
 YES ☐ NO ☐ PENDING ☐
 Responsible Charge: Todd Gregory Phone: 575-527-6653

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
 ROADWAY **TRANSPORTATION ALTERNATIVE** BRIDGE SAFETY OTHER

Route Number and/or Street Name: N/A

Project Termini: N/A Beginning Mile point N/A Ending Mile point N/A

Total length of proposed project: N/A

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

NATIONAL PERFORMANCE GOALS

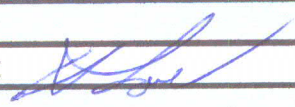
Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition
Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

The Safe Routes to School Coordinator is a non-infrastructure project. The program addresses issues of pedestrian and bicycle safety using the 6 Es of the program (engineering, education, encouragement, enforcement, evaluation, equity). The Coordinator works with appropriate municipal departments on infrastructure needs as necessary.

PROJECT COSTS:

Column A			Column B
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost: \$107,728			Total Project Cost: \$
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	14.56%	\$15,686	
Total Federal Share	85.44%	\$92,042	
	100%		

DISTRICT REVIEW:				
By: 	Date: 9-21-2018	Recommended:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
T/LPA REVIEW:				
By:	Date:	Recommended:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.
 - Does the T/LPA have an approved plan on file with the NMDOT?
 - If the T/LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
 - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).
- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
 - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brands specific items on this project? If so, PIF/certification is required.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind/soft match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.
- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.

- Does the T/LPA have the capability to pay all costs up front?
- Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
 - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
 - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specs unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?



PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 09/28/2018
 2. **Is this project phased? No. If phased:** N/A
 3. **T/LPA Responsible Charge:** Las Cruces Public Schools
 4. **Project Name:** Safe Routes to School Coordinator
 5. **Is the project on the ICIP? No. If yes, year and priority #:** N/A
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.): Metropolitan Transportation Plan 2015, CLC Comprehensive Plan 2040, DAC Plan2040, CLC Active Transportation Plan 2018
 7. **Is a related project in the STIP? Yes. If yes, year(s):** 2018 **Control #:** LC00310
 8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes. If yes, which year(s):** 2018
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Todd Gregory
 10. **Address:** 505 S. Main St., Ste 249
 11. **County:** Dona Ana
 12. **Phone:** 575-527-6653
 13. **E-mail:** tgregory@lcps.net
 14. **MPO or RTPO:** Mesilla Valley MPO
 15. **NMDOT District #:** 1
-

Project Description

16. In the space below, please provide a narrative describing the Project, its Purpose and Need: i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

The Safe Routes to School Coordinator will continue the LCPS SRTS program which includes education of students K-8th grades, parents, school staff and community members on safe walking and bicycling, encouragement of walking and bicycling to include weekly, monthly and yearly special events, working with local municipalities on engineering and enforcement needs, all with a perspective of equity and needs of the community.

17. Select the main project type: 38 Safety and Education for Pedestrians/Bicyclists
List additional project types here:

Project Details (fill out where applicable)

18. Project Scope **LCPS Safe Routes to School Coordinator**

19. Route # (or Street) Name: N/A

20. Length (mi.): N/A

21. Begin mile post/intersection: N/A

22. End mile post/intersect.: N/A

23. Google Maps link (see tutorial), or attach a map: N/A

24. Roadway FHWA Functional Classification(s): N/A

Funding Information

25. Has a related project received Federal funding previously? Yes. If yes, which years? 2008 to present Which funding program(s)? SAFTEA-LU, MAP-21 TAP

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*					
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction					Project Total
Totals	92,042	15,868			107,728

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes observation and material testing.

*** Local funds can be used for match and to increase project total.

Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: 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 Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

The SRTS program, based on the 6 Es address pedestrian and bicycle safety issues from a number of angles. Education of students, schools, staff, families and community members on safe pedestrian and bicycling habits and local laws increases safety. Walking School Buses, Bicycle Trains and general encouragement of students to use active transportation as a viable means of getting to school reduces traffic around schools and raises awareness of multi-modal traffic options. Working with government engineering and traffic divisions, we prioritize safety of pedestrians and bicyclists by suggesting improvements to the built environment, such as sidewalk improvement (including ADA access), bicycle lanes, speed limits, crosswalk painting, and signage. One of our main partners in Law Enforcement. Working together we focus on the safety of our pedestrians and bicyclist and ensure that everyone knows the laws and is following them.

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, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

- 33. ☐ **Economic Vitality:**
 - 34. ☐ **Safety for Motorized and Non-motorized Users:**
 - 35. ☐ **Security for Motorized and Non-motorized Users:**
 - 36. ☐ **Accessibility and Mobility of People and Freight:**
 - 37. ☐ **Environment, Energy Conservation, Quality of Life:**
 - 38. ☐ **Integration and Connectivity:**
 - 39. ☐ **System Management and Operation:**
 - 40. ☐ **System Preservation:**
-

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO**, **District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



ACTIVE TRANSPORTATION AND RECREATIONAL PROGRAMS **APPLICATION**

INSTRUCTIONS: Applicants are required to read through the New Mexico Active Transportation and Recreational Programs Guide (the Guide) prior to completing this application. Please complete the Project Prospectus Form (PPF) first, and then complete this application form.

Introduction

As outlined in the guide, this application will be completed by entities applying for either Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds, and used by the statewide selection committees to score and rank projects submitted for TAP/RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall TAP/RTP processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PFF) process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

A. Select which funding source applying for: TAP

If applying for RTP funding, select the project category from Appendix IV of the guide:

B. Date of submittal: September 28, 2018

C. Responsible Charge (Non-profits must partner with a governmental entity): Las Cruces Public Schools

D. Project name: LCPS Safe Routes to School Program Coordinator

E. If located within an RTPO, was the project recommended by the District Representative via the PFF process? Yes (If this means it was approved by NMDOT)

F. Total amount of TAP/RTP funding requested. *Please separately indicate amounts for each year of the proposed project.*

	TAP/RTP Funds	Matching Funds	Other Funds	Total
Project Year 1	46,021	7,843		53,864
Project Year 2	46,021	7,843		53,864
Project Year 3				
Project Year 4				
Please explain project phasing as necessary: Both years request the same funding				

G. Provide a one to three sentence description of the project scope, including major components, any project deliverables, and pertinent project details.

Continue the LCPS Safe Routes to School program at elementary and middle schools throughout the school district. The program is based on Education, Encouragement, Engineering, Enforcement, Evaluation, and Equity.

Scoring Factors

Applications will be rated and ranked according to the following factors. *See section 5D of the Guide for detailed explanations of each scoring factor.*

1. Planning

Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent, up to a maximum of six (6) points for this scoring factor. Please include the cover sheet and the page(s) where the project is referenced. Do not send entire plans. For a list of eligible planning documents, refer to section 5D of the Guide.

The remaining factors will be scored according to the following scale:

- 3 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.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal 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 1,000 characters** for each question below.*

2. Economic Vitality

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

Providing active transportation options (walking and bicycling) can benefit local economies in a variety of ways such as decreased transportation costs, increased property values, decreased health care costs, and increased employment and tourism. <https://www.nctcog.org/trans/plan/bikeped/resources/ebat>
The USDOT's Federal Highway Administration has a White Paper Evaluating the Economic Benefits of Nonmotorized Transportation:

http://www.pedbikeinfo.org/cms/downloads/NTPP_Economic_Benefits_White_Paper.pdf

A study on Residential Land Values and Walkability:

<http://www.aresjournals.org/doi/abs/10.5555/jsre.3.1.033722n763487886?code=ares-site>

The Las Cruces Safe Routes to School program is in line with these studies through both the promotion of active transportation and the advocacy of improved infrastructure making walking and biking a safe and fun way for families to navigate their communities.

3. Safety and Security

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

Safety of children commuting to and from school is our program focus. Concerns include vehicular congestion causing conflicts for all modes of transportation. We address this through our 6 E approach.

Engineering: working with our local governments on infrastructure improvements, including improving sidewalk conditions and connectivity, ADA access, crosswalk painting, speed zones, signage and bicycle access.

We offer bike/ped safety **education** in the classroom. We provide written information and classes to parents, staff and the community. Our goal is for all road users to know the laws, their rights and responsibilities.

We team with law **enforcement** agencies to ensure that pedestrian and bicycle safety is a priority through education, presence, and citations. Officers escort us on many of our weekly Walking School Buses, help with special events such as W2SD and the Family Bike Fiesta.

We **encourage** walking and biking to school as a viable option to increase safety by reducing vehicular traffic. Weekly Walking School Buses take place at 18 schools, and monthly programs at 4.

All elements of our program are **evaluated** regularly. Data is collected with every event.

We ensure that we work **equitably** by working individually with each school to provide them the services that best fit their needs.

4. Accessibility and Mobility through Integration and Connectivity

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

The Las Cruces Active Transportation Plan (2018) includes suggestions to connect multi-use trails, bikes lanes and add missing sidewalks to bring access to schools. Our program will continue work with local municipalities to identify specific needs and opportunities to improve the network. Our goals are to identify walking routes from four directions at all schools and identify how these routes can tie in with the bike/ped network, either current or proposed.

www.las-cruces.org/en/departments/community-development/planning-and-revitalization/active-transportation-plan

5. Protection and Enhancement of the Environment

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

Transportation contributes 27 percent of the nation's greenhouse gas emissions, and saw a greater absolute increase during the period from 1990 to 2013 than any other sector (e.g. industry, commercial, electricity, etc.) (EPA, 2015). The SRTS program encourage students and parents to walk to and from schools which decreases emission from cars around school buildings 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. (www.lung.org/our-initiatives/healthy-air/outdoor/air-pollution/children-and-air-pollution.html) Walking and biking to

school, combined with reduced traffic can decrease asthma rates in children. For studies and more information see <https://www.saferoutespartnership.org/resources/academic-research/environment>

In addition, students who are active commuters as children, are more likely to be active commuters as adults (<http://www.cpc.unc.edu/projects/nutrans/publications/catrineSportMed2001.pdf>), which indicates a reduction in vehicular traffic in their future.

- B. Please describe how your eligible 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 and have a higher ability to concentrate. (www.citylab.com/transportation/2013/02/kids-who-walk-or-bike-school-concentrate-better-study-shows/4585/)

This study determines that walking gives children good life experience, gets them outdoors and provides exercise as well as boosting academic performance: <https://www.treehugger.com/culture/4-reasons-why-walking-school-benefits-kids.html>

Additionally, providing organized opportunities for kids to walk and bike to school allows parents another avenue to become involved in the school. For studies see:

<http://saferoutespartnership.org/sites/default/files/pdf/Webinar-NoraCody.pdf>

Numerous studies identify the quality of life benefits of walking and biking:

<https://ecf.com/news-and-events/news/cycling-indicator-quality-life>.

- C. Please explain how your eligible 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.*

One of the key factors in Safe Routes to School philosophy is to locate schools in areas that are accessible to multiple modes of transportation, not just convenient for vehicle traffic. Centering schools in neighborhoods, rather than along busy roads allows students to actively commute and has a big impact on health. The CLC Comprehensive Plan 2040 supports this concept and Safe Routes to School. See the attachment, and reference to goal 46, and in specific 46.2a, b & c and 46.10.

National studies on school siting include: <https://muse.jhu.edu/book/13088>

<http://coss.fsu.edu/d6/dmc/content/school-siting-and-healthy-communities-why-where-we-invest-school-facilities-matters>

6. Efficient System Management and Operation

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

Performance will be monitored and evaluated by monthly SRTS Coalition meetings and quarterly summary reports. The SRTS Coordinator will provide coordination and technical assistance to schools within LCPS on the development of SRTS programs. The SRTS Coordinator will organize, coordinate and implement Walking School Bus and Bike Train events with frequency determined by the school plus the ability to provide additional school site education on pedestrian and bicycle safety. We will use stipends for school staff to increase our outreach potential at more schools, providing services to more students. The SRTS Coordinator will provide presentations and reports to the LCPS School Board, CLC

and the SRTS Coalition. They will also provide media coverage, educational, and promotional materials for community awareness and health. The SRTS program's efforts will work to improve health and safety of students walking and biking to school.

7. System Preservation

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

The LC SRTS program uses current infrastructure such as multi-use trails, sidewalks, crosswalks, signage and ADA access for our walking routes. Routes are chosen with safety and current infrastructure in mind.

The SRTS program is focused on sustainability by getting parents, teachers, and principals involved with the walking/biking programs. PE coaches are presenting the educational curriculum in the classroom during PE. As promoted by the National SRTS Center, International Walk to School Day and National Bike to School Day both educate and encourage the ongoing success of our SRTS program and continues to have participation from 100% of our elementary schools. The Las Cruces SRTS Action Plan outlines long term goals for the program. Monthly meetings of the SRTS coalition continue to garner the investment of supporting entities.

Application Submission

Applicants must submit the following documents (as a single PDF) as part of the TAP and RTP application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I of the Guide
- Project Prospectus Form (PPF) – see Appendix I of the Guide
- TAP/RTP Application Form
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix XI; alternatively, an official letter signed by the entity’s chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring agency.
- Basic map of project location

Any additional documentation in support of scoring factors, per the TAP/RTP per section 5D of the Guide.

Las Cruces Safe Routes to School

TAP Funding 2020-2022

Proposed Budget

Item	SRTS Funds per year	SRTS Funds for 2 years
TAP Funding	\$46,021	\$92,042
LCPS Match (14.56%)	\$7,843	\$15,686
TOTAL FUNDING	\$53,864	\$107,728
SRTS Coordinator: \$20/hour x 27 hours/ week x 44 weeks/year	\$23,760	\$47,520
Coordinator benefits (25.69%)	\$6,104	\$12,208
Stipends for LCPS Staff	\$10,000	\$20,000
Educational & encouragement materials	\$12,000	\$24,000
SRTS trainings	\$2,000	\$4,000
Total	\$53,864	\$107,728

Budget Explanation:

SRTS Coordinator hours will increase slightly, rate, contract weeks and benefits would remain the same as 2018-2020 funding cycle.

We request the same amount for stipends for LCPS staff as the 2018-2020 budget. The stipends offer \$500 to school staff to take on the responsibilities to run the weekly walking school bus/ bike train programs at each school.

The cost of our incentive items (charm tokens) has increased, and we have increased number of participants at weekly schools, as well as having 4 schools that participate monthly. We would like to be able to purchase incentive items for the end of the semester to increase consistency with weekly walkers.

Our request for SRTS trainings remains the same.

PLEASE LEAVE ATTACHED FOR SUPERINTENDENT'S REVIEW

LCPS FINANCE DEPARTMENT
GRANT PROPOSAL/APPLICATION REVIEW SHEET

Project Title: Las Cruces Public Schools Safe Routes to School Program Period: 2020-2022 ^{WMM}
Funding Source: State Direct – New Mexico Department of Transportation Proposed Budget: \$107,728
Contact: Todd Gregory Phone: 575-527-6653 School/Dept: Safety & Security
Application Due Date: 9/28/2018

Project Description: This project will continue to develop and promote active transportation options to benefit students, staff, and the community through education and activities.

	AMOUNT	FTE
SALARIES:	67,520	
BENEFITS:	12,208	
FIXED ASSETS > \$5,000 :		
SUPPLY ASSETS < \$5,000:		
OPERATIONS/MAINTENANCE:		
SUPPLIES & MATERIALS:	24,000	
SOFTWARE:		
PURCHASED SERVICES:		
EMPLOYEE TRAVEL:		
PROFESSIONAL DEVELOPMENT:	4,000	
STUDENT TRAVEL:		
OTHER CHARGES:		
TRANSPORTATION:		
INDIRECT COSTS:		
TOTAL:	107,728	
MATCHING/IN-KIND: \$7,843 each year for a total of \$15,686		
NOTES:		

This application has been reviewed and accepted by:

Finance/Operations [Signature] Date 9/25/18 Purchasing [Signature] Date 9/27/2018
Instruction _____ Date _____ Superintendent [Signature] Date 9/26/18

AFTER FINAL REVIEW, PLEASE RETURN TO: **Marlena Metzgar**

Separate Agenda Item ☐

Finance Consent Item ☒

RECEIVED: 9/14/18 REVIEWED: 9/24/18 RETURNED: 9/27/18



Las Cruces



ACTIVE TRANSPORTATION PLAN



Chapter 1: Introduction

Las Cruces is a mid-sized city of just over 100,000 people, situated in the arid desert of southern New Mexico. The city's stunning scenery, mild weather, and recreational opportunities have attracted an influx of residents including many retirees, while New Mexico State University contributes to an annual ebb and flow of college students. Las Cruces is becoming home to more and more people who have fallen in love with the city's history, culture, and identity.

Complementing its goals to improve quality of life and provide transportation options for its residents, the City of Las Cruces has set in motion several efforts to emphasize healthy living. This includes updating the goals and policies in its Comprehensive Plan to create a healthy community, partnering with the New Mexico Department of Health to promote healthy eating and physical activity for children,

and sustaining a robust Safe Routes to School program that has become a model for similar communities. The City has also established an agreement with the Elephant Butte Irrigation District (EBID) to allow Las Cruces to use certain EBID canals and laterals for walking and bicycling.

Through programs, policies, and infrastructure, the City of Las Cruces can encourage more Las Cruces to use active transportation, which includes bicycling and walking. The Las Cruces Active Transportation Plan (ATP) provides a vision and framework to make Las Cruces more livable for all its residents and visitors. It leverages existing initiatives and identifies major opportunities for the City to improve conditions for pedestrians and bicyclists. Strategic investments in walking and bicycling will be critical to Las Cruces becoming a safer, healthier, and more connected community.¹



Public art in downtown Las Cruces

¹ Active Living Research, The Role of Transportation in Promoting Physical Activity, https://activelivingresearch.org/sites/default/files/styles/blog_page_images/public/ALR_Infographic_Transportation_July2012.jpg

Stakeholder & Public Engagement

Stakeholder and public engagement was critical to the development of the Las Cruces Active Transportation Plan. Residents, business owners, employers, and local agencies provided input that collectively influenced the recommendations of the Las Cruces ATP. A detailed summary of the ATP's public engagement efforts is included in Appendix A.

Internal Steering Committee

The role of the Internal Stakeholder Committee (ISC) was to oversee the direction of the ATP's development and provide input at key decision points. The ISC comprised representation from the City of Las Cruces' Community Development, Economic Development, Public Works, Parks & Recreation, Quality of Life, Fire, Police, Transit, Utilities, Legal, and Administration departments; Doña Ana County; Mesilla Valley Metropolitan Planning Organization; New Mexico Department of Transportation; South Central Regional Transit District; and Bureau of Land Management. The ISC convened four times throughout the development of the ATP. While developing the ATP, the ISC participated in exercises to help build more institutional capacity for completing state-of-the-art active transportation projects.

External Advisory Committee

The External Advisory Committee (EAC) was made up of representatives from the City of Las Cruces, Doña Ana County, Mesilla Valley Metropolitan Planning Organization and its Bicycle and Pedestrian Facilities Advisory

Committee, South Central Regional Transit District, Las Cruces Hispanic Chamber, Las Cruces Public Schools and its Safe Routes to School program, Elephant Butte Irrigation District, New Mexico State University, Doña Ana Communities United, Doña Ana County Health and Human Services, Southern New Mexico Trail Alliance, New Mexico Department of Health, American Association of Retired Persons, Red Mesa Design and Development, Las Cruces Association of Realtors, Las Cruces Greater Chamber of Commerce, Las Cruces Green Chamber of Commerce, Community Action Agency of Southern New Mexico, Mesilla Valley Community of Hope, VeloCruces, and Las Cruces Homebuilders Association. The EAC provided feedback to the planning process through two formal meetings.

Focus Groups

A critical part of the public engagement for the ATP was to meet with focus groups representing New Mexico State University faculty, staff, and students; youth participating in an after-school program; and transit riders. Each of the focus groups communicated desires for a more bikeable and walkable Las Cruces, but cited concerns regarding redevelopment encroaching into the University Avenue two-way separated bike lane, overcrowding of the Triviz Drive Trail, auto-centric street design, and the lack of safe pedestrian infrastructure along transit routes. Hearing from these specific groups of people helped ensure that the ATP's recommendations were well-informed and equitable.

Community Events

Project team members took part in the Las Cruces Farmers & Crafts Market and the City's Neighborhood Leadership Academy and asked attendees to complete a visioning survey. Respondents stated that walking and bicycling in Las Cruces today is hot, dangerous, difficult, and scary. When asked about what they hope walking and bicycling in Las Cruces to be, respondents indicated their desire for Las Cruces to be safe, connected, and complete.

Visioning Workshop

The Visioning Workshop provided community representatives, advocates, and stakeholders the opportunity to discuss the challenges of bicycling and walking in Las Cruces and to craft the vision for bicycling and walking in the future. Workshop attendees noted that Las Cruces' existing bicycle and pedestrian networks are disconnected and dangerous while optimistically pointing to the city's potential for positive change. This workshop informed the creation of the Las Cruces ATP's goals and objectives.



Residents describe their vision for walking and biking in Las Cruces

Chapter 2: Policies & Programs

Policies and programs that ensure streets are designed, constructed, and improved for people of all ages and abilities are essential to Las Cruces becoming a safer and more comfortable city for people on foot and on bike. The City of Las Cruces has been recognized by the League of American Bicyclists as a Bronze-Level Bicycle Friendly Community, and the Safe Routes to School National Partnership highlighted Las Cruces as a community that has seen success from its commitment to making it easier and safer for children to walk or bike to school. Based on feedback from the League of American Bicyclists, Las Cruces updated its bicycle ordinances in 2012. The update prohibits parking in bike lanes, requires a passing clearance of three feet for passenger cars and six feet for trucks, and eliminates mandatory bicycle registration.

Recommendations

Specific policy and program recommendations are grouped into three categories below: Build Institutional Capacity; Update Standards, Policies, & Codes; and Improve Data Collection & Sharing. Attendees at the ATP's public meeting stated that the most important actions the City of Las Cruces can take are hiring an active transportation coordinator (71 percent), including bicyclists and pedestrians in traffic signal design and operation (64 percent), and developing a comprehensive bicycle parking policy (54 percent).



Las Cruces provide feedback on the ATP's recommendations

Table 1. Build Institutional Capacity

Action	Description
Hire an active transportation coordinator	Hire a transportation planner or engineer to focus on coordinating and implementing active transportation projects.
Ensure high priority of the Elephant Butte Irrigation District (EBID) facilities can be used by pedestrians and bicyclists	Update the existing Memorandum of Understanding, or create a new one, to ensure that high-priority EBID facilities can be used by pedestrians and bicyclists.
Integrate the Safe Routes to School program with planning and engineering projects	Include planning and engineering staff in the Safe Routes to School (SRTS) Coalition, which currently includes crossing guards, the Department of Health, the Police Department, the City of Las Cruces, Doña Ana County, and the Mesilla Valley Metropolitan Planning Organization. Look for opportunities to make SRTS infrastructure changes through related City projects.
Expand the Neighborhood Traffic Calming Program	Modify the City's Neighborhood Traffic Calming Program to regularly coordinate with the Planning Division, consider traffic calming on more types of streets, and prioritize traffic calming on proposed neighborhood bikeway routes.
Support a planned bike share system	Support bike sharing in Las Cruces, anticipated to begin soon via dockless bike share providers, by considering wayfinding signs and bicycle route improvement, as appropriate.

COMPREHENSIVE PLAN

Administrative Update 2040



- 46.4 Encourage all schools to submit for City review and input regarding proposals for school site design and location. To the extent possible, the city, schools, the State Land Office of New Mexico, and the Bureau of Land Management will collaborate to insure that future school sites can be acquired and reserved in the most optimal locations by sharing relevant information in addition to the cost of infrastructure being appropriately provided.
- 46.5 Support the efforts of New Mexico State University, Doña Ana Community College, and the Las Cruces Public Schools to provide training and education to those in the community.
- 46.6 Work cooperatively with local schools, New Mexico State University, clubs, individuals, businesses, religious organizations, neighborhood groups and other similar organizations on the design, creation, connectivity, use and maintenance of trails, parks, facilities and open space.
- 46.7 Strengthen the cooperative joint-use agreement with the school district involving the creation of playgrounds, parks and the use of auditoriums and classrooms as a means of conserving money, reducing the demand for open space and parks, and supporting outreach efforts regarding community issues.
- 46.8 Support the growth and expansion of existing higher educational schools like NMSU, the Doña Ana Community College, and other satellite higher education branches throughout the county, including workforce development training.
- 46.9 Pursue cooperative agreements between owners of large industrially zoned property, including a possible joint venture between the City's West Mesa Industrial Park and NMSU's Arrowhead Research Park that will support research and development activities at Arrowhead and the creation of full scale production industries at the West Mesa.
- 46.10 As a measure of ensuring safe walkways for school age children, continue to participate in the Metropolitan Planning Organization's Safe Routes to School Program to aid in the determination of safe school routes and identification of related facilities in need of improvement.



PLAN 2040

Comprehensive Plan

Doña Ana County, New Mexico



Image Credit: NMSU

Values | Why

Aspirations for our future

Decisions | What

Balancing the tradeoffs

Strategies | How

Implementing the vision

AUGUST 25

2015

STRATEGIES | HOW



Strategy 2: Broaden Economic Opportunity

81

Defining Opportunity

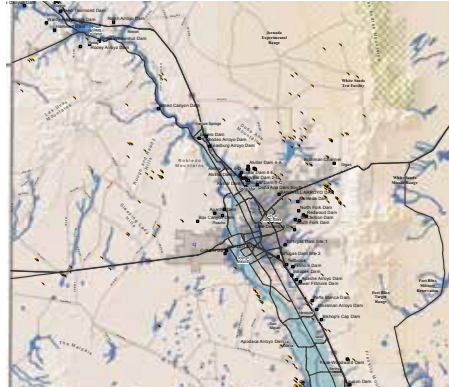
Deliberate, planned actions that result in an increased production of goods and services.

82

Economic Objectives

How to increase the net value that benefits all residents and businesses

- Goals & Actions



Strategy 3: Prioritize Infrastructure

99

Water Matters

- Rethinking Water
- Flooding & Hydrology
- Water Supply
- Water Quality
- A Systems Approach
- Goals & Actions

110

Transportation

- Traffic Demand Management
- The Thoroughfare Network
- Vehicle Miles Traveled
- Public vs. Private Roads
- Border Crossings & Spaceport
- Other Transportation Modes
 - Active Transportation
 - Transit
 - Air and Rail
- Goals & Actions



Strategy 4: Enhance Public Services

122

Public Safety

- Sheriff
- Fire and EMS
- Goals & Actions

130

Health

- The Health Scorecard
- Connections
 - Access to Services
 - Health Care
 - Healthy Food
- Goals & Actions

140

Education

- Grading Education
- School Sizing and Siting
- Safe Routes to Schools
- Goals & Actions

OTHER TRANSPORTATION MODES

Doña Ana County has diverse modes of transportation even though most of the existing infrastructure is in service to the automobile. Cycling is popular in the region and transit exists in the urban areas. The extensive Union Pacific facility in Santa Teresa is a major multi-modal hub for international freight, and the two small regional airports at Las Cruces and Santa Teresa have capacity to grow.

While the diversity of the transportation options are great, pedestrian and bicycle facilities are constrained, and transit is very limited because of the rural environment. Coordination across jurisdictions and state and international borders will be necessary to maximize the potential at Santa Teresa at the regional level. And the recommended Infrastructure Asset Management Plan will also focus on the small scale community needs.

ACTIVE TRANSPORTATION

As noted in Civic, Agricultural, and Natural Lands on p. 60, the New Mexico Comprehensive Outdoor Recreation Plan (New Mexico Energy, Minerals and Natural Resources Department, 2009) states that sedentary lifestyles are worsening health outcomes for New Mexicans. Biking and walking have health benefits, but just as importantly they can reduce dependence on driving, along with transit. This Plan calls for walking, biking, and transit throughout — but this requires coordination through an Infrastructure Asset Management Plan which accounts

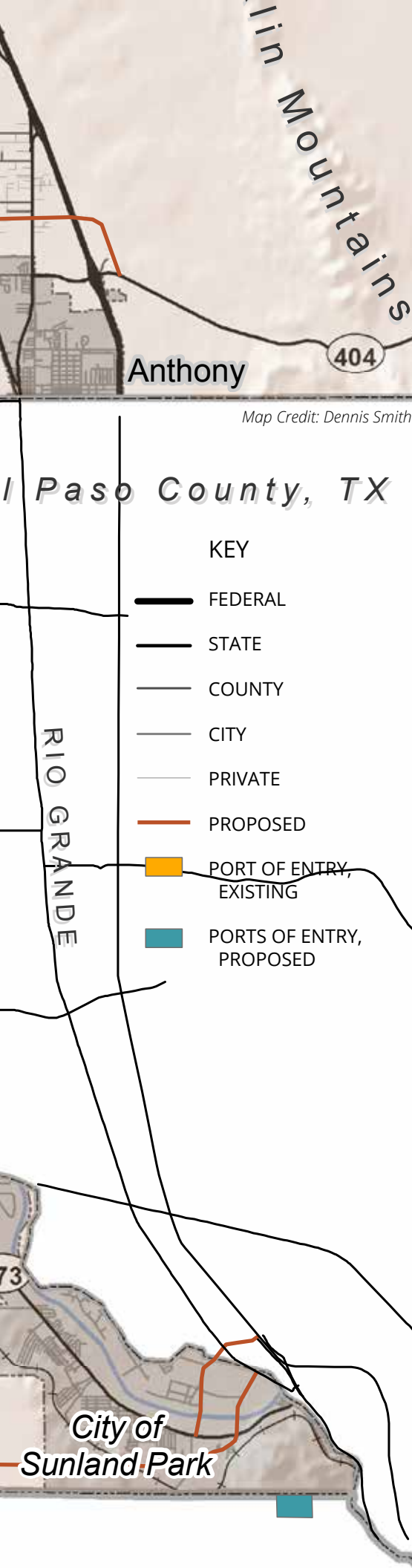
for how close destinations are to each other, and how direct the routes are. Usually, the best walking and cycling routes will be via main thoroughfares. The Infrastructure Asset Management Plan would map not just which routes have sidewalks and bicycle lanes, for example, but which routes are the most logical for upgrades. These routes would likely be the routes most appropriate for Safe Routes to School programs. This map should guide decisions about where to site schools. See p. 142 School Sizing and Siting.

TRANSIT

The County has only two fixed-route transit providers, and some provided by work destinations. The South Central Regional Transit District (SCRTD) will begin providing service in September of 2015. These systems can be better coordinated, and interlinked to form a more comprehensive network via the SCRTD Coordinated Mobility Action Plan.

Doña Ana County's public transit offerings are limited: nine fixed routes provided within Las Cruces by RoadRUNNER, and a single line running into Sunland Park from El Paso by Sun Metro. RoadRUNNER had almost 700,000

annual riders in 2012. RoadRUNNER provides some Dial-A-Ride service in rural areas, and estimates this has increased to 60,000 annual riders in 2013. Sun Metro had over 160,000 riders into Sunland Park in 2014. Ben Archer provides "on-demand" transit service from Hatch to Las Cruces. New Mexico State University students have enjoyed fair-free bus service since 2012, and ridership numbers have increased by about 10%. (Viva Doña Ana, 2013) The SCRTD service will add seven additional fixed routes with two service hubs in Las Cruces and Anthony.



EDUCATION

GOALS | ACTIONS

GOALS



G11.2 Ensure Communities Have Safe Routes to Schools

New Mexico has funded more than 50 local SRTS projects and the Las Cruces MPO was a leader in developing local safe routes. The County work to ensure children can safely use active modes of transportation to increase health, educational attainment, community engagement, and traffic management.

ACTIONS



A11.2 Work with Local Government to Develop Action Plans

Doña Ana County should work with the MPOs and municipalities to develop location specific Safe Routes to Schools Action Plans to leverage federal, state and non-profit funding sources.

LIVABILITY PRINCIPLES



Provide More Transportation Choice



Promote Affordable Communities



Support Existing Communities

RESPONSIBLE



Responsible Entities

Metropolitan Planning Organizations (MPO)
Community Development Department (CDD)
Engineering/Roads Department (ERD)
Regional Metropolitan Planning Organizations (MPOs)
Local Governments

Transport 2040
Metropolitan Transportation Plan Update
Mesilla Valley Metropolitan Planning Organization





Also noted in Chapter 2, there are transportation security issues in the MPO area. The MPO is an active participant with the Doña Ana County-City of Las Cruces Local Emergency Planning Committee (LEPC), particularly with the Natural Hazards Committee. The LEPC maintains the All Hazards Mitigation Plan that discusses emergency evacuations, contingency measures, and communications interoperability. The MPO will continue to participate with the LEPC and provide assistance with developing an emergency evacuation route plan. Additionally, the MPO will, through these established coordination efforts, assist with developing and implementing transportation projects, strategies, and services.

In order to minimize congestion and plan for future traffic impacts, the MPO is developing work items to assist the local jurisdictions with analyzing their traffic demand and help identify mitigation opportunities and funding. Some of the work items that need to be addressed are as follows:

- Planning and Environmental Linkages
- Parking Management Plan
- Transportation Demand Management Plan
- Safe Routes to School

Planning and Environmental Linkages

Planning and Environmental Linkages offer a coordinated approach between system level planning, project level decisions, community needs, and sensitivity to historical, cultural, and environmental concerns. The Metropolitan Transportation Plan provides system level planning for the region which may include conceptual design, identifying project locations, and analyzing land use patterns and other cultural and natural resources. Project level decisions are made through the study corridor process where community needs and historical, cultural, and environmental concerns are gathered through the MPO's public participation process.

Associated Policies:

- support the National Environmental Protection Agency (NEPA) process through well-coordinated land use and transportation planning and the five

core MPO functions

Performance Outcomes:

- develop a map that illustrates historical, cultural, and environmental areas of importance and their relationship to the transportation system
- cooperate with One Valley, One Vision efforts on a view shed analysis

Access Management Plan

According to the Transportation Research Board (TRB), access management is the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections. It also encompasses roadway design treatments such as medians and auxiliary lanes, and the appropriate spacing of traffic signals. By managing roadway access, local governments can improve public safety, reduce traffic congestion, support multimodal transportation, and improve the appearance and quality of the built environment. In addition, access management can reduce the need and cost of widening roadways and reduce the number of conflicts between automobiles and pedestrians. In November 2012, the Mesilla Valley MPO adopted a set of Access Management Guidelines. Since that time MPO staff has been supporting access management improvements throughout the MPO area.

Associated Policies:

- encourage local entities to promote shared access for commercial development

Performance Outcomes:

- focus on implementation of the adopted Mesilla Valley MPO Access Management Guidelines
- assist local jurisdictions in developing Access Management plans
- begin inventory of traffic signal spacing

Transportation Asset and Safety Management Plan (TASM Plan)

The Mesilla Valley MPO adopted a TASM Plan in August 2014. The purpose of the TASM Plan is to prioritize allocation of resources to support cost-effective



performance measures. These issues are examined through various means related to the Why, When, and Where people travel for each mode, shown in Figure 4-6. The Why addresses a person's purpose for travel; the When addresses the time of travel (particularly comparing peak and off-peak hours); and the Where addresses whether the travel destination is local or regional. Finally, considering the recent population growth in the region and the continuation of this trend despite difficult economic times, TDM offers a diverse set of solutions to manage expected growth and the resulting transportation demands.

Some solutions might include construction projects that add vehicle capacity (e.g. toll roads), adding modal or temporal variety to travel options, and diversifying land use patterns. Adding vehicular or public transportation capacity may require roadway widening, improving connectivity, or applying Intelligent Transportation Systems (ITS) technology. Innovative ITS solutions can assist agencies with responding to and clearing crashes, improving traffic signal timing, and offering traveler information. Improving connectivity by adding a short section of roadway or trail is a simple, low-cost project that can be rapidly constructed and may have broad public support.

Time management solutions could include employers offering flexible work hours or telecommuting opportunities to help decrease peak hour traffic. In smaller urban areas, like Las Cruces, key activity centers will experience a reasonable level of congestion; but congestion does not occur throughout the day. It is not possible, nor an efficient use of resources, to eliminate all congestion in all locations. Prioritizing projects through citizen and stakeholder input is vital to applying limited funds to projects that meet regional goals. In all cases, the solutions need to work together to provide an interconnected network of transportation services.

Associated Policies:

- provide a balanced and diversified approach to manage transportation
- provide solutions to change the travel time usage

patterns

- provide a variety mode choices
- support diversifying and well-distributed development patterns
- utilize technology to improve the efficiency of maintenance and operations for existing infrastructure and transportation systems
- support the improvement of existing traffic flow by applying demand management solutions before adding lane capacity
- strategically add auto and transit capacity in congested corridors

Performance Outcome:

- develop a transportation demand management plan with local jurisdictions

Safe Routes to School Program

Safe Routes to School (SRTS) programs examine conditions around schools using the "5 E's" of engineering, education, encouragement, enforcement, evaluation. The program pursues projects and activities that improve safety and reduce traffic in the vicinity of schools. As a result, these programs make bicycling and walking to school a safer and more appealing transportation choice thus encouraging a healthy and active lifestyle from an early age. Physical improvements that make it safer for kids to walk and bike benefit the community as a whole, providing opportunities for people of all ages to become more active. Safe Routes to School efforts are sustained by parents, schools, community leaders and local, state, tribal, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

Associated Policies:

- Continue to support the Safe Routes to School program

Performance Outcome:

- update the district-wide SRTS action plan



Introduction

Through an extensive public input process, the MPO has developed priority plans to support the implementation of complete networks and a safer transportation system. The Prioritized Plans and Projects should also align with the Transportation Principles laid out in Chapter 3, restated here :

- Maintain and improve the existing transportation system, first and foremost.
- Connect people to jobs, goods, services, education, and recreational opportunities.
- Preserve natural, cultural, historical, and agricultural resources.
- Promote and design healthy and livable communities.
- Provide and improve multi-modal and intermodal options for all users.
- Increase transportation safety for all users, starting with the most vulnerable modes.

Pedestrian safety is emphasized because all modes have a pedestrian component. For example, when driving to a shopping center, one portion of the trip includes a safe and convenient walk from the parking lot. In addition, disabled persons and seniors rely on having quality pedestrian facilities connecting to public transportation in order to access goods and services on a daily basis.

The following system priority plan maps provide guidance on identifying, developing, and implementing projects, as well as a system for evaluating projects for inclusion in the Transportation Improvement Program (TIP). For example, a project will get more points if it is identified on multiple priority plans. Also, in an effort to preserve and maintain the existing transportation infrastructure, the MPO supports new and innovative funding mechanisms for implementing these priorities, and expanding the current unfunded illustrative project list.

Finally, each plan consists of a map identifying important components of the priorities plan and informational text on the sidebar. These maps are readily available on the web, and will be emailed or printed by request.

Pedestrian System Priorities Plan

The Pedestrian System Priorities Plan is a map that identifies crucial pedestrian corridors, intersections, and regional area destinations that need infrastructure. The numbered corridors, intersections, and areas were identified not only through this MTP update, but were also identified with the development of the MPO Pedestrian Plan and incorporated into this document.

Associated Tasks:

- Develop pedestrian projects task force with local jurisdictions
- Continue to support the Safe Routes to School program
- Provide a crash and proximity analysis for County areas

Public Transportation System Priorities Plan

The Public Transportation System Priorities Plan is a description of the future transit system. It is envisioned that the future transit system will be better coordinated with activity centers in order to support transit-oriented development opportunities. The future transit system should be based on establishing bi-directional express service corridors to encourage regional trips, and provide neighborhood circulator systems that feed into the stations along those express corridors. Examples of corridors that would benefit from express service are Lohman/Amador and Main Street. The Mobility Zone areas should provide the framework within which the circulator systems operate.

Expansion of public transportation should also include the introduction of new types of systems such as Bus Rapid Transit (BRT). Connecting the urban system to rural and regional systems, such as the New Mexico Department of Transportation Gold (connecting Las Cruces-Anthony-El Paso) and Silver (connecting Las Cruces-White Sands) bus routes are vital to the success of public transportation in the region. A proposed commuter rail link between Las Cruces and El Paso is being discussed by the South Central Regional Transit



<NAME> RTPO/MPO
PROJECT FEASIBILITY FORM (PFF)
For assistance, contact XXXXX, RPO Planner, at phone number or email

GENERAL INFORMATION

Preparation Date 08/06/18 Project Title: _____
Requesting Entity: City of Las Cruces Governing Body Approval:
YES ☐ NO ☐ PENDING X
Responsible Charge: Stephen Pacheco Phone: 575-528-3479

TAP

- on ATP network
- October 15

- Apodaca blueprint
- adopted

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY TRANSPORTATION ALTERNATIVE BRIDGE SAFETY OTHER

Route Number and/or Street Name: Walnut St.-Kilmer St.-Poplar Ave.-Evelyn St.-E. Madrid Ave.

Project Termini: Intersection of Margaret St. and E. Madrid Ave.
Beginning Mile point 32.3188 Lat, -106.7575 Long Ending Mile point 32.3316 Lat, -106.7699 Long

- ADA transition plan

Total length of proposed project: 1.528 Miles

no design

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):
System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition
Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

- in house

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

This project will complete the Walnut Street Improvement project by addressing ADA deficiencies, creating a corridor for pedestrians, including student that walk to and from school. The cross section of the street will be modified to include in road bicycle facilities. This project will provide a more pedestrian and bicycle friendly corridor for those that walk and bicycle to and from parks, recreational, and school facilities in this area.

The project will provide improvement of the bike lane/designation marking from Spruce Ave. to Kilmer St. to Popular Ave. to Madrid Ave. to Margaret Street. This project creates a connected, comfortable, and attractive bicycle network by improving maintenance of the surface and markings of existing bike lanes, creating high-comfort bikeways that connect to each other and to major destinations. The projects are in alignment with the Las Cruces Active Transportation plan as well as the strategic plan for projects on the list of priorities.

all City owned ROW
MAP funds payed for one portion

PROJECT COSTS:

Column A			Column B		
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):		
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.		
Project Cost: \$561,134.32 <i>- check</i>			Total Project Cost: \$		
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:		
Total Local Match	%	\$81,701.16			
Total Federal Share	%	\$479,433.16			
	100%				

DISTRICT REVIEW:				
By: <i>[Signature]</i>	Date: <i>9-21-2018</i>	Recommended:	<input checked="" type="radio"/> Yes	<input type="radio"/> No
T/LPA REVIEW:				
By:	Date:	Recommended:	<input type="radio"/> Yes	<input type="radio"/> No

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.
 - Does the T/LPA have an approved plan on file with the NMDOT?
 - If the T/LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
 - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).
- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?



PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** September 28, 2018
 2. **Is this project phased? No. If phased:** Enter phase number and total # of phases
 3. **T/LPA Responsible Charge:** Steven Pacheco
 4. **Project Name:** Bicycle/Pedestrian Transportation Improvement
 5. **Is the project on the ICIP? No. If yes, year and priority #:** Year, priority # (if available)
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.): Active Transportation Plan, 2018;
MPO Bicycle System Priorities Plan, 2016
 7. **Is a related project in the STIP? No. If yes, year(s):** Enter year(s) **Control #:** Enter CN
 8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes. If yes, which year(s):** 2018-2023
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Stephen Pacheco
 10. **Address:** 700 N. Main St. Las Cruces, NM 88001 11. **County:** Doña Ana
 12. **Phone:** (575) 541-3479 13. **E-mail:** stpacheco@las-cruces.org
 14. **MPO or RTPO:** Mesilla Valley MPO 15. **NMDOT District #:** 1
-

Project Description

16. In the space below, please provide a narrative describing the Project, its Purpose and Need: i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This project will complete the Walnut Street Improvement project by addressing ADA deficiencies, creating a corridor for pedestrians, including students that walk to and from school. The cross section of the street will be modified to include in road bicycle facilities. The project will provide a more pedestrian and bicycle friendly corridor for those that walk and bicycle to and from parks, recreational, and school facilities in this area. The project will provide improvements of the bike lane/designation marking streets beginning on Walnut St. from Hadley Dr. and continuing north to Spruce Ave., then along Kilmer St., Poplar Ave., Evelyn St., and E. Madrid Ave. to Solano Dr. This project creates a connected, comfortable, and attractive bicycle network by improving maintenance of the surface and markings of existing bike lanes, creating high-comfort bikeways that connect to each other and to major destinations. The projects are in alignment with the Las Cruces Active Transportation plan as well as the strategic plan for projects on the list of priorities.

17. Select the main project type: 28 Facilities for Pedestrians, Bicycles

List additional project types here: Safety and Roadway

Project Details (fill out where applicable)

18. Project Scope To plan, design, construct, and install a pedestrian and bicycle friendly corridor including, but not exclusive to: mill/overlay asphalt on Walnut St. and E. Madrid Ave. with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, striping, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the improvements. These streets are City of Las Cruces' right of way. The project will include planning, permit application, design, construction, material testing, and project closeout of improvements for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the improvements and safe crossing of streets, as needed.

19. Route # (or Street) Name: Walnut St.-Kilmer St.-Poplar Ave.-Evelyn St.-E. Madrid Ave

20. Length (mi.): 2.25 Miles

21. Begin mile post/intersection: 32.3162 Lat, -106.7674 Long

22. End mile post/intersect.: 32.3277 Lat, -106.7788 Long

23. Google Maps link (see tutorial), or attach a map: See Attached

24. Roadway FHWA Functional Classification(s): Walnut St.-Major Collector, Kilmer St.-Local Roadway, Poplar Ave.-Local Roadway, Evelyn St.-Minor Collector, E. Madrid Ave.-Major Collector

Funding Information

25. Has a related project received Federal funding previously? No. If yes, which years? Enter year(s) **Which funding program(s)?** Enter program(s)

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	\$85,988.35	\$14,653.44			
27. Utilities	0	unknown			
28. Right-of-Way	0	0			
29. Construction Management**	\$60,191.84	\$10,257.41			
30. Construction	\$853,467.81	\$145,441.15			
Totals	\$999,648.00	\$170,352.00			Project Total
					\$1,170,000.00

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes observation and material testing.

*** Local funds can be used for match and to increase project total.

Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: Streets are City of Las Cruces right of way. No Certs or Clearances.

* 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 Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

Project will assist in meeting Safety Targets developed in coordination with the Mesilla Valley Metropolitan Planning Organization. To reduce fatalities, serious injuries, and the number of non-motorized fatality/serious injuries with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, striping, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the improvements.

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, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

- 33. ☐ **Economic Vitality:** Type explanation.
- 34. ☐ **Safety for Motorized and Non-motorized Users:** Type explanation.
- 35. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.
- 36. ☐ **Accessibility and Mobility of People and Freight:** Type explanation.
- 37. ☐ **Environment, Energy Conservation, Quality of Life:** Type explanation.
- 38. ☐ **Integration and Connectivity:** Type explanation.

39. ☐ **System Management and Operation:** Type explanation.

40. ☐ **System Preservation:** Type explanation.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO**, **District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



ACTIVE TRANSPORTATION AND RECREATIONAL PROGRAMS

APPLICATION

INSTRUCTIONS: Applicants are required to read through the New Mexico Active Transportation and Recreational Programs Guide (the Guide) prior to completing this application. Please complete the Project Prospectus Form (PPF) first, and then complete this application form.

Introduction

As outlined in the guide, this application will be completed by entities applying for either Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds, and used by the statewide selection committees to score and rank projects submitted for TAP/RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall TAP/RTP processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PFF) process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

A. Select which funding source applying for: NM Transportation Alternatives Program (TAP)

If applying for RTP funding, select the project category from Appendix IV of the guide:

B. Date of submittal: September 28, 2018

C. Responsible Charge (Non-profits must partner with a governmental entity): Stephen Pacheco

D. Project name: Bicycle/Pedestrian Transportation Improvement

E. If located within an RTPO, was the project recommended by the District Representative via the PFF process?

F. Total amount of TAP/RTP funding requested. *Please separately indicate amounts for each year of the proposed project:*

	TAP/RTP Funds	Matching Funds	Other Funds	Total
Project Year 1	999,648.00	170,352.00		\$1,170,000.00
Project Year 2				
Project Year 3				
Project Year 4				
Please explain project phasing as necessary:				

G. Provide a one to three sentence description of the project scope, including major components, any project deliverables, and pertinent project details.

To plan, design, construct, and install a pedestrian and bicycle friendly corridor including, but not exclusive to: mill/overlay asphalt on Walnut St. and E. Madrid Ave. with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, striping, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the improvements. The project will include planning, permit application, design, construction, material testing, and project closeout for improvements for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the improvements and safe crossing of streets, as needed.

Scoring Factors

Applications will be rated and ranked according to the following factors. See *section 5D of the Guide* for detailed explanations of each scoring factor.

1. Planning

Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent, up to a maximum of six (6) points for this scoring factor. Please include the cover sheet and the page(s) where the project is referenced. Do not send entire plans. For a list of eligible planning documents, refer to section 5D of the Guide.

The remaining factors will be scored according to the following scale:

- 3 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.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal 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 1,000 characters** for each question below.*

2. Economic Vitality

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

Our pedestrian and bicycle friendly corridor are made up of sidewalks, on-street bike lanes, paved shoulders, and shared streets where bicyclists and motorists share the available space. Making bicycling and walking attractive options for both new residents and long-time Las Cruces of all ages can help to attract and retain a robust workforce. Encouraging residents and visitors to travel by foot or by bike in Las Cruces can also support the City's promotion of economic activity. (Active Transportation Plan, 2018).

3. Safety and Security

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

Traffic Safety: According to data analyzed from the City of Las Cruces and the New Mexico Department of Transportation, 284 crashes involving bicyclists and pedestrians were reported from 2011 to 2015, including four pedestrian fatalities and one bicyclist fatality. The City's existing design standards can be updated to include safe and comfortable active transportation facilities and other complete street elements, improving safety for all Las Cruces who walk, bike, take the bus, or drive.

4. Accessibility and Mobility through Integration and Connectivity

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

Our pedestrian and bicycle friendly corridor will increase accessibility and mobility by establishing a greater capacity in our bikeway network. Our ATP's Proposed Bikeway Network includes key connections facilitated by EBID laterals, such as the Armijo Lateral. New shared use paths along EBID laterals may or may not include paved paths, but each improved lateral should include informational wayfinding signs and provide barrier-free connections to the City's street network. The Las Cruces ATP recommends an additional 98 miles of bikeways, leveraging Las Cruces' existing 113 miles of on- and off-street bikeways. The final completed network would include 212 miles of both existing and proposed facilities (Active Transportation Plan, 2018).

5. Protection and Enhancement of the Environment

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

Our pedestrian and bicycle friendly corridor will protect the environment by allowing more users to leave their motorized vehicles and still get to where they need to go, thereby reducing the amount of pollution from motorized vehicles from entering the air and waterways. The reduction in the number of trips made by motorized vehicles will also result in energy conservation. Reduced fossil fuel use will result from reduced motorize vehicle use due to increased availability of non-motorized routes. In addition, the quality of life for residents of and visitors to Las Cruces will be increased.

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

These improvements can potentially have a lasting impact of the future of public health. The number of pedestrian and bicycle friendly corridors established within a community is associated with increased activity levels. The quality of life is influenced by physical and mental health, familial and other relationships, education and employment, and built and natural environments. Decreasing dependency on automobiles can lead to improved air quality, less traffic noise, and fewer and less severe traffic collisions. Bicycling and walking can also strengthen the sense of community by increasing opportunities for spontaneous interactions between residents.

- C. *Please explain how your eligible 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 City of Las Cruces Comprehensive Plan includes the goals of maximizing public transportation availability, increasing mobility options and connectivity, making walking and bicycling safe and convenient, and enhancing infrastructure to attract and retain citizens and tourists. The Comprehensive Plan provides a long-term vision and sets a foundation for the development of the Las Cruces ATP. Our pedestrian and bicycle friendly corridor ties directly into these goals.

6. Efficient System Management and Operation

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

Our pedestrian and bicycle friendly corridor will allow users to utilize the bike lanes as an alternative route for daily transportation needs, thereby relieving wear and tear from vehicles on the roadway surface. This will reduce the need for maintenance and operational attention.

7. System Preservation

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

Reduced wear and tear on area roads will result from implementation of this project. By sharing lanes on existing roads, it saves the need for right of way acquisition.

Application Submission

Applicants must submit the following documents (as a single PDF) as part of the TAP and RTP application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I of the Guide
- Project Prospectus Form (PPF) – see Appendix I of the Guide
- TAP/RTP Application Form
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix XI; alternatively, an official letter signed by the entity's chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring agency.
- Basic map of project location

Any additional documentation in support of scoring factors, per the TAP/RTP per section 5D of the Guide.

RESOLUTION NO. 19-045

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$1,150,000.00 GRANT APPLICATION FOR THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP), AND APPROVING THE REQUIRED CASH MATCH OF \$287,500.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) ACTIVE TRANSPORTATION AND RECREATION PROGRAMS GRANT.

The City Council is informed that:

WHEREAS, the City of Las Cruces (City) Public Works and Community Developments are committed to providing infrastructure improvements to the City's transportation system; and

WHEREAS, the City will apply to the New Mexico Department of Transportation (NMDOT) for the Transportation Alternatives Program funding; and

WHEREAS, the project is a continuation of the ADA and sidewalk improvements started under the Municipal Arterial Program on Walnut St. from Hadley Ave. to Lohman Ave.; and

WHEREAS, the proposed improvements will provide bike lane/designation markings on Walnut St. from Hadley Ave. to Spruce Ave.; on Kilmer St from Spruce Ave. to Popular Ave.; on Popular Ave. from Kilmer St. to Evelyn St; on Evelyn St. from Popular Ave. to E. Madrid Ave.; on E. Madrid from Evelyn St. to Solano Dr., as shown in the phased vicinity map in Attachment "A", and

WHEREAS, the requested funded amount of \$1,150,000.00 and the grant requires a 14.56% cash match of \$287,500.00; with a total project cost estimated at \$1,437,500.00.

NOW, THEREFORE, Be it Resolved by the Governing Body of the City of Las Cruces:

(I)

THAT the City hereby demonstrates its support for infrastructure improvements, better access to transit, and other infrastructure improvements to the City's transportation system.

(II)

THAT the City hereby authorizes the City Manager to submit a grant application for \$1,150,000.00, with a required cash match of \$287,500.00, on the City's behalf to the NMDOT TAP funding.

(III)

THAT the City approves the cash match commitment for the grant application in the amount of \$287,500.00 from the General Fund line item designated for Grant Match, as shown in the Proposed Source of Matching Funds Summary in Exhibit "A", attached hereto and made a part of this Resolution.

(IV)

THAT the City Manager will execute the grant agreement should the grant be awarded and ensure the requirements of NMDOT are met.

(V)

THAT the City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

DONE AND APPROVED this 17 day of September, 2018.

APPROVED:

Bill M. Sorg
Mayor Pro-tem

ATTEST:

[Signature]
City Clerk

(SEAL)

Moved by Smith

Seconded by Gandara

APPROVED AS TO FORM:

[Signature]
City Attorney

VOTE:

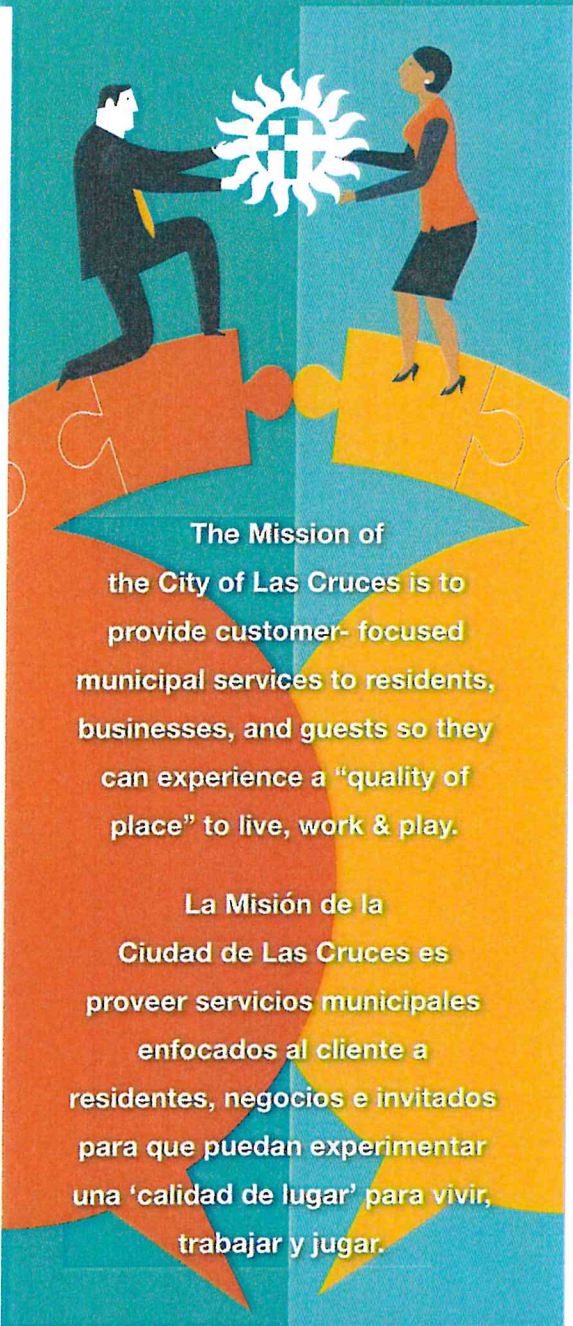
Mayor Miyagishima:	<u>Absent</u>
Councillor Gandara:	<u>Aye</u>
Councillor Smith:	<u>Aye</u>
Councillor Vasquez:	<u>Aye</u>
Councillor Eakman:	<u>Aye</u>
Councillor Sorg:	<u>Aye</u>
Councillor Flores:	<u>Aye</u>



City of Las Cruces
PEOPLE HELPING PEOPLE

STRATEGIC PLAN

2017 - 2022



The Mission of the City of Las Cruces is to provide customer- focused municipal services to residents, businesses, and guests so they can experience a "quality of place" to live, work & play.

La Misión de la Ciudad de Las Cruces es proveer servicios municipales enfocados al cliente a residentes, negocios e invitados para que puedan experimentar una 'calidad de lugar' para vivir, trabajar y jugar.

OUR MISSION

IN 2018

03 | JAN. 1, 2018

The City will offer internships, apprenticeships, and mentorship programs to the Community. (EDUC)

04 | JULY 1, 2018

The community will have City-approved results-oriented plans for sidewalks, parks, median landscaping, and facilities. (CI&I)

05 | JULY 1, 2018

Information & referral services for families with young children will be integrated into all appropriate city services. (EDUC)

06 | JULY 1, 2018

Las Cruces City Government will be managing for results for customers as evidenced by:

- Department business plans;
- Performance based budgets,
- Performance Reports,
- Performance Dashboards,
- Employee performance alignment, and Performance contracting. (COMM&INV)

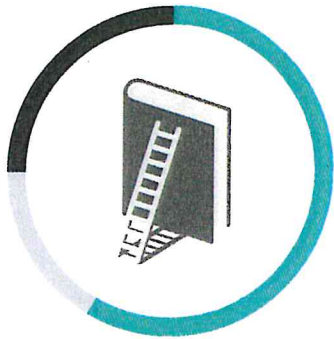
07 | THE END OF 2018

18 City-led sponsored events will be held downtown. (E&CD – DOWNTOWN)

08 | DEC. 31, 2018

Las Cruces businesses will be able to access all permitting and licensing services in an efficient, effective, customer-service focused one-stop shop. (E&CD – ONE-STOP SHOP)

2019 THROUGH 2021



09 | IN 2019

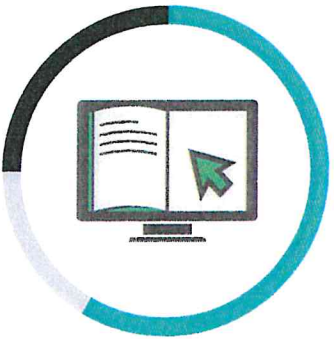
The relationship between the business community and the City will be strengthened as evidenced by:

- A one-stop shop for licensing and permitting;
- More small businesses locating downtown;
- Jointly sponsored events and educational programs;
- More businesses locating in the West Mesa Industrial Park;
- Percentage of high school and university graduates staying locally;
- Increased local contracting for City services and products; and
- Workforce education and development. **(COMM&INV)**



10 | Working with our partners, the community will have access to engaging public transportation connecting downtown, the University, and the Convention Center. **(CI&I)**

11 | Viewing internet access as a utility, by 2019, fiber optic broadband access will be available to businesses in the West Mesa Industrial Park. **(E&CD)**



12 | Working with the schools, the community will experience greater access to services and facilities by way of the City and Las Cruces Public Schools' shared services. **(EDUC)**

13 | IN 2020

Wi-fi will be available in the downtown, plaza, and Mesquite neighborhood. **(E&CD – DOWNTOWN)**

14 | DEC. 31, 2021

City employees will experience safe working conditions and city vehicles & equipment will be maintained in a cost effective, centralized service center. **(CI&I)**

THEME KEY:

Capital Improvements
& Infrastructure **(CI&I)**

Communication, Involvement
& Follow-up **(COMM&INV)**

Economic & Community
Development **(E&CD)**

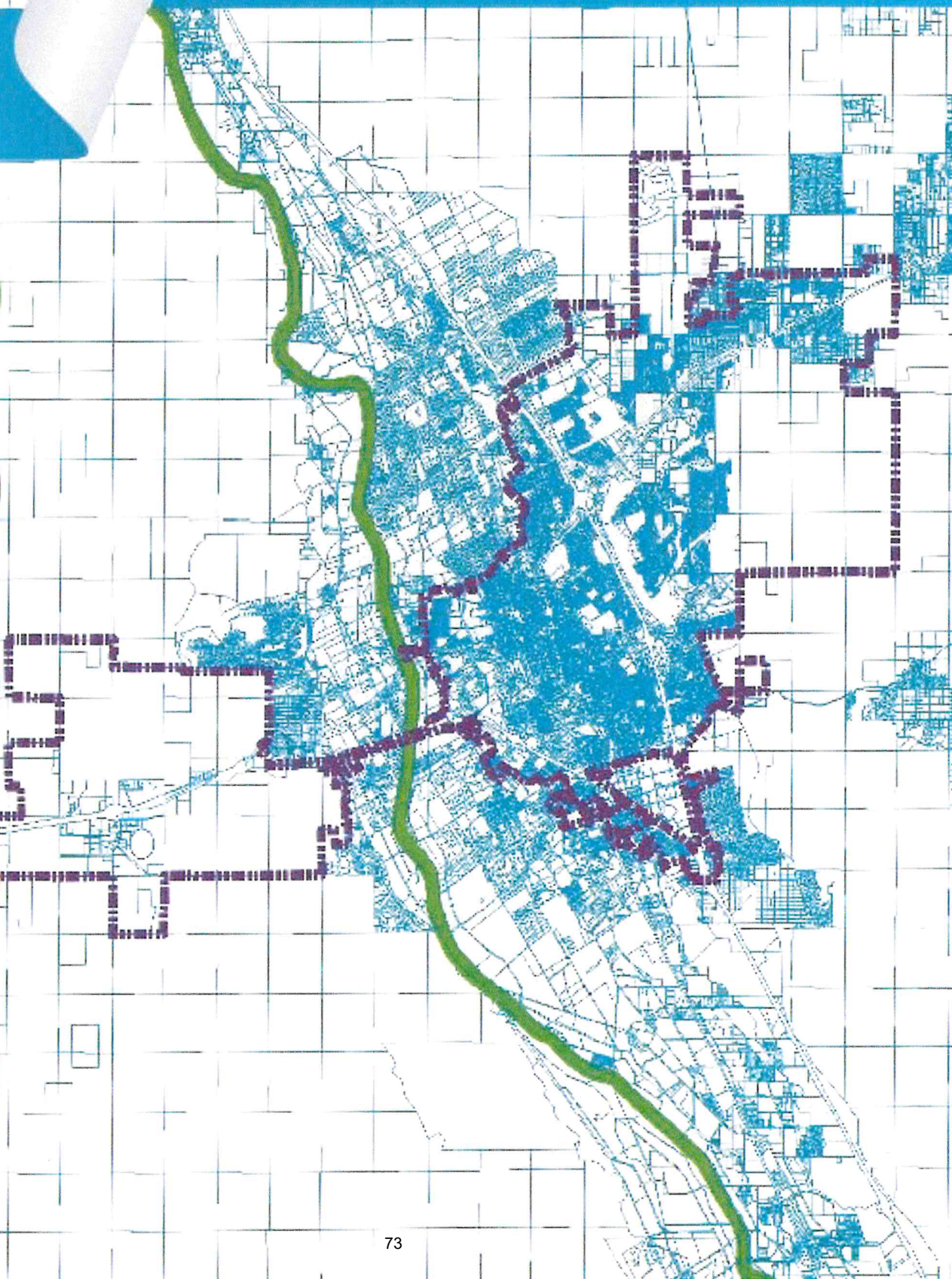
Education **(EDUC)**



City of Las Cruces

COMPREHENSIVE PLAN

Administrative Update 2040



- f. Neighborhood commercial development generally do not locate within one-quarter (¼) mile of one another, but are encouraged to locate adjacent to community building, parks and schools.
- g. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit for neighborhood commercial uses.
- h. Neighborhood commercial development shall address urban design criteria of compatibility to adjacent development in terms of architectural design, height/density, and the provision of landscaping for site screening, parking and loading areas.
- i. Adequate space for functional circulation shall be provided for parking and service areas.
- j. The City encourages the development of neighborhood commercial uses to allow for maximum shopping convenience to the neighborhood they serve with minimal traffic and encroachment-related conflicts to adjacent uses.

32.2 Community commercial uses shall be defined as those medium intensity commercial uses which provide an array of goods and services geared toward the daily and occasional needs of the community and associated neighborhoods. Community commercial uses generally serve the needs of between 2,000 to 8,000 households within a service radius of one to four miles and should be established according to the following criteria:

- a. Generally speaking, individual community uses contain between 3,000 to 30,000 gross square feet. Centers style arrangements, ranging from 45,000 to 200,000 gross square feet may also be considered community commercial.
- b. A single community commercial business may apply for a special use when said business is greater than 30,000 gross square feet, but may not exceed 75,000 square feet total.
- c. Single community commercial uses shall be located on collector or higher designated streets or at intersections of streets with the same or higher classification and may further be situated at the entrance of two or more neighborhoods. Centers should be located at the intersection of streets with at least one such street equal to an arterial designation and the other classified as a collector at minimum. Mid-block locations for single uses should be considered on a case-by-case basis: criteria should include street capacity, distance from an intersection where appropriate, multi-modal accessibility and shared vehicular access with other uses where appropriate, consideration of traffic and environmental impacts.





Las Cruces



ACTIVE TRANSPORTATION PLAN



Proposed Bikeway Network

The Las Cruces ATP recommends an additional 98 miles of bikeways, leveraging Las Cruces' existing 113 miles of on- and off-street bikeways. The final completed network would include 212 miles of both existing and proposed facilities, distributed as shown in Figure 6 below. When completely built out, the Proposed Bikeway Network will make bicycling for recreation and transportation more safe, comfortable, and convenient for everyone. Figure 7 shows the Proposed Bikeway Network recommended by the ATP.

As with any master plan, the proposed networks and projects identified in the ATP were analyzed at a planning level and *do not represent detailed, site-specific study*. While the bicycle facility type defined for each alignment in the network is established as the City's goal, different decisions might be made as each project advances—based on important factors such as right-of-way, public support, construction cost, and overall mobility goals. That said, the

City should seek to provide the most comfortable and safe bicycle facility possible for each alignment, consistent with the Walkway & Bikeway Toolkit in this ATP.

Key features of the Proposed Bikeway Network include:

- A branded, high quality shared use path loop around the city—the Las Cruces Loop—that includes the Triviz Drive Trail, Outfall Channel Trail, and La Llorona shared use path;
- Connections to downtown, the Mesilla Valley Intermodal Transit Terminal, New Mexico State University, parks, schools, and commercial and employment centers;
- Retrofitting and expanding the University Avenue separated bike lane into a shared use path; and
- A core network of low-stress facilities including separated bike lanes, buffered bike lanes, and bike boulevards.

Figure 6. Bikeway Network Mileage, Existing and Proposed

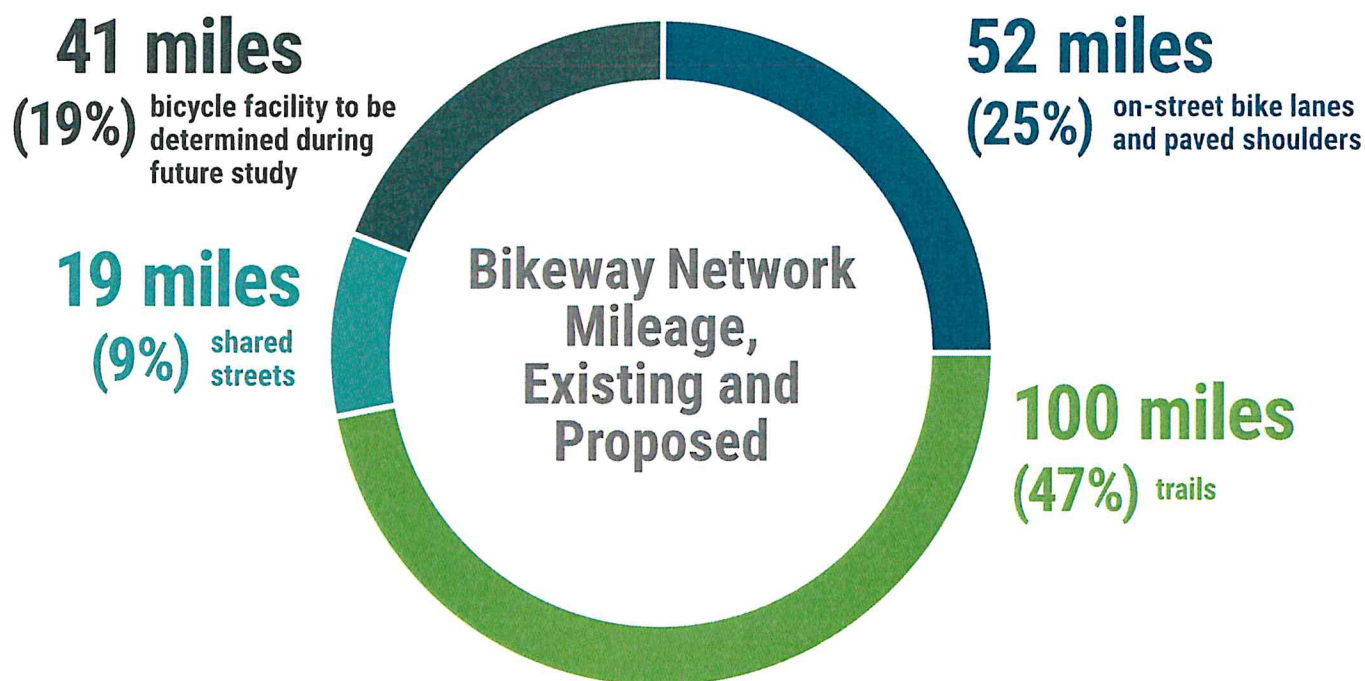
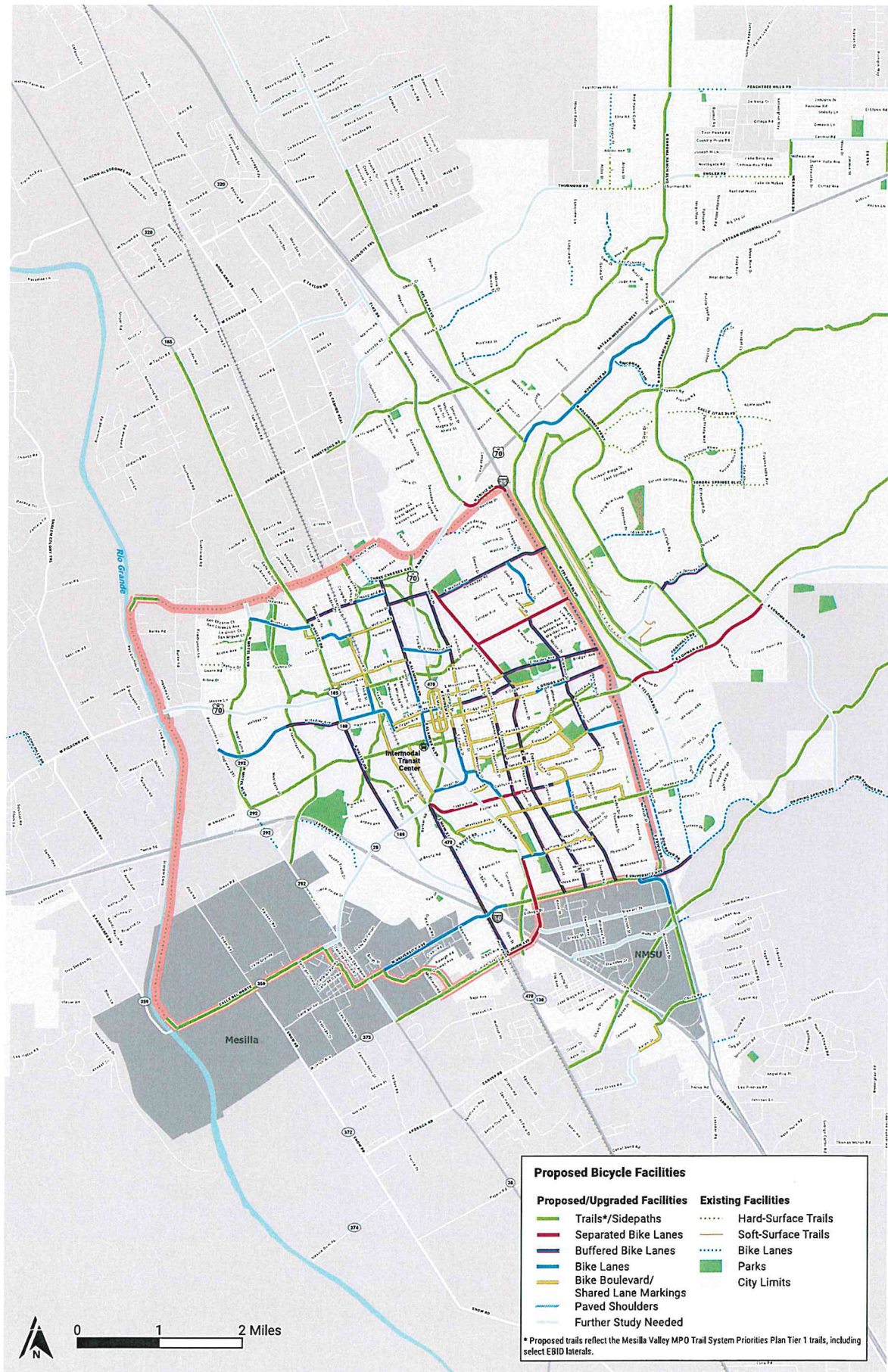


Figure 7. Proposed Bikeway Network







Resolution
for match

<NAME> RTP/MPO

PROJECT FEASIBILITY FORM (PFF)

For assistance, contact XXXXX, RPO Planner, at phone number or email

GENERAL INFORMATION

ETP

Preparation Date August 2, 2018

Project Title: Multi-Use Trail – Convention Center to Idaho Ave at S Main St on the Las Cruces Lateral

Requesting Entity: City of Las Cruces

Governing Body Approval:
YES ___ NO ___ PENDING X

Responsible Charge: Catherine Burr Mathews

Phone: (575) 541-2592

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):

ROADWAY TRANSPORTATION ALTERNATIVE BRIDGE SAFETY OTHER

Route Number and/or Street Name: Las Cruces Lateral between University Ave and S Main St

Project Termini: Las Cruces Lateral

Beginning Mile point: N/A

Ending Mile point: N/A

Total length of proposed project: 1.65 miles

Project Phases to be included in request (Circle/boldface/underline all that apply):

PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):

System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition | Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

This project will fill in part of a missing portion of the Las Cruces Loop Trail. The multi-use trail will connect the bike trail on University Ave to a new in-road bicycle facility/bike land on S Main St (soon to be completed).

The project will provide an off-street bicycle and pedestrian facility to minimize conflicts between vehicles and bicycles or pedestrians. It will serve as a major travel route between S Main St or Las Cruces High School and New Mexico State University.

The project will encourage non-motorized, non-polluting modes of transportation (bicycle and walking). It will make these modes of transportation more attractive to residents, students, and visitors by providing a safe, cool, easy, and connected route for them to travel.

paved, width

EBID property, don't have an easement or permit

↳ this could be an issue

PROJECT COSTS:

Column A			Column B		
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):		
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.		
Project Cost: \$ 504,000 - <i>check</i>			Total Project Cost: \$		
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:		
Total Local Match	14.56 %	\$ 73,383			
Total Federal Share	85.44 %	\$ 430,617			
	100%				

DISTRICT REVIEW:				
By: <i>[Signature]</i>	Date: 7-21-2018	Recommended:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
T/LPA REVIEW:				
By:	Date:	Recommended:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.
 - Does the T/LPA have an approved plan on file with the NMDOT?
 - If the T/LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
 - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).
- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?



PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** September 28, 2018
 2. **Is this project phased?** No. **If phased:** 1
 3. **T/LPA Responsible Charge:** Catherine Mathews
 4. **Project Name:** Multi-Use Trail – Convention Center to Idaho Ave at S Main St on the Las Cruces Lateral
 5. **Is the project on the ICIP?** No. **If yes, year and priority #:** N/A
 6. **Is the project in or consistent with any T/LPA planning documents?** Yes.
If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.): Active Transportation Plan, 2018;
MPO Trail System Priorities Plan, 2016
 7. **Is a related project in the STIP?** No. **If yes, year(s):** N/A **Control #:** N/A
 8. **Is a related project on the MPO TIP/RTPO RTIPR?** No. **If yes, which year(s):** N/A
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
-
9. **T/LPA Person in Responsible Charge:** Catherine Mathews
 10. **Address:** 700 N. Main St. Las Cruces, NM 88001 11. **County:** Doña Ana
 12. **Phone:** (575) 541-2592 13. **E-mail:** cmathews@las-cruces.org
 14. **MPO or RTPO:** Mesilla Valley MPO 15. **NMDOT District #:** 1
-

Project Description

16. In the space below, please provide a narrative describing the Project, its Purpose and Need:
i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This project will fill in part of a missing portion of the Las Cruces Loop Trail. The multi-use trail will connect the bike trail on University Ave to a new in-road bicycle facility/bike lane on S. Main St. (soon to be completed). The project will provide an off-street bicycle and pedestrian facility to minimize conflicts between vehicles and bicycles or pedestrians. It will serve as a major travel route between S. Main St. or Las Cruces High School and New Mexico State University. The project will encourage non-motorized, non-polluting modes of transportation (bicycle and walking). It will make these modes of transportation more attractive to residents, students, and visitors by providing a safe, cool, easy, and connected route for them to travel. The multi-use trail will be constructed on one side of the Las Cruces Lateral as it runs between University Ave. and the intersection of E. Idaho Ave. and S. Main St.

17. Select the main project type: 28 Facilities for Pedestrians, Bicycles
List additional project types here: Preliminary Engineering, Construction Engineering

Project Details (fill out where applicable)

18. Project Scope To plan, design, construct, and install a multi-use trail along the Las Cruces Lateral including, but not exclusive to: an asphalt paved trail with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the trail. The Las Cruces Lateral is a facility belonging to the Elephant Butte Irrigation District which runs between the Las Cruces Convention Center and the intersection of E. Idaho Ave. and S. Main St. The project will include planning, permit application, design, construction, material testing, and project closeout for a trail for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the trail and safe crossing of streets, as needed.

19. Route # (or Street) Name: N/A

20. Length (mi.): 1.65 mi.

21. Begin mile post/intersection: N/A

22. End mile post/intersect.: N/A

23. Google Maps link (see tutorial), or attach a map: attached

24. Roadway FHWA Functional Classification(s): N/A

Funding Information

25. Has a related project received Federal funding previously? No. If yes, which years? N/A **Which funding program(s)?** N/A

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	34,450	5,870			
27. Utilities	0	0			
28. Right-of-Way	0	0			
29. Construction Management**	5,973	1,018			
30. Construction	390,195	66,494			Project Total
Totals	430,618	73,382			504,000

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes observation and material testing.

*** Local funds can be used for match and to increase project total.

Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. **Clearances and/or Certifications:** 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 Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. **In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets**, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

Project will assist in meeting Safety Targets developed in coordination with the Mesilla Valley Metropolitan Planning Organization. To reduce fatalities, serious injuries, and the number of non-motorized fatality/serious injuries by providing an off-street bicycle and pedestrian facility to minimize on-street conflicts between vehicles and bicycles or pedestrians.

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, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☐ **Economic Vitality:**

34. ☐ **Safety for Motorized and Non-Motorized Users:**

35. ☐ **Security for Motorized and Non-Motorized Users:** N/A

36. ☐ **Accessibility and Mobility of People and Freight:**

37. ☐ **Environment, Energy Conservation, Quality of Life:**

38. ☐ **Integration and Connectivity:**
39. ☐ **System Management and Operation:**
40. ☐ **System Preservation:**
-

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



ACTIVE TRANSPORTATION AND RECREATIONAL PROGRAMS

APPLICATION

INSTRUCTIONS: Applicants are required to read through the New Mexico Active Transportation and Recreational Programs Guide (the Guide) prior to completing this application. Please complete the Project Prospectus Form (PPF) first, and then complete this application form.

Introduction

As outlined in the guide, this application will be completed by entities applying for either Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds and used by the statewide selection committees to score and rank projects submitted for TAP/RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall TAP/RTP processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PFF) process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

A. Select which funding source applying for:

Recreational Trails Program-Category 2: Non-motorized, diverse use.

If applying for RTP funding, select the project category from Appendix IV of the guide:

B. Date of submittal: September 28, 2018

C. Responsible Charge (Non-profits must partner with a governmental entity): Catherine Mathews

D. Project name: Multi-Use Trail – Convention Center to Idaho Ave. at S. Main St. on the Las Cruces Lateral

E. If located within an RTPO, was the project recommended by the District Representative via the PFF process? Yes

F. Total amount of TAP/RTP funding requested. *Please separately indicate amounts for each year of the proposed project.*

	TAP/RTP Funds	Matching Funds	Other Funds	Total
Project Year 1	\$43,062.00	\$7,338.00		\$50,400.00
Project Year 2	\$387,556.00	\$66,044.00		453,600.00
Project Year 3				
Project Year 4				

Please explain project phasing as necessary: During the Project Year 1 the work will consist of conducting site and conditions analyses, developing any needed studies and reports, and working on design and construction document production. The work for Project Year 2 will consist of construction through closeout activities, including any materials testing, inspections, and project acceptance.

G. Provide a one to three sentence description of the project scope, including major components, any project deliverables, and pertinent project details.

To plan, design, and construct a multi-use trail along the Las Cruces Lateral, a facility belonging to the Elephant Butte Irrigation District, between the Las Cruces Convention Center and the intersection of E. Idaho Ave. and S. Main St. The project will include planning, permit application, design, construction, material testing, and project closeout for a trail for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the trail and safe crossing of streets, as needed.

Scoring Factors

Applications will be rated and ranked according to the following factors. *See section 5D of the Guide for detailed explanations of each scoring factor.*

1. Planning

Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent, up to a maximum of six (6) points for this scoring factor. Please include the cover sheet and the page(s) where the project is referenced. Do not send entire plans. For a list of eligible planning documents, refer to section 5D of the Guide.

The remaining factors will be scored according to the following scale:

- 3 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.
- 2 points: The application demonstrates a basic understanding of this factor and provides minimal 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.

2. Your responses are *limited to 1, Economic Vitality*

000 characters for each question below.

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

New Mexico's outdoor recreation industry annually generates \$9.9 billion in spending, \$2.8 billion in wages, \$623 million in tax revenue, and supports 99,000 jobs across New Mexico. In addition, outdoor recreation yields improved physical fitness, increased confidence and creativity, and reduced stress and anxiety. Access to high quality public lands serves as an incentive for businesses and employees to

locate near trails. Sixty-five percent of New Mexicans participate in outdoor recreation activities, like camping, hiking, biking, horseback riding, hunting and fishing, and take pride in conserving and enjoying public lands. The City has benefitted greatly by its proximity to National Monuments, State Parks, and many outdoor recreation opportunities. The city experienced an increase in business activity connected to the Organ Mountains-Desert Peaks National Monument, including the formation of new businesses, Monument-connected brands, tours, and increased tourism. For all these reasons, both the City and State of New Mexico have an opportunity to expand economic development related to high quality natural areas and cultural facilities (EBID).

<https://nmwild.org/images/our-work/pecos/EconBenefitsofNMPProtectedLands.pdf>.

<https://outdoorindustry.org/resource/new-mexico-outdoor-recreation-economy-report/>. Companion Report A: Outdoor Recreation in New Mexico – Influences and Assets, New Mexico Statewide Comprehensive Outdoor Recreation Plan (Aug 2015).

3. Safety and Security

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

El Paseo Rd. is classified as an arterial road. According the study, Dangerous by Design 2014, (Smart Growth America and National Complete Streets Coalition), “people on foot were most often killed on higher capacity and higher speed roads classified as arterial” (p. 11) as determined from the Fatality Analysis Reporting System (FARS). More than half of the pedestrian deaths over the last decade occurred on arterial roadways. A potential way to address this alarming number of deaths, and the injuries that do not result in death, is to provide a route for pedestrians separate from the route for vehicles. The multi-use trail will provide an off-street facility for bicyclists and pedestrians. This off-street facility will allow for non-motorized users to travel separately from motorized users. Conflicts among these types of users will be reduced and the rate of conflicts will be reduced. Also, the project will design, construct, and install safer facilities for non-motorized users to cross streets along the length of the multi-use trail. Signals, signs, and street markings will encourage motorized users of the streets to be more aware of non-motorized users.

4. Accessibility and Mobility through Integration and Connectivity

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

In the recently adopted Active Transportation Plan (2018), the City of Las Cruces identifies the stretch of El Paseo Rd. between University Ave. and Idaho Ave. as a Pedestrian Focus Area. In addition, the project site, the irrigation system lateral, is identified in the plan as a Proposed Bicycle Network Trail/Sidepath. As the Proposed Bikeway Network map indicates, the multi-use trail will increase connectivity of non-motorized routes within the city limits and will link a heavily used segment of the Las Cruces Loop Trail with an important travel route, S. Main St. The multi-use trail will provide another option for the non-motorized user to travel, move along an important route, and safely reach their destinations.

Accessibility and mobility of people will be increased by this project by providing an off-street travel route for people to use. Wherever the project trail crosses existing city streets, ADA compliant facilities will be constructed as part of the project to ensure accessibility of the trail to all potential users.

5. Protection and Enhancement of the Environment

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

The multi-use trail will provide a safe, accessible, and easy route for non-motorized users to access recreation opportunities and travel routes. The trail will protect the environment by allowing more users to leave their motorized vehicles and still get to where they need to go, thereby reducing the amount of pollution from motorized vehicles from entering the air and waterways. The reduction in the number of trips made by motorized vehicles will also result in energy conservation. Reduced fossil fuel use will result from reduced motorize vehicle use due to increased availability of non-motorized routes. For every mile a person travels by walking or bicycling, an average of 423 grams of carbon dioxide is saved from entering the atmosphere.

(EPA Fact Sheet; Greenhouse Gas Emissions from a Typical Passenger Vehicle).

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

The quality of life for residents of and visitors to Las Cruces will be increased by providing this multi-use trail. According to the National Recreation and Park Association publication "Parks & Recreation in Underserved Areas – A Public Health Perspective", facilities such as trails encourage higher levels of physical activity. These facilities can potentially have a lasting impact of the future of public health. The number of parks and recreation facilities, such as trails, established within a community is associated with increased activity levels. Park users engage in higher levels of physical activity in parks that have trails. The same should hold true even for trails not directly associate with parks. The Las Cruces Loop Trail, and this proposed segment will contribute to the quality of life in Las Cruces, by increasing recreational opportunities and serving to help make connections to local business, the greater Las Cruces area, and eventually, to the Rio Grande Trail which will allow connections to the wider county and state.

- C. *Please explain how your eligible 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 multi-use trail in this project will increase the integration of the Las Cruces Loop Trail with the broader non-motorized user transit system of bicycle and pedestrian routes throughout the city. By linking the S. Main St. area with University Ave., connectivity will be provided for bicyclists and pedestrians between the New Mexico State University campus and the wider Las Cruces community. Residents of apartment complexes located on Montana Ave, duplexes located on Bon Burt Lane and Burley Court, and other housing options located all along the route will have better off-street bicycle and pedestrian access to the NMSU campus, to Las Cruces High School, and to area businesses. This project supports the goals outlined in the Active Transportation Plan (2018); the Mesilla Valley MPO Transportation Priorities Plan, Bicycle System Priorities Plan, Trail System Plan, and Pedestrian System Priorities Plan; and the Plan 4 Las Cruces.

6. Efficient System Management and Operation

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

Reduced wear and tear on area roads will result from implementation of this project. The Public Works Department uses pavement management software to systematically and scientifically evaluate streets to determine need, priority, and appropriate maintenance treatment. It is anticipated that the multi-use trail will reduce the number of vehicles traveling on El Paseo Rd. which may reduce the frequency of required maintenance, which will allow travelers and creators to choose the trail as an alternative route for daily transportation needs.

McPherson, E. Gregory and Muchnick, Jules (2005) Effects of Street Tree Shade on Asphalt Concrete Pavement Performance, *Journal of Arboriculture*, 31(6), 303 – 310.

7. System Preservation

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

The multi-use trail will allow users to choose the trail as an alternative route for daily transportation needs, thereby relieving the surrounding roads of that amount of traffic and reducing the need for system preservation inputs. In addition, trees and shrubs will be planted, where possible and safe, along the trail and at intersections of the trail with streets. Shade from the trees and shrubs will reduce the pavement fatigue cracking, rutting, shoving, and other distress on the streets.

McPherson, E. Gregory and Muchnick, Jules (2005) Effects of Street Tree Shade on Asphalt Concrete Pavement Performance, *Journal of Arboriculture*, 31(6), 303 – 310.

Application Submission

Applicants must submit the following documents (as a single PDF) as part of the TAP and RTP application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I of the Guide
- Project Prospectus Form (PPF) – see Appendix I of the Guide
- TAP/RTP Application Form
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix XI; alternatively, an official letter signed by the entity's chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring agency.
- Basic map of project location

Any additional documentation in support of scoring factors, per the TAP/RTP per section 5D of the Guide.

<https://nmwild.org/images/our-work/pecos/EconBenefitsofNMProtectedLands.pdf>.

<https://outdoorindustry.org/resource/new-mexico-outdoor-recreation-economy-report/>.

Companion Report A: Outdoor Recreation in New Mexico – Influences and Assets, New Mexico Statewide Comprehensive Outdoor Recreation Plan (Aug 2015).

Dangerous by Design 2014, (Smart Growth America and National Complete Streets Coalition)

Active Transportation Plan (2018)

EPA Fact Sheet: Greenhouse Gas Emissions from a Typical Passenger Vehicle

National Recreation and Park Association publication “Parks & Recreation in Underserved Areas – A Public Health Perspective”

Mesilla Valley MPO Transportation Priorities Plan

Mesilla Valley MPO Bicycle System Priorities Plan

Mesilla Valley MPO Trail System Plan

Mesilla Valley MPO Pedestrian System Priorities Plan

Plan 4 Las Cruces

McPherson, E. Gregory and Muchnick, Jules (2005) Effects of Street Tree Shade on Asphalt Concrete Pavement Performance, *Journal of Arboriculture*, 31(6), 303 – 310.

RESOLUTION NO. 19-043

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$504,000.00 GRANT APPLICATION FOR THE RECREATION TRAILS PROGRAM (RTP), WITH A REQUIRED CASH MATCH OF \$73,383.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) ACTIVE TRANSPORTATION AND RECREATION PROGRAMS GRANT.

The City Council is informed that:

WHEREAS, the City of Las Cruces Parks & Recreation (P&R) Department is committed to developing and maintaining recreational trails throughout the Las Cruces community; and

WHEREAS, the City of Las Cruces (City) will apply to the New Mexico Department of Transportation (NMDOT) for the Recreational Trails Program funding; and

WHEREAS, funding will support planning, design, and construction of an off-street multi-use trail along the Las Cruces Lateral, a facility belonging to the Elephant Butte Irrigation District, between the Las Cruces Convention Center and the intersection of E. Idaho Ave. and S. Main St.; and

WHEREAS, the requested funding amount is \$504,000.00 and the grant requires a 14.56% cash match of \$73,383.00; with a total project cost estimated at \$577,383.00.

NOW, THEREFORE, Be it Resolved by the Governing Body of the City of Las Cruces:

(I)

THAT the City hereby demonstrates its support to provide an off-street bicycle and pedestrian trail to separate vehicles from bicyclists/pedestrians along the Las Cruces Lateral.

(II)

THAT the City hereby authorizes the City Manager to submit the grant application for \$504,000.00, with a required cash match \$73,383.00, on the City's behalf.

(III)

THAT the cash match commitment for the grant application in the amount of \$73,383.00 will come from the General Fund line item designated for Grant Match, as shown in the Proposed Source of Matching Funds Summary in Exhibit "A", attached hereto and made a part of this Resolution.

(IV)

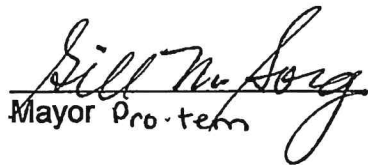
THAT the City Manager will execute the grant agreement, should the grant be awarded, and ensure the requirements of NMDOT are met.

(V)

THAT the City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

DONE AND APPROVED this 17 day of September, 2018.

APPROVED:



Mayor Pro-tem

ATTEST:



City Clerk

(SEAL)

VOTE:

Mayor Miyagishima:	<u>Absent</u>
Councillor Gandara:	<u>Aye</u>
Councillor Smith:	<u>Aye</u>
Councillor Vasquez:	<u>Aye</u>
Councillor Eakman:	<u>Aye</u>
Councillor Sorg:	<u>Aye</u>
Councillor Flores:	<u>Aye</u>

Moved by Smith

Seconded by Gandara

APPROVED AS TO FORM:



City Attorney



City of Las Cruces
PEOPLE HELPING PEOPLE

STRATEGIC PLAN

2017 - 2022

IN 2018

03 | JAN. 1, 2018

The City will offer internships, apprenticeships, and mentorship programs to the Community. **(EDUC)**

04 | JULY 1, 2018

The community will have City-approved results-oriented plans for sidewalks, parks, median landscaping, and facilities. **(CI&I)**

05 | JULY 1, 2018

Information & referral services for families with young children will be integrated into all appropriate city services. **(EDUC)**

06 | JULY 1, 2018

Las Cruces City Government will be managing for results for customers as evidenced by:

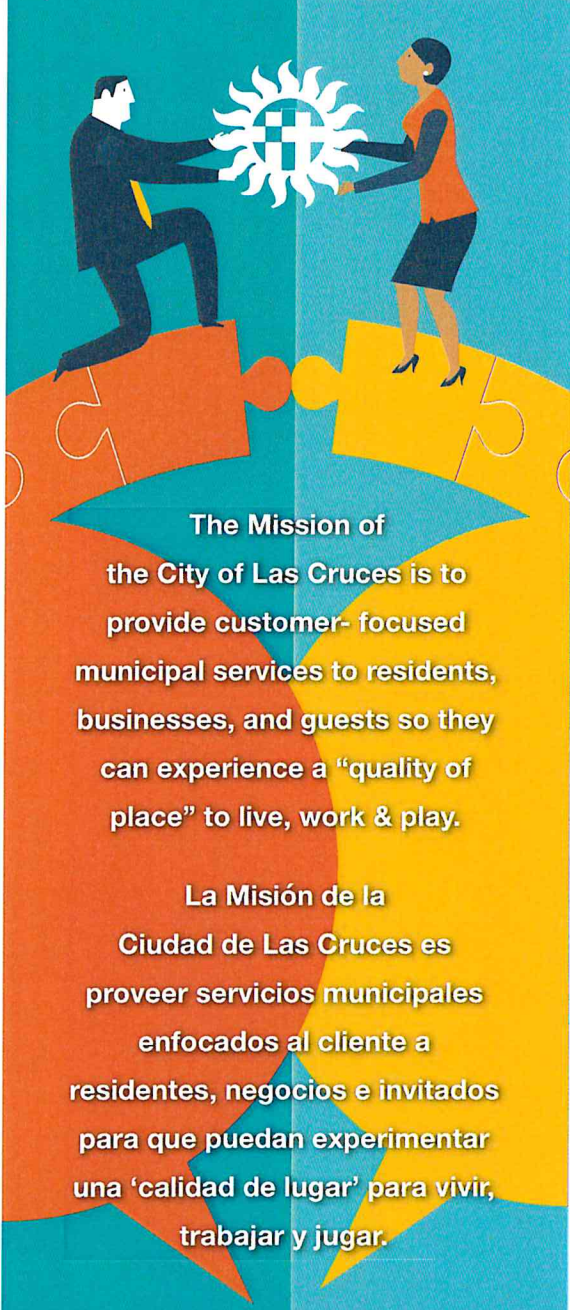
- Department business plans;
- Performance based budgets,
- Performance Reports,
- Performance Dashboards,
- Employee performance alignment, and Performance contracting. **(COMM&INV)**

07 | THE END OF 2018

18 City-led sponsored events will be held downtown. **(E&CD – DOWNTOWN)**

08 | DEC. 31, 2018

Las Cruces businesses will be able to access all permitting and licensing services in an efficient, effective, customer-service focused one-stop shop. **(E&CD – ONE-STOP SHOP)**

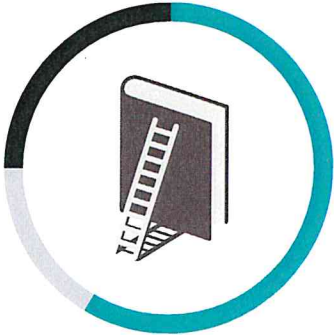


The Mission of
the City of Las Cruces is to
provide customer- focused
municipal services to residents,
businesses, and guests so they
can experience a “quality of
place” to live, work & play.

La Misión de la
Ciudad de Las Cruces es
proveer servicios municipales
enfocados al cliente a
residentes, negocios e invitados
para que puedan experimentar
una ‘calidad de lugar’ para vivir,
trabajar y jugar.

OUR MISSION

2019 THROUGH 2021



09 | IN 2019

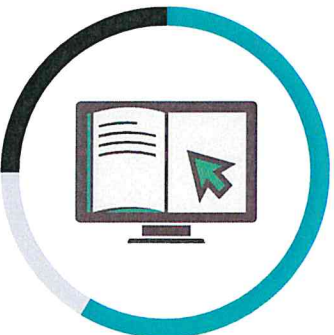
The relationship between the business community and the City will be strengthened as evidenced by:

- A one-stop shop for licensing and permitting;
- More small businesses locating downtown;
- Jointly sponsored events and educational programs;
- More businesses locating in the West Mesa Industrial Park;
- Percentage of high school and university graduates staying locally;
- Increased local contracting for City services and products; and
- Workforce education and development. **(COMM&INV)**



10 | Working with our partners, the community will have access to engaging public transportation connecting downtown, the University, and the Convention Center. **(CI&I)**

11 | Viewing internet access as a utility, by 2019, fiber optic broadband access will be available to businesses in the West Mesa Industrial Park. **(E&CD)**



12 | Working with the schools, the community will experience greater access to services and facilities by way of the City and Las Cruces Public Schools' shared services. **(EDUC)**

13 | IN 2020

Wi-fi will be available in the downtown, plaza, and Mesquite neighborhood. **(E&CD – DOWNTOWN)**

14 | DEC. 31, 2021

City employees will experience safe working conditions and city vehicles & equipment will be maintained in a cost effective, centralized service center. **(CI&I)**

THEME KEY:

Capital Improvements
& Infrastructure **(CI&I)**

Communication, Involvement
& Follow-up **(COMM&INV)**

Economic & Community
Development **(E&CD)**

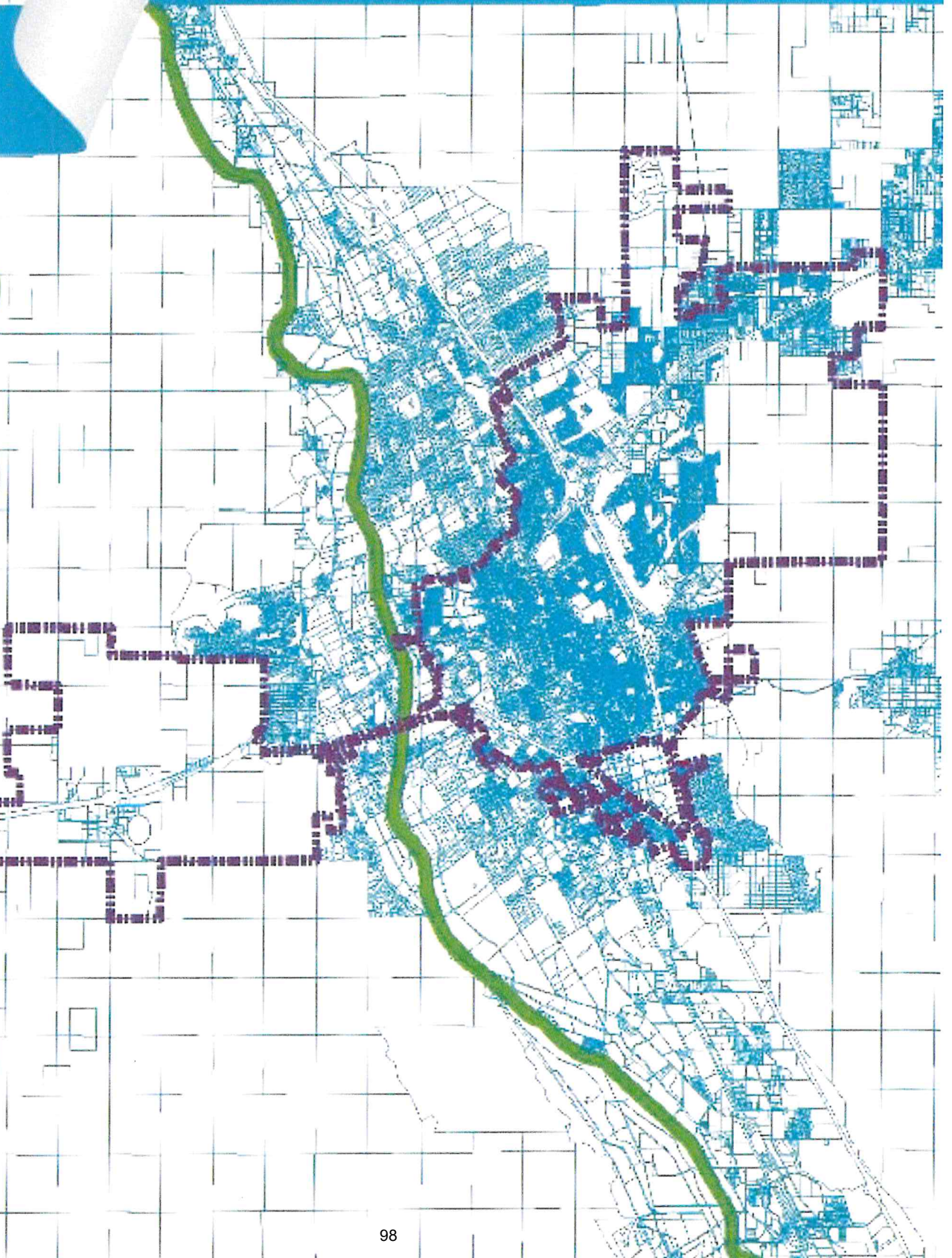
Education **(EDUC)**



City of Las Cruces

COMPREHENSIVE PLAN

Administrative Update 2040



HEALTHY COMMUNITY

4

4.1 PURPOSE

This chapter provides guidance on matters that affect health and well-being. Las Cruces will be a healthy community when it balances resources with growth and flourishes on all levels of health: physical, mental, social, economic, and environmental.

It is important to make suitable housing opportunities available for all socioeconomic levels. As the city grows, greater diversity in the composition and socioeconomic characteristics of families will take place, creating a greater demand for a variety of suitable housing. Therefore, addressing housing from various perspectives such as availability, choice, quality, and neighborhood preservation will be necessary in order to meet the housing needs of all Las Cruces citizens now and in the future.

4.2 GOALS & POLICIES

This chapter supports all the principles in this Comprehensive Plan and the housing goals of the City of Las Cruces Consolidated Plan. In particular, it directly relates to three principles, 'Provide high quality parks, recreation, open space amenities and community services to promote healthy lifestyles and overall community wellbeing,' 'Provide a range of housing alternatives within neighborhoods that are safe, well built, clean, comfortable and affordable at varying economic levels to promote equity and choice,' and 'Provide for a safe, efficient, effective, convenient and connected multi-modal transportation system which promotes healthy living and provides mobility alternatives.'

There are five sub-themes:

- **BALANCED DEVELOPMENT:** Addresses integration of different land uses that support active living, choices in housing and development to support socio-economic diversity, and agricultural use policies to support healthy lifestyles.
- **GREAT PARKS & RECREATION:** Provides guidance on creating a resource-efficient system of parks, programs and associated facilities to meet the recreational, cultural, health and educational needs of all ages and activity levels.



- **WIDE-RANGING COMMUNITY FACILITIES & SERVICES:** Addresses facilities and services needed to serve different demographic groups. It also provides guidance on effective use of facilities and identifies programs/services that enhance quality of life in Las Cruces.
- **MULTIPLE MOBILITY OPTIONS & CONNECTIONS:** Identifies ways to plan complete transportation infrastructure and systems to meet the needs of different users.
- **HEALTHY & SAFE ENVIRONMENT:** Provides guidance on general welfare and safety and maintaining the quality of air, water and overall natural environment in the city.

BALANCED DEVELOPMENT

GOAL 1: Encourage mixed use development.

Policies:

- 1.1 Encourage development using the mixed use concept of this Comprehensive Plan, such as developing compatible non-residential uses within walking distance of existing residential areas.
- 1.2 Development-related requests, such as, site plans, master plans, zoning, and planned unit developments shall adhere to the City's mixed use development concept of this Comprehensive Plan where such adherence lends to the support and enhancement of the character of the Planning Area in which the development takes place.
- 1.3 Criteria such as existing land use distribution and their integration within adjacent areas shall be considered when determining a proposal's significance in providing a mixed use, sustainable and reasonable distribution of land uses. In general, a minimum ratio of 40% single family residential, 10% multi-family, 20% non-residential (office, commercial, and industrial), and 30% miscellaneous (residential, non-residential, public and quasi-public) within the "study area" should be achieved. The "study area" shall include all parcels within a one (1) mile radius of the proposed limits of the site plan proposal. When a "study area" reflects a deficiency with the established land use ratio, the proposal's location with regards to its overall compatibility to the surrounding area shall be taken into consideration to see if application of the land use ratio is feasible. Lower level plans identified in the Planning Framework and/or specific overlay zones may be exempt from the City's mixed-use development policy.
- 1.4 Encourage a balance of land uses as a means of providing convenience and functionality to those who may live and work in one area of the community, particularly in designated Infill areas or where city services exist or are planned to support mixed use development.





Las Cruces



ACTIVE TRANSPORTATION PLAN



FINAL DRAFT August 2018

Proposed Pedestrian Approach

The network planning process identified several focus areas in Las Cruces for pedestrian improvements, shown in Figure 8. The pedestrian focus areas highlight locations that should be prioritized for investment in safe and comfortable pedestrian infrastructure such as sidewalks, crosswalks, trails, and street trees. As previously noted, the pedestrian high-crash corridors often overlap with transit routes, so these focus areas also address the need for safe access to transit with an emphasis on streets with a history of crashes.

Overall Approach

As project opportunities arise and funding becomes available, the City should use the following approach to improve the pedestrian environment in Las Cruces:

1. Review pedestrian focus areas to inform capital and in-house projects.
2. Close sidewalk gaps, first in the pedestrian focus areas and then citywide as opportunities arise.
 - a. Leverage opportunities through private development, public utilities projects, and major roadway projects to construct or reconstruct sidewalks.
 - b. Identify and fill sidewalk gaps that don't require detailed engineering, major grading or clearing of vegetation, or right-of-way acquisition.
3. Improve pedestrian crossings using the ATP's Walkway & Bikeway Toolkit, first in the pedestrian focus areas and then citywide as opportunities arise.
4. Add street trees and other Cool Corridor features to select streets in the pedestrian focus areas.
5. Implement context-specific enhancements, especially around schools and within transit corridors as described in the following sections.

By implementing many of the policy recommendations in Chapter 2—such as including pedestrians in traffic signal design and operation; updating the City's design standards to match best practices, embracing land use policies that encourage active transportation; developing a street tree ordinance; and developing pedestrian crossing guidelines—the City will lay the groundwork to improve the comfort and safety of walking in Las Cruces.

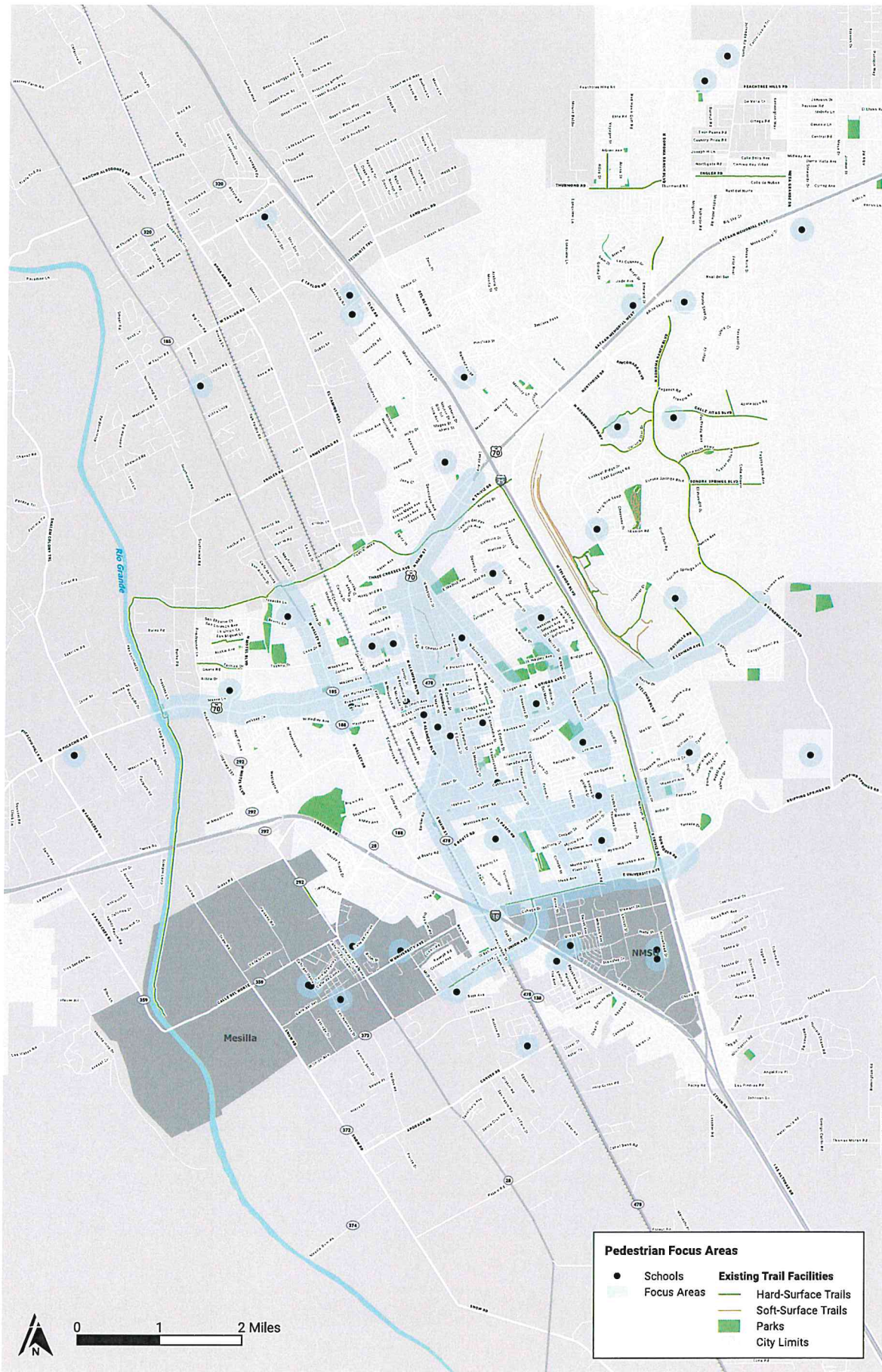


Pedestrians enjoying Plaza De Las Cruces



Pedestrians crossing Main Street in downtown Las Cruces

Figure 8. Proposed Pedestrian Focus Areas

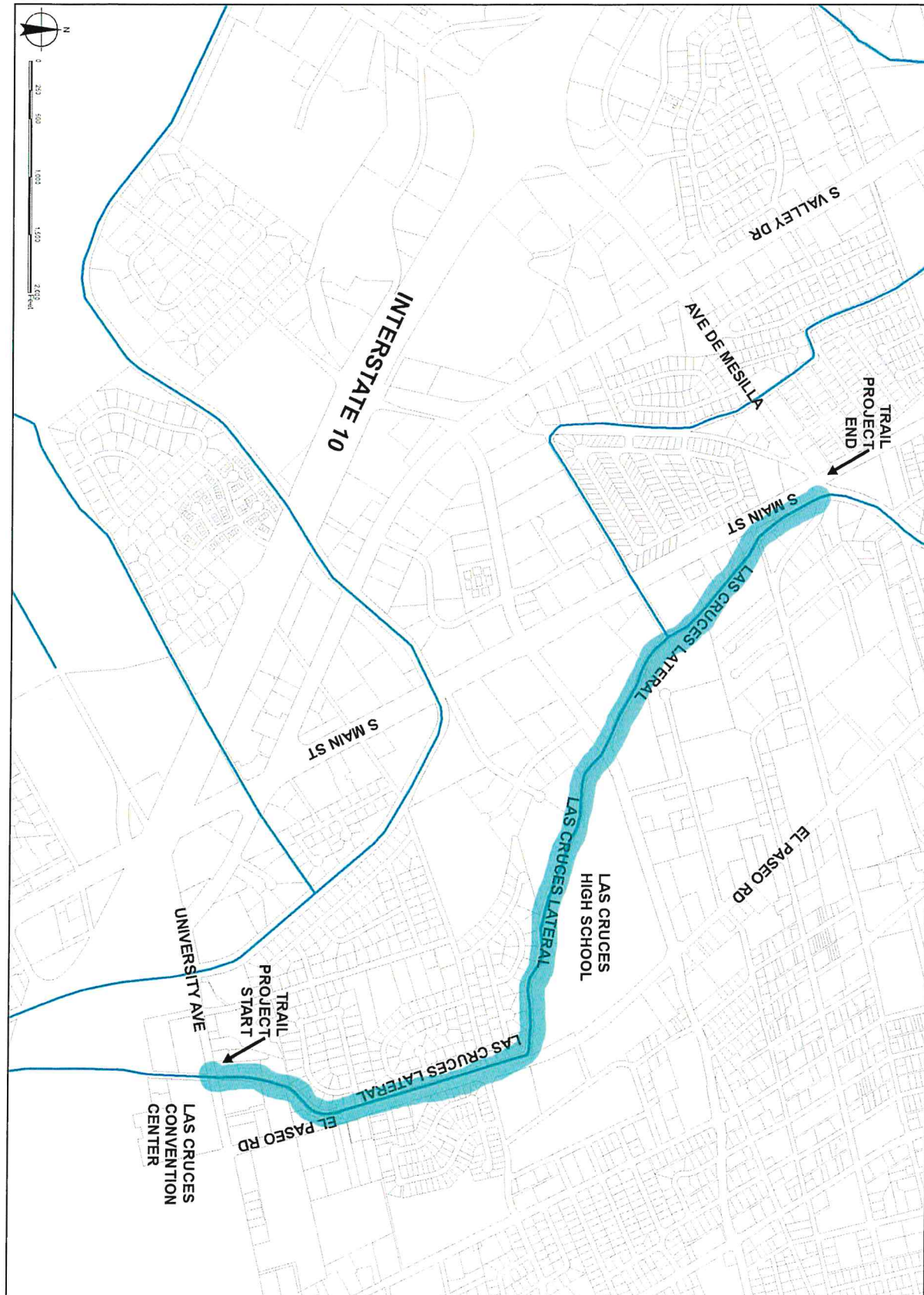


CITY OF LAS CRUCES
PARKS AND REC DEPT
1501 E HADLEY AVE
LAS CRUCES, NM 88001

Legend

Body

Dante's Place





MESILLA VALLEY /MPO

PROJECT FEASIBILITY FORM (PFF)

For assistance, contact XXXXX, RPO Planner, at phone number or email

GENERAL INFORMATION

Preparation Date 08/03/18

Project Title: Elks Drive Connectivity Project

Requesting Entity: Doña Ana County

Governing Body Approval:
YES ___ NO ___ PENDING ___

Responsible Charge: Samuel Paz

Phone: 575-525-6103

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):

ROADWAY **TRANSPORTATION ALTERNATIVE** BRIDGE SAFETY OTHER

Route Number and/or Street Name: Elks Drive

Project Termini: Elks/DA School Road to Elks/Columbia North Driveway Beginning Mile point ___ Ending Mile point ___

Total length of proposed project: 1.15 miles

Project Phases to be included in request (Circle/boldface/underline all that apply):

PRELIMINARY ENGINEERING **CONSTRUCTION** **CONSTRUCTION MANAGEMENT & TESTING**

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):

System Reliability | Freight Movement & Economic Vitality | **System Connectivity** | **Infrastructure Condition**
Safety | Congestion Reduction | **Environmental Sustainability** | Reduced Project Delivery Delays

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

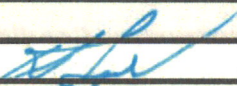
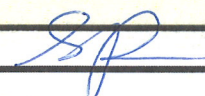
System Connectivity and Infrastructure Condition Safety: The Elks Drive Connectivity Project aims to increase system connectivity by enhancing existing networks, providing access to both amenities and transit, and by strengthening existing flood prevention systems. The project also promotes non-motorized accessibility by integrating components of the Doña Ana Master Drainage Plan to reduce flooding and by providing additional stormwater management along Elks Road. As a result, this multi-use path will showcase and incorporate cost efficient methods to provide connectivity by mitigating storm and flood concerns, while integrating multi-disciplinary approaches such as Green Infrastructure and related best management practices.

Environmental Sustainability: This Project incorporates features which provide protection and enhancement of the environment along a segment of a busy corridor in the Doña Ana community. The project integrates Green Infrastructure methods, as featured in Dona Ana County's comprehensive plan-Plan 2040 and proposed in the Unified Development Code. Green Infrastructure methods includes alternate stormwater management techniques such as water storage and filtration using natural and bio-engineered systems. Green Infrastructure also provides aesthetics, natural and economic benefits by incorporating integrated design features in this project thus providing pedestrian connectivity, while aligning assets with existing local natural systems. The project will promote environmental conservation by enhancing drainage control features in coordination with the recent Doña Ana Master Drainage Plan. The project design and function will minimize the risk of pond failure, reduce risks associated with standing water caused by surface run-off from nearby streets and corridors, thus protecting the environment as well as providing non-motorized public pedestrian connectivity.

- May need retaining wall along sections - potential ROW issues
 - limited activities SRTS - 8' trail

PROJECT COSTS:

Column A			Column B
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost: \$			Total Project Cost: 950,699 \$
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional information, list comments here:
Total Local Match	%14.56	\$138,421	
Total Federal Share	%84.44	\$ 812,278	
	100%	950,699	

DISTRICT REVIEW:			
By: 	Date: 9/12/2018	Recommended: <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
T/LPA REVIEW:			
By: 	Date: 9-27-18	Recommended: <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.

PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 09/28/2018
 2. **Is this project phased? No.** If phased: Enter phase number and total # of phases
 3. **T/LPA Responsible Charge:** Samuel Paz
 4. **Project Name:** Elks Drive Connectivity Project
 5. **Is the project on the ICIP? No.** If yes, year and priority #: Year, priority # (if available)
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.**
If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.): DAC Comprehensive Plan
 7. **Is a related project in the STIP? No.** If yes, year(s): NA Control #: NA
 8. **Is a related project on the MPO TIP/RTPO RTIPR? No** If yes, which year(s): Enter year(s)
Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.
 9. **T/LPA Person in Responsible Charge:** Samuel Paz
 10. **Address:** 845 N. Motel Blvd., Las Cruces, NM 88007-8100 11. **County:** Doña Ana
 12. **Phone:** (575)525-6103 13. **E-mail:** samuelp@donaanacounty.org
-
14. **MPO or RTPO:** Mesilla Valley MPO 15. **NMDOT District #:** 1

Project Description

16. **In the space below, please provide a narrative describing the Project, its Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

The “Elks Drive Connectivity Project”, is a proposed 1.15 mile multi-purpose path that aligns with the Livability Principles of Doña Ana County’s Comprehensive Plan-Plan 2040 adopted in 2015. The project specifically supports the Livability Principles by “Supporting Existing Communities, Providing More Transportation Choice and by Coordinating Policies and Investment”-Plan2040. These principles are simultaneously supported by funding established communities through active transportation facilities. This project improves community connectivity by: providing a safe and accessible pedestrian through separation of motorist and pedestrians, providing facilities for pedestrians, bicyclists and other non-motorized forms of transportation, and promoting healthy active lifestyles by enhancing pedestrian access to community facilities. This project showcases an integrated and multi-disciplinary approaches to improve communities. The “Elks Road Connectivity Project” represents the next step to

advancing County planning initiatives, leveraging county resources to improve connectivity and flood protection of County communities. This project leverages limited county resources into a collaborative State and multi-department County effort. The project will also position the County to target funding for specific plan elements as future funding from numerous sources becomes available. DAC is also providing a combined match of \$143,518 comprised of \$114,296 cash and \$29,222 of in-kind services.

17. Select the main project type: 28 Facilities for Pedestrians, Bicycles

List additional project types here: **Multi-use trail**

Project Details (fill out where applicable)

18. Project Scope **Multi-use trail adjacent to Elks Road, east of road, within County ROW**

19. Route # (or Street) Name: Elks Drive 20. Length (mi.): 1.15

21. Begin mile post/intersection: Elks Drive/Dona School Road 22. End mile post/intersect.: Elks Road/Columbia North Driveway

23. Google Maps link (see tutorial), or attach a map: <https://www.google.com/maps/@32.3784342,-106.8048096,3478m/data=!3m1!1e3>

24. Roadway FHWA Functional Classification(s): Minor Arterial

Funding Information

25. Has a related project received Federal funding previously? No. If yes, which years? **Enter year(s)** Which funding program(s)? **Enter program(s)**

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	106,500	29,222			
27. Utilities					
28. Right-of-Way					
29. Construction Management**	65,360				
30. Construction	670,321	114,296			
Totals	\$842,181	\$143,518			\$985,699

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes observation and material testing.

*** Local funds can be used for match and to increase project total.

Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: Project is within DAC ROW, adjacent to NMDOT State Highway ROW. DAC anticipates minimal clearances and a Categorical Exclusion to be obtained as this areas is previously disturbed.

* 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 Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

The “Elks Drive Connectivity Project”, is a proposed 1.15 mile phased multi-purpose path that aligns with the Livability Principles of Doña Ana County’s Comprehensive Plan-Plan 2040 adopted in 2015. Plan 2040 was jointly funded by the Sustainable Communities Initiative which is comprised of a partnership including the EPA, HUD and the DOT. While the project doesn’t directly respond to NMDOT safety targets, it does however responds to community concerns of safety, lack of infrastructure, accessibility to recreation and healthy lifestyle choices in rural communities.

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, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☒ Economic Vitality:

This project provides economic vitality by increasing accessibility along Elks Drive. By providing active transportation facilities along this corridor, this project will indirectly reduce cost associated with accessing public amenities and regional transportation in rural communities. The project promotes community features which may offset the high cost of living experienced by rural residents; “households in DAC spend 60% of income on housing and transportation, compared to the 45% level considered affordable” -Plan 2040. Active transportation project will provide 25 estimated direct short-term local jobs through a contractor for project construction.

34. ☒ Safety for Motorized and Non-motorized Users:

Elks Drive is a minor arterial route (FHWA*) and positioned at the nexus of both Motorized and Non-Motorized Users. This project responds to the lack of issues connectivity, stormwater and roadway drainage. Documented community feedback reveals that “Residents strongly supported actions to manage flood and improvements to roads, sidewalk and lighting, especially in underserved areas” -Plan 2040. This project will incorporate safety features including motorist and pedestrian separation, and safety features at street and driveway access points.

35. ☐ Security for Motorized and Non-motorized Users:

Elks Drive is a corridor connecting the rural Doña Ana Colonia. As previously stated “Residents strongly supported actions to manage flood and improvements to roads, sidewalk and lighting, especially in underserved areas” -Plan 2040. The project includes an extra level of safety by integrating Green Infrastructure (GI) as part of flood control. GI systems provide a level of stormwater protection by reducing flood water and by providing areas for infiltration to occur. Although GI systems don’t directly impact Motorized and Non-Motorized Users, they do influence behavior and reduce conflicts associated with flooding in the roadway and ROW.

36. ☒ Accessibility and Mobility of People and Freight:

Throughout Doña Ana County, rural communities have valid concerns regarding road safety, pedestrian connectivity and stormwater management. Many challenges faced by rural communities are the result of limited resources and inadequate infrastructure. This project provides an integrated response to both the limited resources and to the trade-offs emphasized in Plan 2040. The project aims to increase accessibility and mobility by enhancing existing networks, providing access to transit and by adding capacity to existing infrastructure systems. Specific added capacity of accessibility and mobility of people include providing accessibility to both Roadrunner Transit Users and school children and parents.

37. ☒ Environment, Energy Conservation, Quality of Life:

“The single greatest concern of residents in every region of the County is flood management” -Plan 2040. This project incorporates features which provide protection of the environment and support improving the quality of life for County residents. The project integrates GI methods, as featured in Plan 2040 and included within the Unified Development Code. GI methods includes alternate stormwater management techniques such as water storage and filtration using natural and bio-engineered systems via bio-swale. GI also provides aesthetics, natural and economic benefits by aligning with existing natural systems. The project promotes environmental conservation by enhancing drainage control features in harmony with adjacent drainage structures which minimizes the risk of pond failure, reduce risks associated with standing water caused by surface run-off of nearby streets and corridors, thus protecting the environment. Additional environment protection and quality of life are achieved through enhanced dust control, drainage, and erosion issues adjacent to Elks Drive.

38. ☒ **Integration and Connectivity:**

Throughout the County “households in DAC drove 20,000 miles in 2011, more than households in walkable areas with transportation options” -Plan 2040. This project provides integration and connectivity by connecting schools, parks and transit. This project provides pedestrian connections to both the Roadrunner transit services and students and parents to active transportation facilities. The project increases access to existing recreation facilities-Doña Ana Park thus promoting healthy active lifestyle choices.

39. ☐ **System Management and Operation:**

This project improves the efficiency, safety and operation of public amenities along Elks Drive. Local schools will be provided with a multi-use trail to connect both parents and students with nearby amenities before and after school. As a result of increased activity, park safety, surveillance and integrated maintenance efforts will be provided by the project. Transit service safety and efficiency is collectively improved by the integration of infrastructure, amenities and roadway management. Additional system management and operation improvements are added specifically by decreasing the maintenance needed for erosion sediment control and roadway and ROW stormwater control.

40. ☒ **System Preservation:**

This project supports system preservation by aligning with the Livability Principals and the community's desired land use as specified in the goals and actions of Plan 2040. The preferred land use goals included within the Unified Development Code, which provides the framework for development. Plan 2040 supports land use and development patterns with the following goals; “Preserving and completing existing places, “Encouraging development near transit-intense enough to support it”, “Enabling development to occur in the form of complete neighborhoods” -Plan 2040. Plan 2040 also identifies action to support goals including to “Increase services to Colonias and other Rural Areas” -Plan 2040. Enhancing existing connectivity and intensity along Elks Road achieves the goals and action specified in Plan 2040. The project also maximize the efficient use of County ROW which abuts NMDOT Highway ROW.

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.



ACTIVE TRANSPORTATION AND RECREATIONAL PROGRAMS

APPLICATION

INSTRUCTIONS: Applicants are required to read through the New Mexico Active Transportation and Recreational Programs Guide (the Guide) prior to completing this application. Please complete the Project Prospectus Form (PPF) first, and then complete this application form.

Introduction

As outlined in the guide, this application will be completed by entities applying for either Transportation Alternatives Program (TAP) or Recreational Trails Program (RTP) funds, and used by the statewide selection committees to score and rank projects submitted for TAP/RTP funding. The process is competitive and the highest scoring projects will be the first priority for funding. This application may also be used by MRMPO and EPMPO in their TAP application processes.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall TAP/RTP processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PFF) process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

A. Select which funding source applying for:

If applying for RTP funding, select the project category from Appendix IV of the guide:

B. Date of submittal: **09/28/18**

C. Responsible Charge (Non-profits must partner with a governmental entity): **Samuel Paz**

D. Project name: **Elks Drive Connectivity Project (EDCP)**

E. If located within an RTPO, was the project recommended by the District Representative via the PFF process? **Yes**

F. Total amount of TAP/RTP funding requested. *Please separately indicate amounts for each year of the proposed project:*

	TAP/RTP Funds	Matching Funds	Other Funds	Total
Project Year 1	106,500	29,222		135,722
Project Year 2	735,681	114,296		849,977
Project Year 3				
Project Year 4				
Please explain project phasing as necessary: PY1 is to fund Design/PE for EDCP PY 2 for construction for EDCP FY21/22				

G. Provide a one to three sentence description of the project scope, including major components, any project deliverables, and pertinent project details.

Scoring Factors

Applications will be rated and ranked according to the following factors. See *section 5D of the Guide for detailed explanations of each scoring factor.*

1. Planning

Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent, up to a maximum of six (6) points for this scoring factor. Please include the cover sheet and the page(s) where the project is referenced. Do not send entire plans. For a list of eligible planning documents, refer to section 5D of the Guide.

The remaining factors will be scored according to the following scale:

- 3 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.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal 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 1,000 characters** for each question below.*

2. Economic Vitality

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

The “Elks Drive Connectivity Project” (EDCP) provides economic vitality by increasing accessibility along Elks Drive and by reducing cost of transportation in rural communities. Increasing accessibility activates economies by connecting public amenities and regional transportation. The project encourages neighborhood connectivity along Elks Drive, thereby aiding local economic development. The project promotes community features which may offset the high cost of living experienced by rural residents; “households in DAC spend 60% of income on housing and transportation, compared to the 45% level considered affordable”¹, “households in DAC drove 20,000 miles in 2011, more than households in walkable areas with transportation options” –Plan-2040². Construction activities of this projects will provide 25 estimated direct short-term local jobs through a contractor for project construction

3. Safety and Security

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

Elks Drive is a minor arterial route (FHWA¹) and serves as a corridor to nearby amenities, flood control systems and local transportation routes. The EDCP responds to issues of traffic and pedestrian safety, connectivity, and stormwater and roadway drainage. Documented community feedback reveals that “Residents strongly supported actions to manage flood and improvements to roads, sidewalk and lighting, especially in underserved areas”-Plan 2040². This project will incorporate safety features including motorist and pedestrian separation, and safety features at street and driveway access points. The project includes an extra level of safety by integrating Green Infrastructure (GI) as part of flood control. GI systems provide a level of stormwater protection by reducing flood water and by providing areas for infiltration to occur. Project location is at a key position to showcase how safety concerns, stormwater and drainage can be incorporated into an integrated connectivity project.

4. Accessibility and Mobility through Integration and Connectivity

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

Throughout Doña Ana County, rural communities have expressed valid concerns regarding road safety, pedestrian connectivity and stormwater management. Many challenges faced by rural communities are the result of limited resources and inadequate infrastructure. The EDCP provides an integrated response to both the limited resources and to the trade-offs emphasized in Plan 2040¹. The project aims to increase accessibility and mobility by enhancing existing networks, providing access to transit and by strengthening existing flood systems. The project also promotes accessibility by integrating components of the Doña Ana Master Drainage Plan to reduce flooding and provide additional stormwater management along Elks Drive. As a result, this combined multi-use trail will showcase and incorporate cost efficient methods to mitigate community concerns, while integrating multi-disciplinary approaches such as GI and related best management practices.

5. Protection and Enhancement of the Environment

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

The EDCP incorporates features which provide protection and enhancement of the environment. The project integrates GI methods, as featured in Plan 2040¹ and included within the Unified Development Code². GI methods includes alternate stormwater management techniques such as water storage and filtration using natural and bio-engineered systems. GI also provides aesthetics, natural and economic benefits by incorporating integrated design features in projects thus providing pedestrian connectivity, while aligning assets with existing local natural systems. The project promotes environmental conservation by enhancing drainage control features in harmony with Doña Ana Master Drainage Plan. The project design and function minimizes the risk of pond failure, reduce risks associated with standing water caused by surface run-off of nearby streets and corridors, thus protecting the environment.

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

The EDCP improves the quality of life residents and adds value to the existing community by improving connectivity to nearby transit and public amenities while enhancing natural drainage systems. Quality of life is improved for residents by providing pedestrian connections to both the Roadrunner transit services and active transportation systems. The project increases access to Doña Ana Park and both elementary and middle school thus promoting healthy active transportation and recreation. Additional improvements are achieved through enhanced dust control, drainage, and vector control issues adjacent to Elks Drive. Throughout the County “The single greatest concern of residents in every region of the County is flood management”-Plan 2040¹. Simultaneously the project showcases integrated small-scale GI methods while demonstrating effective use of resources to serve as both a catalytic and pilot project positively impacting quality of life. This is also supported by Doña Ana County's Health Impact Assessment which indicates rural communities participate in physical activity less than those who live in urbanized areas.

C. *Please explain how your eligible 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 EDCP aligns with the Livability Principals and the community's desired land use as specified in the goals and actions of Plan 2040. The preferred land use goals are supported by the proposed Unified Development Code¹, which provides the framework for development. Plan 2040 supports land use and development patterns with the following goals; "Preserving and completing existing places, "Encouraging development near transit-intense enough to support it", "Enabling development to occur in the form of complete neighborhoods"-Plan 2040². Plan 2040 also identifies action to support goals including to "Increase services to Colonias and other Rural Areas"³. Enhancing existing connectivity and intensity along Elks Drive achieves the goals and action specified in Plan 2040. The project also integrates with recommended flood and ponding components as identified in the Doña Ana Master Drainage Plan completed by the Doña Ana County Flood Commission.

6. Efficient System Management and Operation

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

The EDCP improves the efficiency, safety and use of public amenities along Elks Drive, by activating existing uses and by integrating connectivity within future infrastructure projects. Local schools will be provided with a multi-use trail to connect both parents and students with nearby amenities before and after school. As a result of increased activity, park safety, surveillance and integrated maintenance efforts will be provided by the project. Roadway weather management will also continue to be improved by the numerous planned infrastructure projects along or adjacent to Doña Ana School Road and Elks Drive including on-going improvements at Doña Ana School Road. Transit service safety and efficiency is collectively improved by the integration of infrastructure, amenities and roadway management.

7. System Preservation

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

The EDCP aligns with the goals and actions of Plan 2040, specifically relating to “Implementing Multiple Solutions for Water Use”¹. The project utilizes existing county systems to promote efficient system management and operations by incorporating GI system components, flood systems and roadway drainage into integrated community projects. By utilizing GI methods, the proposed project provides natural erosion management and cost reduction associated with stormwater control as well as maintenance costs associated with roadway drainage and related right-of-way. The proposed project maximizes the use of the local transit system, promotes walking and biking and reduces pedestrian and motor vehicle conflicts. This project also maximizes the use of county right-of-way which abuts state right-of-way. A long-term sustainable approach is showcased by this project, and is an effective option is proactively address roadway issues and community concerns with an integrated design approach rather than crisis management response.

Application Submission

Applicants must submit the following documents (as a single PDF) as part of the TAP and RTP application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I of the Guide
- Project Prospectus Form (PPF) – see Appendix I of the Guide
- TAP/RTP Application Form
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix XI; alternatively, an official letter signed by the entity’s chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring agency.
- Basic map of project location

Any additional documentation in support of scoring factors, per the TAP/RTP per section 5D of the Guide.

Referenced Planning Documents and Narratives *Comprehensive Plan-Plan 2040*

Adopted by Doña Ana County in 2015, Plan 2040 frames the community based “Livability Principles” to guide future development, and directs both the proposed Unified Development Code (UDC) and Colonia Community Plans (CCP). The “Elks Drive Connectivity Project” aligns with key Livability Principles of Plan 2040 including 1) supporting existing communities, and 2) expanding transportation choices.

<http://www.vivadonaanaudc.org/comp-plan-drafts/>

Unified Development Code (UDC)

The UDC encourages better development by using specific types of zoning districts. The UDC will provide zoning and development regulations to enhance existing communities, as well as providing policies to allow for various development patterns to occur. Project proposal intends to expand upon on best management techniques of the UDC including Low Impact Development and Green Infrastructure techniques.

<https://www.donaanacounty.org/UDC>

Colonia Community Plans (CCP)

The County is further developing the Colonia Community Plans as community based strategies of Plan 2040. CCP aims to advance concepts and principles showcased in Plan 2040, specifically showcasing community based interventions. CCP aims to provide a series of approaches and concepts as a toolbox for the 37 other colonias to reference. Many of the proposed concepts and projects showcase integrated community concepts, leveraging funding sources and interdisciplinary approaches to connectivity, transportation and environmental conditions.

<http://www.vivadonaana.org/colonia.php>

Health Impact Assessment

Conducted by PLACE MATTERS in 2015, this HIA highlights the importance of active transportation and community connectivity to parks with an emphasis on health, equity and access.

Citations by Category

2. Economic Vitality

¹ Comprehensive Plan-Plan 2040, pg. 36

² Comprehensive Plan-Plan 2040, pg. 35

3. Safety and Security

¹ NMDOT FHWA Approved Functional Class 2015,

http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_FC_Map.pdf

² Comprehensive Plan-Plan 2040, pg. 111

4. Accessibility and Mobility through Integration and Connectivity.

¹Comprehensive Plan-Plan 2040, pg. 32

5. Protection and Enhancement of the Environment

A.

¹Comprehensive Plan-Plan 2040- pg. 99,104

² Unified Development Code Draft-Development Standards and Zoning requirements. Pgs. 230, 231, 247, 317, 321, 323, 324.

B.

¹Comprehensive Plan- Plan 2040, pg. 100

C.

¹ Unified Development Code Draft -Sector Map

²Comprehensive Plan-Plan 2040, pg. 75

³Comprehensive Plan-Plan 2040, pg.79

6. Efficient System Management and Operation

7. Efficient System Management and Operation

¹ Comprehensive Plan-Plan 2040, pg. 108

LIVABILITY

PRINCIPLE:

TRANSPORTATION CHOICE



Goals:

Develop safe, reliable, and affordable transportation choices to decrease household transportation costs, improve air quality, reduce greenhouse gas emissions, and promote public health.

Measurement:

Share of workers not driving alone to work

The share of Doña Ana County workers biking, walking or taking transit to work remained steady from 2010 to 2012, but carpooling and working from home fell slightly, so the overall share of workers not driving alone fell from 20% to 18%. Workers with transportation choices other than driving alone can save time and money while reducing congestion and pollution.

Measurement:

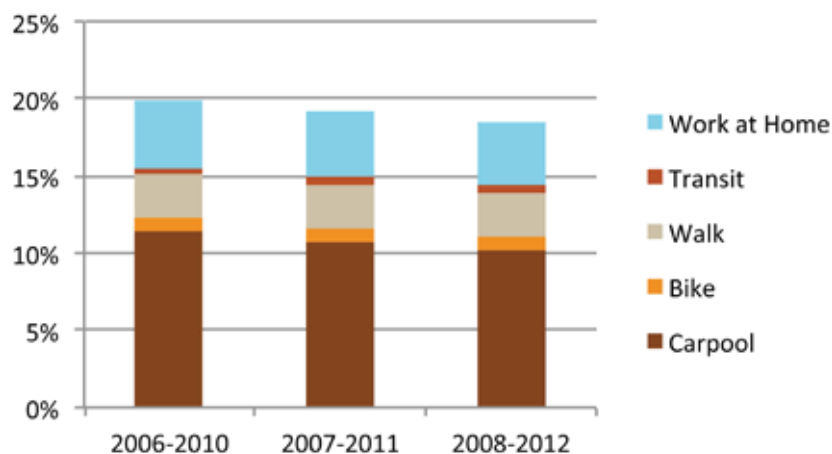
Vehicle Miles Traveled Per Household

A typical regional household living in Doña Ana County drove 20,000 miles in 2011, much more than households living in walkable areas with transportation options.

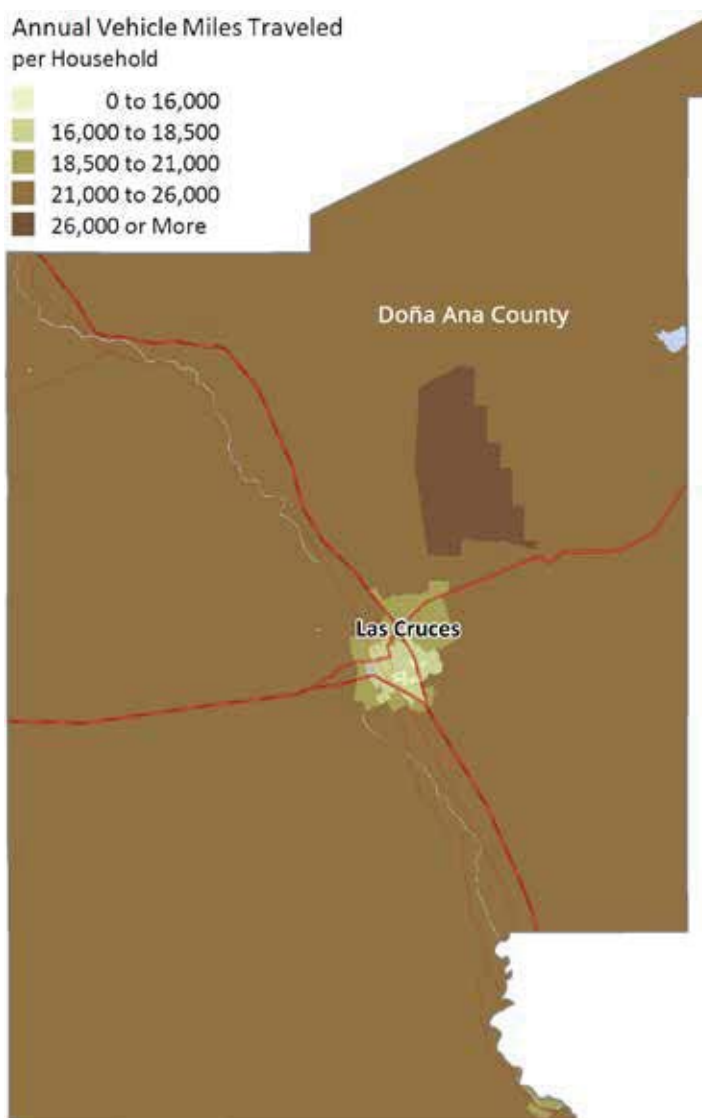
Other Measurements:

- **Transit Connectivity Index:** Transit access in Doña Ana County is very limited, scoring just a 3 on a scale of 0 to 100.
- **Metric Tons of Carbon Dioxide from Household Driving:** Households in Doña Ana County emitted 646,000 metric tons of the greenhouse gas carbon dioxide in 2011 by driving.

SHARE OF WORKERS NOT DRIVING ALONE TO WORK



Annual Vehicle Miles Traveled per Household



Source: Center for Neighborhood Technology, 2015

LIVABILITY PRINCIPLE: COMMUNITY AFFORDABILITY



Goals:

Make decisions that support more diverse and affordable communities across the region.

Measurement:

Median monthly housing costs

Median monthly housing costs in Doña Ana County grew 7% from 2001 to 2012 from \$674 to \$718, but remain lower than the New Mexico median of \$771.

Other Measurements:

- **Residential Density:** Doña Ana County has only 1.6 households per residential acre, a much lower density than Las Cruces (2.7) or

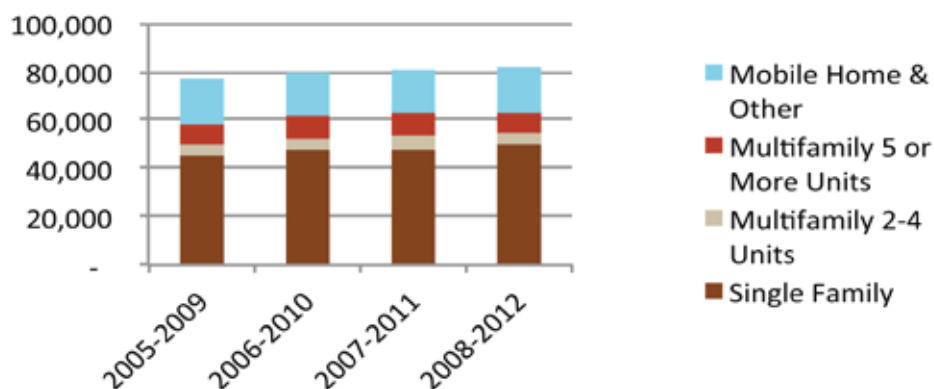
Albuquerque (4.3).

- **Housing + Transportation Costs as Share of Regional Median Income:** A typical household in Doña Ana County spends 60% of their income on housing and transportation combined, much higher than the 45% level considered affordable.
- **Diversity of Housing Types:** The types of housing in Doña Ana County became slightly less di-

verse between 2009 and 2012, with growth focused in single family homes.

- **Other affordable communities indicators:** Affordability has other elements for which data are not yet available on a county wide basis, but would be worth tracking, including affordable housing developments, workforce housing near jobs, utility costs, and infrastructure costs.

DIVERSITY OF HOUSING TYPES



Source: U.S. Census



Image Credit: Andrew von Maur

TRANSPORTATION PLANNING

The New Mexico Department of Transportation, Doña Ana County, and the local municipalities manage the transportation system within Doña Ana County. The Mesilla Valley Metropolitan Planning Organization, the El Paso Metropolitan Planning Organization, and the South Central Council of Governments provide planning support — but they have complex responsibilities too.

There are approximately 11,000 commuters traveling from Doña Ana County to El Paso and 8,000 people commuting from El Paso to Doña Ana County for employment. (United States Census, n.d.). Within Doña Ana County, the average commuter drives for 21 minutes. This produced approximately 646,000 metric tons of greenhouse gas in 2011, compromising health issues and accelerating climate change. Not only does the goal of reducing vehicle miles traveled help make it easier to get to work and school, but it would also help align the County with any forthcoming Greenhouse Gas targets – and funding as it becomes available. (Viva Doña Ana, 2013)

TRAFFIC DEMAND MANAGEMENT

The scenario-modeling tool predicts that the Business as Usual Scenario will generate 19,900 vehicle miles traveled per household per year while the Conservative Preferred Scenario will generate only 15,920 vehicle miles traveled per household per year. This reduction in VMT is supported by the table on p. 114 from a 2005 study by Todd Litman of the Victoria Transport Policy Institute. It demonstrates why compact urban form is an effective way to reduce traffic volumes, helping to negate the need for more traffic lanes even while adding more population density. This approach is applied throughout this Plan.

Emergency Response

In addition to the observations of the Public Services section, emergency response improves when the service area of stations is compact. This reduces driving times, and there is a trade-off between the walkable streets and smaller service areas enabled by a fine-grained thoroughfare network and the wide streets that many fire departments require for fighting fires.

THE THOROUGHFARE NETWORK

Many of the areas that are most pivotal for regional economic growth are not readily accessible. The thoroughfare network extends primarily north and south, with inadequate east/west linkages. The network does not serve the new Santa Teresa industrial area adequately, nor the other proposed Ports of Entry. In the north, there is no direct connection to Spaceport America.

Residents strongly supported actions to manage flooding and improvement to roads, sidewalks, and lighting, especially in underserved areas.

VEHICLE MILES TRAVELED

In transportation, Levels of Service (LOS) give letter grades for the degree of congestion, which is to say the degree to which drivers must slow and interact with other vehicles. Simply by placing the free flow of vehicles at the top of the LOS hierarchy and labeling it with them “A” grade like a school assignment, this privileges rural locations and overbuilt roads. California provides a case study for changing the traffic generation criteria for a project from LOS to Vehicle Miles Travelled (VMT).

When a transportation project's impacts are judged against delay rather than vehicle miles traveled, it is harder to justify environmental goals. When LOS is the main criterion, it is usually easier and cheaper to build projects in outlying areas where individual intersections would show less delay resulting from new development. At the same time, LOS usually makes it much harder and more expensive to build in dense areas where there is already a lot of traffic. However, using VMT as a criterion, locations where higher density would make transit, walking, and bicycling viable, projects can often easily justify themselves. While much of the debate between LOS and VMT occurs in engineering terms, it has significant implications for a place like Doña Ana County — which needs to grow together rather than apart.



Image Credit: Andrew von Maur

ACKNOWLEDGING THE TRADEOFFS

Generally, the final scenarios perform well across the Livability Principles. But they also demonstrate unavoidable trade-offs.

Higher growth in jobs and population numbers might allow for expanded transportation choices and a broader range of housing, neighborhoods and communities. But accelerated growth would also challenge the preservation of community character and the allocation of scarce resources (such as water).

Livability Principle scoring for both preferred scenarios do not achieve a perfect score due to the following:

- **Supporting Existing Communities:** A lack of walkability and population diversity holds this score back. Despite a significant amount of infill development, the majority of the County would remain tied to automobiles for their daily needs, again because of the region's rural character.
- **Preserving Heritage:** The preservation of rural view sheds scores lowest of the heritage metrics due to anticipated growth in Sunland Park, Santa Teresa and around Chaparral. Because public participants deemed development in these locations desirable, the lower score on this metric is acceptable.
- **Transportation Choice:** Despite growth in infill areas and policy addressing transportation access, a significant percentage of the population will continue living in areas not well transit served. This is simply a reflection of Doña Ana County's rural character.
- **Community Affordability:** Similar to transportation choice, affordability may be improved by regional policy, but new growth cannot correct existing conditions. Transportation costs associated with living in a rural environment as well as the limited housing types that are available in the rural setting constrain community affordability.
- **Economic Opportunity:** Access to employment significantly increases due to intensive growth at Santa Teresa and resulting from transportation investments connecting the southern sub-region with Las Cruces but could be threatened by the concentration in the government and education sectors.

WATER MATTERS

Infrastructure and flood management was the highest priority in every region of the County.

RETHINKING WATER

Green infrastructure uses natural systems to provide service in an economically efficient manner, compared to conventionally engineered infrastructure. For years rigid solutions dominated infrastructure and we are now realizing that greener infrastructure is more appropriate. A major shift is occurring on this subject in the US, and Doña Ana County could benefit by participating in it.

Green infrastructure is a holistic approach aimed at addressing climate resiliency on a county-wide scale by:

- Keeping natural lands preserved;
- Protecting rivers, arroyos, irrigation channels, and flood control systems;
- Continued stewardship of agricultural lands;
- Parks and community gardens that serve multiple uses;
- Integrated rainwater management, rain harvesting, and water reuse into a balanced water cycle;
- Providing multiple benefits through green streets and roads that include street trees, bioswales and raingardens; and providing for renewable energy production.

Green infrastructure provides for human benefits such as better quality open spaces, increased health benefits, cleaner water, improved recreation and connected shade and amenities in our County's spaces.

Image Credit: Dennis Quintana

WATER MATTERS

GOALS | ACTIONS

GOALS



G7.1 Coordinate the Many Silos of Water Management

The County has numerous agencies and entities that manage water supply and flood control. Each has its own focus and priorities, but the goal of the various agencies is the reduction of flood hazards and control of stormwater and flooding affecting community and urban infrastructure and agriculture. A coordinated effort could reduce redundancy, inefficiencies, and stretch limited funds.

ACTIONS



A7.1 Create a Regional Water Resources and Flood Control Coordinator

Doña Ana County should create a Regional Water Resources and Flood Controls Coordinator (RWRF-CC) to coordinate the cross-agency efforts to capture and manage rainfall in a more holistic way so that it does not cause damage either to agriculture or community, and so that it can be used in multiple ways. It should also address water conservation and reuse in a comprehensive manner.

LIVABILITY PRINCIPLES



Coordinate Policies and Investments



Preserve Heritage

RESPONSIBLE



Responsible Entities

- Board of County Commissioners (BOCC)
- Office of the Flood Commission (FC)
- U.S. International Boundary & Water Commission (IBWC)
- Elephant Butte Irrigation District (EBID)
- Soil and Water Conservation Districts
- NM State Land Office
- NM Office of the State Engineer
- U.S. Department of the Interior Bureau of Land Management (BLM)
- U.S. Army Corps of Engineers

6.1.6. Erosion Control Best Management Practices

- a.. Description. Best practice will integrate project features that emphasize protection of watershed function through replication of pre-development runoff patterns (rate, volume, duration).
- b. Method. Best practice will integrate construction methods and engineering practices. Best practice will include natural features of the landscape and engineered solutions (e.g. infiltration and water storage) to treat, manage, and control storm water on-site to reduce erosion. Best practices will be designed in collaboration with ESD and CDD staff.

6.1.7 Floodplain Development Permit

A Floodplain Development Permit may be required if the proposed development is all or partially located within a FEMA Special Flood Hazard Area as defined in Section 6.4. The Flood Commission Director shall determine if a Floodplain Development Permit is required and shall appoint a Floodplain Administrator to review and Building Services shall issue Flood Plain Development Permits.

- a. Permit application forms. Application for a development permit shall be presented to the Building Services on forms furnished by Building Services and shall include:
 - i. Plans in duplicate drawn to scale showing the location.
 - ii. Dimensions.
 - iii. Elevation of proposed landscape alterations.
 - iv. Existing and proposed structures, including the placement of manufactured homes.
 - v. Location of the foregoing in relation to areas of special flood hazard.
 - vi. Elevation (in relation to mean sea level) of the lowest floor (including basement) of all new and substantially improved structures.
 - vii. Elevation in relation to mean sea level to which any nonresidential structure shall be floodproofed.
 - viii. A certificate from a registered professional engineer or surveyor that the nonresidential floodproofed structure shall meet the floodproofing criteria of subsection 6.4.7.b.
 - ix. Description of the extent to which any watercourse or natural drainage will be altered or relocated as a result of proposed development or description of alternative integrated methods considering natural and built drainage systems.
- b. Application review procedures. The review period begins with the acceptance of a complete permit application by the Floodplain Administrator or designee. A record of all information shall be maintained. Approval or denial of a development permit by the

Floodplain Administrator shall be based on all of the provisions of this Article and the following relevant factors:

- i. The danger to life and property due to flooding or erosion damage.
- ii. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.
- iii. The danger that material may be swept onto other lands to the injury of others.
- iv. The compatibility of the proposed use with existing and anticipated development.
- v. The safety of access to the property in times of flood for ordinary and emergency vehicles.
- vi. The costs of providing governmental services during and after flood conditions, including maintenance and repair of thoroughfares and bridges, and public utilities and facilities such as sewer, gas, electrical and water systems.
- vii. The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site.
- viii. The necessity to the facility of a waterfront location, where applicable.
- ix. The availability of alternative locations, not subject to flooding or erosion damage, for the proposed use.
- x. The relationship of the proposed use to the Comprehensive Plan, all other relevant drainage plans and Master Plans for that area.

c. Grading and Pre-Development Best Management Practices

- i. **Description.** Best practice will preserve existing natural features to reduce cost associated with erosion, revegetation, and dust control.
- ii. **Methods.** Best practice will include natural drainage, topography, rock outcroppings, and native plant areas which can be preserved, and serve as detention areas to promote on-site benefits of water resources. Best practices will be designed in collaboration with EDS and CDD staff.

6.1.8 Grading Permit

Any person, required under this Article, to submit a grading permit, shall apply to the County prior to the issuance of a building or construction permit by an appropriately licensed contractor in the State of New Mexico and shall meet the minimum requirements of this Article, as determined by ESD. The application will be signed by the owner of the property where the work is to be performed or by his/her duly authorized representative. The applicant shall ensure that all application data is correct. Any falsification of application data shall invalidate the permit.

- a. **Permit application.** A grading permit shall be issued by the County based

- (a) Provide substantially equivalent street capacities based on the street classifications;
- (b) Are based on generally accepted traffic engineering design principles;
- (c) Provide equivalent accommodations for all transportation modes, as appropriate;
- (d) Address emergency vehicle access requirements as determined by the County Fire Chief; and
- (e) Are recommended for approval by the County Engineer and the Zoning Administrator or their designee.

OR

- iii. Based on an alternative hierarchy of streets that includes, at a minimum, street classifications per Table 6.4 Thoroughfare Classification Context; and:
 - (a) Are based on generally accepted traffic engineering design principles;
 - (b) Provide equivalent accommodations for all transportation modes, as appropriate;
 - (c) Address emergency vehicle access requirements as determined by the Fire Chief; and
 - (d) Are recommended for approval by the County Engineer and the Zoning Administrator or their designee.

g.

Road and Thoroughfares Best Management Practices.

- i. Description. Best practice will integrate road and thoroughfare features within multi-modal areas, supporting pedestrian and landscape requirements.
- ii. Methods. Best practice will include Active Landscape Features combined with road and thoroughfare components to create complete and connected amenities (e.g. walkable and accessible routes). Methods will include chicanes, curb cuts, bio-swales, and other Active Landscape Features. Best practices will be designed in collaboration with EDS and CDD staff.

h. Community Type and Transect Zone Thoroughfare Cross Sections.

- i. If the right-of-way needed for complete roadway construction is constrained, the cross section should be reduced in the following order:
 - (a) Planting strip
 - (b) Sidewalk width to five feet minimum
 - (c) Bicycle lane to five feet minimum

- (b) Inlets. Culvert inlets shall be designed to minimize entrance and friction losses. Inlets shall be either flared-end sections or headwalls with wing walls. Projecting ends will not be acceptable. Provisions shall be made to resist possible structural failure due to hydrostatic uplift forces.
- (c) Outlets. Culvert outlets shall be designed to avoid sedimentation, undermining the culvert or erosion of the downstream channel. Outlets shall be either flared-end sections or headwalls with wing walls. Additional outlet control in the form of rip-rap, channel shaping, etc., may be required where excessively high discharge velocities occur.
- (d) Slopes. Culvert slopes shall not allow silting, excessive velocities or scour. The minimum slope of culverts shall be limited to 0.5%.
- (e) Headwater. The headwater-to-diameter ratios should not exceed the criteria in Table 6.20 Recommended Maximum Headwater-to-Diameter Ratios. Any ponding above culvert entrances is unacceptable. Such ponding may cause property or roadway damage, culvert clogging, saturation of fills, detrimental upstream deposits, or inundate existing or future utilities or structures.

Table 6.20 Recommended Maximum Headwater-to-Diameter Ratios

Storm Frequency	HW/D
10-year	1.0
100-year	1.25

- (f) Tailwater. The height of tailwater at outlets shall have a headwater-to-diameter ratio of less than 1.0.
- (g) Dip section and low water crossings shall be concrete and designed in accordance with the criteria in Table 6.15 Street Capacity Criteria, and shall provide for erosion protection at the edges of pavement.

- e. **Roadway Drainage Best Management Practices**
 - i. **Description. Best practice will infiltrate storm water into plantings and soil, and safely release remaining water.**
 - ii. **Methods. Best practice will filter storm water through soil media and plant roots, then release treated storm water runoff into the landscape (e.g. pasture, native vegetation areas, plantings, and permeable areas) and storm drain system. Best practices will be designed in collaboration with EDS and CDD staff.**

- representative soil borings shall be required to characterize the infiltration capacity of the soils located at the pond bottom.
- iv. An operation and maintenance plan acceptable to the County shall be submitted for ponds that do not drain within 72 hours.
 - v. The banks of any pond shall be no steeper than a 4H:1V slope unless an access ramp for vehicles is provided and measures are taken to provide erosion protection of the banks. Any deviation from side slope standards shall be justified by a geotechnical analysis and shall be approved by the County Engineer.
 - vi. All detention or retention facilities shall be provided with a minimum twenty-foot access easement for operation and maintenance of the facility. The minimum freeboard shall be one foot. The pond shall be located a minimum of five feet from property lines and 10 feet from any structures.
- b. The construction plans shall show the locations of all structures and how the required volume will be controlled on site. Details on walls and berms to control or direct runoff, asphalt and lot grades, dimension and method of overflow of the storage area shall also be depicted. The following are acceptable types of drainage structures:
- i. Open ponds offer the maximum amount of storage for a given land area and are recommended in areas having good percolation of water into the soil. Open ponds shall have a minimum depth of 18 inches, with the top of the pond located no closer than five feet to the property lines and 10 feet to structures. An operation and maintenance plan acceptable to the County shall be submitted for ponds that do not drain within 72 hours. Pond bottoms shall not be located in poor percolation rate layers such as clay soil types.
 - ii. French drains are acceptable in areas with poor percolation rates and shall only be used to provide increased percolation rates. French drains shall have an open pond above the rock level with a minimum depth of 12 inches.
 - iii. Dry wells are generally used for drainage areas of one acre or less and are designed exclusively to accept rooftop runoff from residential and commercial buildings. They are similar to infiltration trenches but smaller with inflow from pipe and commonly covered with soil. The well shall be placed at a depth sufficient to contain the required storage volume.
- c. **Detention Pond Best Management Practice**
- i. **Description.** Best practice will combine detention ponds with other site elements to reduce the area needed to fulfill detention pond volume and storage requirements.
 - ii. **Method.** Best practice will utilize Active Landscape Features, where applicable, to design areas required for retention/detention basins,

6.6.2 Water Supply Guidelines

- a. **Water conservation measures**
 - i. The following water conservation measures are recommended for housing units in all subdivisions:
 - ii. All new construction shall conform to the requirements of the International Building Code, International Residential Code, and Uniform Plumbing Code, as adopted by Doña Ana County.
 - iii. Low-water-use landscaping techniques applying the principles of xeriscaping are highly recommended.
- b. Quantification of annual water requirements. The following procedures shall be used to quantify the maximum, annual water requirements for all subdivisions:
 - i. The maximum annual water requirement for both indoor and outdoor purposes, for each parcel in a residential subdivision, shall be 0.75 acre-feet per year, unless a detailed water demand analysis approved by the State Engineer's Office justifies the use of a different figure. The total annual water requirement for the subdivision in acre-feet per year is computed by multiplying the number of parcels by 0.75.
 - ii. The Applicant may, at his/her option, prepare a detailed water demand analysis using the step-by-step computational procedure presented in the relevant State Engineer Technical Report.
 - iii. A detailed water demand analysis shall be prepared for all nonresidential subdivisions and all water uses not directly related to residential uses within a mixed development subdivision. Annual water requirements shall be estimated using the relevant State Engineer Technical Report.
- c. Final plat approval requirements. In acting on the permit application, the State Engineer shall determine whether the amount of water permitted is sufficient in quantity to fulfill the maximum annual water requirements of the subdivision, including water for indoor and outdoor domestic uses.
- d. **Water Conservation Best Management Practice**
 - i. **Description.** Best practice will utilize passive water harvesting to collect stormwater, which promotes water infiltration, stormwater reduction, less complex erosion control and infrastructure systems, and optimal landscaping. Utilizing harvested stormwater will provide or offset landscape water needs.
 - ii. **Method.** Best practice will include passive water harvesting functions, which utilize gravity to direct the flow of stormwater into Active Landscape Features. Best Practices will be designed without

additional tanks, piping, metering, pumps, or other infrastructure associated with containment systems.

In certain configuration, additional infrastructure components will be needed to route overflow water, convey water under roads or parking lots, or for other purposes conducive to effective functioning of the passive system. Best practices will be designed in collaboration with EDS and CD Department staff.

6.6.3 Water Quality; Liquid and Solid Waste Disposal

- a. Water quality documentation. For an Applicant to document conformance with the water quality requirements of these guidelines and the New Mexico Subdivision Act, NMSA § 47-6-1 et seq. A water quality documentation package shall accompany the Preliminary Plat submission.
 - i. The water quality documentation package shall:
 - (a) State the Applicant's name and mailing address;
 - (b) State the date the package was completed;
 - (c) State the Applicant's proposal for meeting the water quality requirements of these guidelines;
 - (d) Be accompanied by a copy of the Applicant's disclosure statement on water quality;
 - (e) Be accompanied by the information listed in subsections 6.6.3.a.ii, 6.6.3.a.iii, or 6.6.3.a.iv of this section as applicable to the water supply proposal; and
 - (f) Be accompanied by other relevant information as may be necessary for the determination of compliance with the water quality requirements of these guidelines.
 - ii. If a new public water supply system (15 or more connections) is proposed, the following information shall be submitted as part of the water quality documentation package:
 - (a) A water quality analysis of a representative water sample for antimony, arsenic, barium, beryllium, cadmium, chromium, cyanide, fluoride, lead, mercury, nickel, nitrate, nitrite, selenium, thallium, alkalinity, aluminum, calcium, chloride, color, copper, foaming agents, hardness, iron, manganese, odor, pH, silver, sodium, sulfate, total dissolved solids, turbidity, and zinc;
 - (b) For areas where contamination of the proposed source water has been documented, a water quality analysis of a representative water sample for other water quality parameters listed in subsection 6.6.2 may be required;

The **ISSUES** below came up in focus groups, stakeholder meetings, and other forms of public engagement. Following the Issues section will be Strategies and Implementation Steps to address the Issues.

FLOODING AND HYDROLOGY

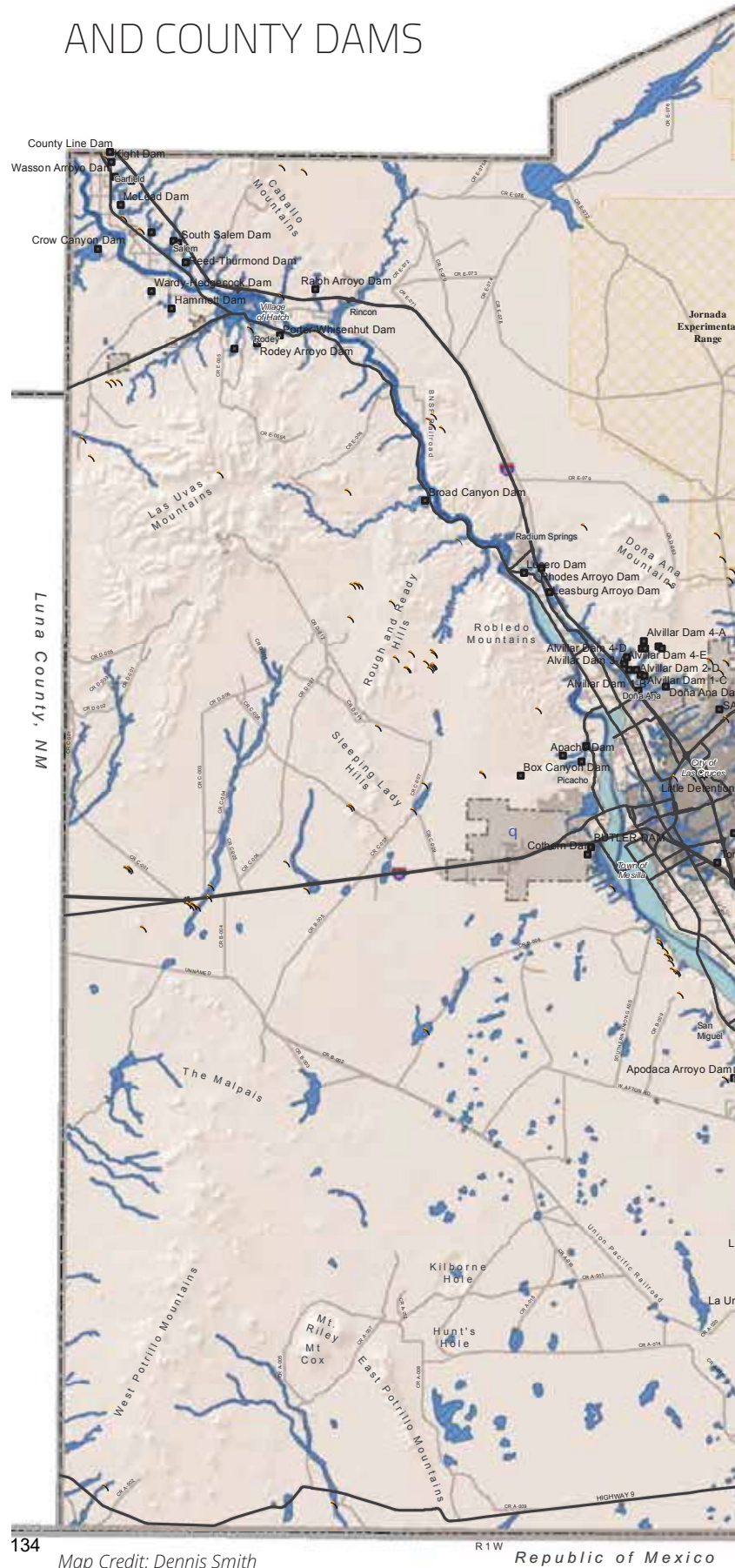
The single greatest concern of residents in every region of the County is flood management.

Extensive flooding of existing crops, structures and roads poses a hazard since much development has occurred in floodplains and over active arroyos. Not only are some developments inadequately flood-proofed, but they can also block water from draining out of the flood plains – worsening the problem. See the flood map to the right that illustrates the extent of dams and diversion structures in the County.

Over 100 flood control structures were built as sediment control structure for farm fields and weren't designed for a flood event. These structures are under the ownership or jurisdiction of numerous entities, including the County, EBID, the Caballo Soil and Water Conservation District, the Doña Ana Soil and Water Conservation District, IBWC, BLM and many private land owners, and most of these structures are in need of expensive upgrades.

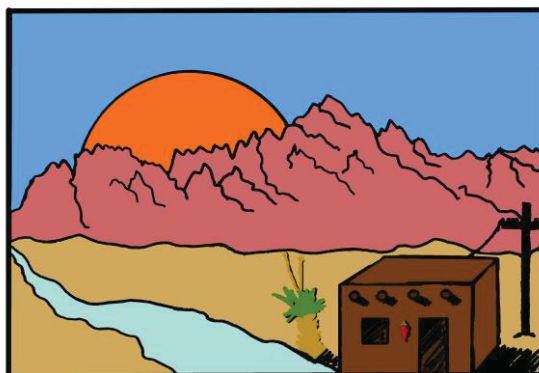
While new development in hazardous areas can be prevented, ongoing infill is anticipated to occur within existing communities that are susceptible to flood events. A coordinated prioritization of flood control and growth targets is needed across multiple ownerships.

EFFECTIVE FLOOD MAP AND COUNTY DAMS



Parks and Multi-Use Trails in The Doña Ana County Comprehensive Plan: A Health Impact Assessment

May 2015



Doña Ana PLACE MATTERS Team
Jenna Kendall, Health Impact Assessment Coordinator
Richard Wright, Health Impact Assessment Mapping Specialist

This report was funded by the W.K. Kellogg Foundation, New Mexico Health Equity Partnership, Santa Fe Community Foundation, and the Community Foundation of Southern New Mexico.

lack access to parks they considered safe and are therefore less likely to participate in physical activities than teens in more affluent neighborhoods. The unequal distribution of green space could account for some of the cross-cultural and socioeconomic variations in their activity levels. Health disparity and socioeconomic status influence access to green space because parks are not distributed equitably across urban space and parks are not always viewed as safe in areas with lower socioeconomic status.

Residents of Unincorporated Rural Communities

Research has found that people living in rural communities participate in physical activity less often than those who live in more urbanized communities (Reis et al., 2006; Parks et al., 2003). Rural communities are vulnerable to poor health due to geographic isolation and the associated lack of access to healthy foods, medical care, businesses and services, and education about healthy behaviors (Harris, 2015). In addition, the built environment in rural communities is less likely to be walkable and residents are more likely to be obese (Yousefian et al., 2009).

Children and Adolescents

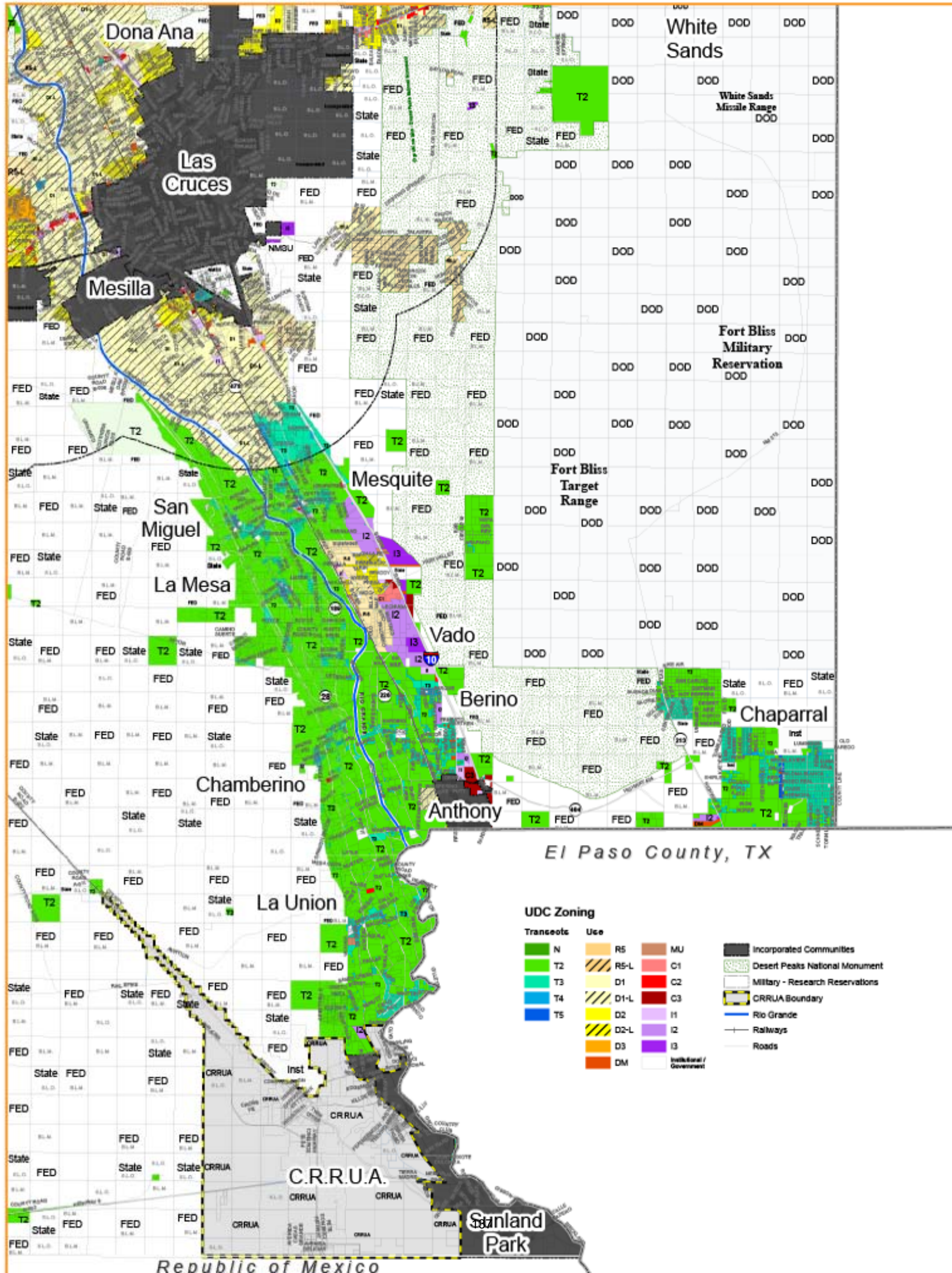
Over one-fourth of residents in Doña Ana County are under the age of 18 (US Census Bureau, 2015). Children and adolescents with access to recreational facilities and programs, usually near their homes, are more active than those without such access (Sallis, Prochaska, & Taylor, 2000). Adolescent girls' physical activity levels have been found to be directly related to the proximity of recreational facilities (Norman et al., 2006).

Access to safe places to play and walk can have a direct impact on the health of children and adolescents. Childhood is linked to physical inactivity, and children who are obese are more likely to suffer both short and long term consequences, including increased risk of cardiovascular disease, diabetes, bone and joint problems, and cancer (CDC, 2014). Hispanic youth in New Mexico suffer from overweight and obesity at higher rates than their white peers. In 2014, 36 percent of Hispanic third graders were overweight or obese compared to 25 percent of Whites (NMDOH, 2014).

Physical inactivity is also linked to Attention Deficit Hyperactivity Disorder (ADHD). According to the Centers for Disease Control and Prevention, approximately 11 percent of children ages 4 to 17 have been diagnosed with ADHD (2011a). Researchers have found that spending even a little time outdoors can help reduce the symptoms of ADHD (Godbey, 2009). A direct observational study concluded that even children whose symptoms had not responded to medication showed behavioral improvement in outdoor settings (Kuo and Taylor, 2004).

Older Adults

Older adults are more likely to suffer from multiple chronic diseases than younger adults. The primary chronic diseases afflicting elderly populations are arthritis and diabetes. Seniors also experience risk factors including high blood pressure and high cholesterol at higher rates than the general population. Partly due to mobility challenges caused by conditions including arthritis,



DEVELOPMENT IMPLEMENTATION

In order for this Plan to make the vision of the Viva Doña Ana process a reality, it must use tools for implementation.

ZONING & SUBDIVISION

Residents have expressed their appreciation for the character and culture of the region, and the UDC can help to maintain it and even enhance it. This is not just a concern for heritage, but includes the need, for example, to enjoy plazas and to enjoy what the communities do for people today. It could also be useful for the tourism envisioned in the Economic Opportunity Section. The UDC's subdivision article can help to ensure that the physical layout of new and existing communities has a character appropriate to Doña Ana County. It can help to ensure that the physical character is consistent in each location — and consistent with local models where appropriate.

In particular, the zoning and subdivi-

sion articles can help to enhance community character by the following:

- Preserving and completing existing places;
- Helping to coordinate development of housing and jobs close to each other;
- Helping to keep communities compact in form;
- Enabling development to occur in the form of complete neighborhoods with dwellings, businesses, and amenities that are easy to reach from each other — and not in isolated pods;
- Promoting affordable and low-cost housing;
- Encouraging development near transit — intense enough to support it — and transit near development; and
- Encouraging manufacturing and other industry to locate within the County, appropriately buffered from communities.

manage community development, control urban sprawl, and address zoning issues. In these areas, applications are reviewed by an ETZ Commission composed of City and County residents. The Commission's decisions can then be appealed to the ETZ Authority, which is made up of City and County officials. The Authority's decisions can be appealed to the district court. This process is somewhat lengthy, and the City of Las Cruces will be transferring their ETZ into the jurisdiction of the UDC upon its adoption.

EXTRATERRITORIAL ZONES

Doña Ana County pursues a number of very important collaborations. A large percentage of land within the County is controlled by other governmental jurisdictions.

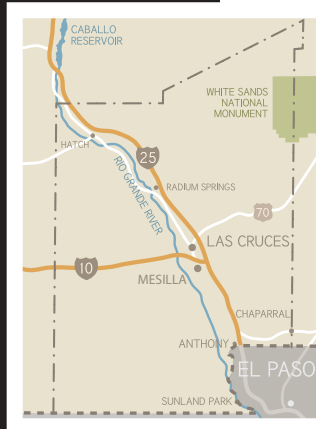
One of the most important collaborations is in two zones around Las Cruces (extending five miles) and Sunland Park. Both of those are Extraterritorial Zones (ETZs). Within these zones, Las Cruces and CRRUA have the ability to coordinate development outside the municipal boundaries in order to help

ANNEXATION

Municipalities can annex land under the County's jurisdiction. The County's role is to act as a trustee on behalf of the state until and unless a municipality can be formed or can annex the land.

There is an opportunity to improve intergovernmental coordination to make the annexation process more orderly and to help municipalities deliver services more efficiently. Such a cooperative effort should consider the fiscal impacts of annexation, so that municipalities can both physically extend service and maintain it over time without having to raise tax rates.

Both One Valley, One Vision 2040 and the City of Las Cruces Comprehensive Plan 2040 consider conservative, physically adjacent, extensions of infrastructure and utilities' service areas. (Doña Ana County & The City of Las Cruces, 2011) (City of Las Cruces, 2013) Land that has not been annexed should not receive the level of service a city customarily enjoys, but once annexed, the residents and businesses newly incorporated into a city should enjoy its customary level of service.



DEVELOPMENT IMPLEMENTATION

GOALS | ACTIONS

GOALS



G5.3 Increase Services to Colonias and other Rural Areas

Despite the fact that rural areas are too expensive to justify extending full municipal services and expensive streets to reach, they are potentially livable areas that can enjoy appropriate infrastructure and services. For example, a road can be built that is less costly to maintain than a full street with curbs. The type of infrastructure should match the intensity at which its surroundings are developed.

ACTIONS



A5.3 Design the Extension of Services to Fit the Context

The County should help to coordinate the extension of services with the appropriate type of infrastructure for each location. The process should be transparent to each community so that it can help to prioritize local infrastructure. This process should be revisited as communities intensify in use, since increases in intensity and population can justify greater investment.

LIVABILITY PRINCIPLES

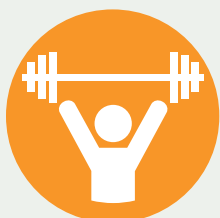


Coordinate Policies and Investments



Preserve Heritage

RESPONSIBLE



Responsible Entities

Coordinated County government offices
County Manager (CM)
Local Municipalities
Regional Utility Providers

WATER MATTERS

GOALS | ACTIONS

GOALS



G7.4 Reuse More Water

Wastewater should be treated as an asset, not a waste product, and it should be reused as much as practicable before releasing it to the river or aquifer.

ACTIONS



A7.4 Implement Multiple Solutions for Water Reuse

Water recycling should be achieved through purple pipe systems that reuse treated wastewater for construction, landscape irrigation, industrial uses, green streets that use rainwater for street tree irrigation and aquifer recharge, flood control systems that slowly release runoff from large events into irrigation systems. Recycling should be considered across multiple systems.

LIVABILITY PRINCIPLES



Enhance Economic Competitiveness



Coordinate Policies and Investments

RESPONSIBLE



Responsible Entities

Regional Water Resources and Flood Control Coordinator (RWRFCC)
Elephant Butte Irrigation District (EBID)
Engineering/Roads Department (ERD)
Office of the Flood Commission (FC)

DEVELOPMENT IMPLEMENTATION

GOALS | ACTIONS

GOALS



G5.3 Increase Services to Colonias and other Rural Areas

Despite the fact that rural areas are too expensive to justify extending full municipal services and expensive streets to reach, they are potentially livable areas that can enjoy appropriate infrastructure and services. For example, a road can be built that is less costly to maintain than a full street with curbs. The type of infrastructure should match the intensity at which its surroundings are developed.

ACTIONS



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The County should help to coordinate the extension of services with the appropriate type of infrastructure for each location. The process should be transparent to each community so that it can help to prioritize local infrastructure. This process should be revisited as communities intensify in use, since increases in intensity and population can justify greater investment.

LIVABILITY PRINCIPLES



Coordinate Policies and Investments



Preserve Heritage

RESPONSIBLE



Responsible Entities

Coordinated County government offices
County Manager (CM)
Local Municipalities
Regional Utility Providers

DOÑA ANA COUNTY RESOLUTION NO. 2018-102

A RESOLUTION DECLARING THE ELIGIBILITY AND INTENT OF DOÑA ANA COUNTY TO SUBMIT AN APPLICATION TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION FOR FEDERAL FISCAL YEAR 2020/2021/2022. FUNDS TRANSPORTATION ALTERNATIVE PROGRAMS FUNDS AND AUTHORIZE COUNTY MANAGER TO SIGN ALL RELATED DOCUMENTS.

WHEREAS, the County of Doña Ana (the County”), New Mexico, has the legal authority to apply for, receive and administer federal funds; and,

WHEREAS, the County is submitting an application for Federal Fiscal Year 2020/2021/2022 (FFY20/21/22) New Mexico Transportation Alternative Program funds in the amount of \$985,699, as set forth by the Federal legislation, Fixing America’s Surface Transportation (FAST) Act, and as outlined in the FFY 20/21/22 New Mexico TAP/RTP Guide; and,

WHEREAS, the project cost is \$985,699, which combines \$842,181 of the TAP funding request, \$143,518 for the required local match(14.56%), composed of \$114,296 match and \$29,222, of in-kind professional services; and,

WHEREAS, the Elks Drive Connectivity Project named in the Transportation Alternative Program application are eligible project(s) under New Mexico Transportation Alternative Program and the FAST Act; and,

WHEREAS, the County acknowledges availability of the required local match of 14.56% and the availability of funds to pay all costs up front, as Transportation Alternative Program is a cost reimbursement program; and,

WHEREAS, the County agrees to pay any costs that exceed the project amount if the application is selected for funding; and,

WHEREAS, the County agrees to maintain all project(s) constructed with Transportation Alternative Program funding for the useable life of the project(s);

NOW THEREFORE, BE IT RESOLVED the Board of County Commissioner of Doña Ana County that:

1 The County, authorizes the County Manager to submit an application for FFY20/21/22 New Mexico Transportation Alternative Program funds in the amount of \$985,699 from the New Mexico Department of Transportation (NMDOT) on behalf of the County of Doña Ana.

2 That the County, assures the NMDOT that if Transportation Alternative Program funds are awarded, sufficient funding for the local match and for upfront costs are available, since Transportation Alternative Program is a reimbursement program and that any cost exceeding the award amount will be paid for and by the County of Doña Ana.

3 That the County, assures the NMDOT that if awarded Transportation Alternative Program funds, sufficient funding for the operation and maintenance of the Transportation Alternative Program project will be available for the life of the project.

4 That the County Manager of the County of Doña Ana, is authorized to enter into a Cooperative Project Agreement with the NMDOT for Transportation Alternative Program projects using these funds as set forth by the FAST Act on behalf of the citizens of the County of Doña Ana. The County Manager is also authorized to submit additional information as may be required and act as the official representative of the County in this and subsequent related activities.

5 That the County assures the NMDOT that the County of Doña Ana is willing and able to administer all activities associated with the proposed project.

BE IT FURTHER RESOLVED this 25th day of September, 2018.

**BOARD OF COUNTY COMMISSIONERS OF
DOÑA ANA COUNTY, NEW MEXICO**



Benjamin L. Rawson
Benjamin L. Rawson, Chair, District 3 ☒ For ☐ Against

Isabella Solis
Isabella Solis, Vice Chair, District 4 ☒ For ☐ Against

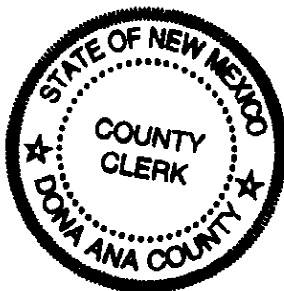
Billy G. Garrett
Billy G. Garrett, District 1 ☒ For ☐ Against

Ramon S. Gonzalez
Ramon S. Gonzalez, District 2 ☒ For ☐ Against

Kim Hakes
Kim Hakes, District 5 ☒ For ☐ Against

ATTEST:

Amanda Lopez Askin
Amanda Lopez Askin, Ph.D
County Clerk







METROPOLITAN PLANNING ORGANIZATION

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF November 1, 2018

AGENDA ITEM:

5.3 Performance Measure 1: Safety Target Recommendation

ACTION REQUESTED:

Recommendation to the MPO Policy Committee

SUPPORT INFORMATION:

New Mexico Department of Transportation (NMDOT) Performance Measure Target Report – Safety

DISCUSSION:

23 CFR 490 Final Rule on the Highway Safety Improvement Program requires MPOs to set five Performance Targets for the Safety Performance Measure:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles traveled (VMT)
4. Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Serious Injuries

The Mesilla Valley MPO adopted Safety Performance Targets for calendar year 2018. This item is to recommend Safety Performance Targets for calendar year 2019.

MPO Staff recommends this MPO endorse the state targets.

Performance Measure (PM) Target Report – PM 1 Federal Fiscal Year 2019

This document outlines the Federal Fiscal Year (FFY) 2019 Targets for Safety (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017). The New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 3 targets.

Overview of PM 3 Measures

The state is required to set annual targets for five performance measures:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles travelled (VMT)
4. Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).

Coordination with Metropolitan Planning Organizations (MPOs)

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the targets.

1. Numerous internal meetings took place in winter of 2018 between the NMDOT Statewide Planning Bureau (SPB) and Traffic Safety Division to review and analyze crash data and trends. NMDOT contracts with the University of New Mexico (UNM) to maintain the state's crash database.
2. On March 29, 2018, NMDOT staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
3. On May 22, 2017, the NMDOT Safety Division held a meeting to discuss and adopt the targets required in the HSP. NMDOT Planning Bureau staff and MPO representatives attended.
4. On June 5, 2018, SPB staff presented the final targets to the MPOs at the MPO Quarterly meeting in Farmington. The MPOs agreed to adopt the state targets by resolution prior to the February 27, 2019 deadline.
5. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM1 targets, to the MPOs for review and comments by July 9, 2018. SPB received no comments from the MPOs on this report or the NMDOT PM 1 targets.
6. The MPOs have until February 27, 2019 to adopt the NMDOT PM 1 targets or set their own quantifiable targets.

Data Methodologies and Assumptions

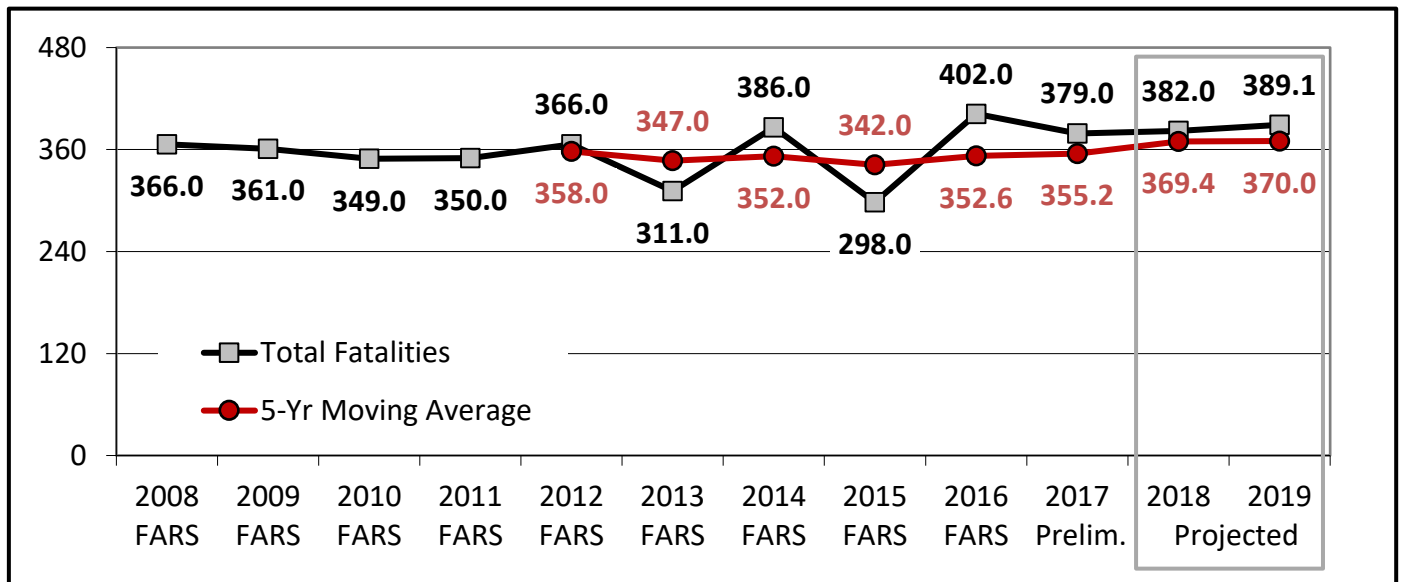
In setting the FFY2019 safety performance targets, NMDOT and stakeholders did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT worked with UNM to determine methodologies and assumptions required to set the targets. These are as follows:

- NMDOT uses Excel to plot a linear best fit line based on 5-years of actual data to project for future years.
- Vehicle Miles Travelled (VMT) - the Annual VMT estimate for 2017 assumes a 2.1% increase over the 2016 VMT. The calculation is $278.09 * 1.021 = 283.93$ annual 100 Million VMT for 2017, where:

- 278.09 is the 2016 annual VMT in units of 100M VMT.
- 1.021 is the preliminary 2.1% increase in VMT recommended by NMDOT from 2016 to 2017.
- Crash Data - 2016 is finalized, 2017 is preliminary.

NMDOT PM 1 Targets

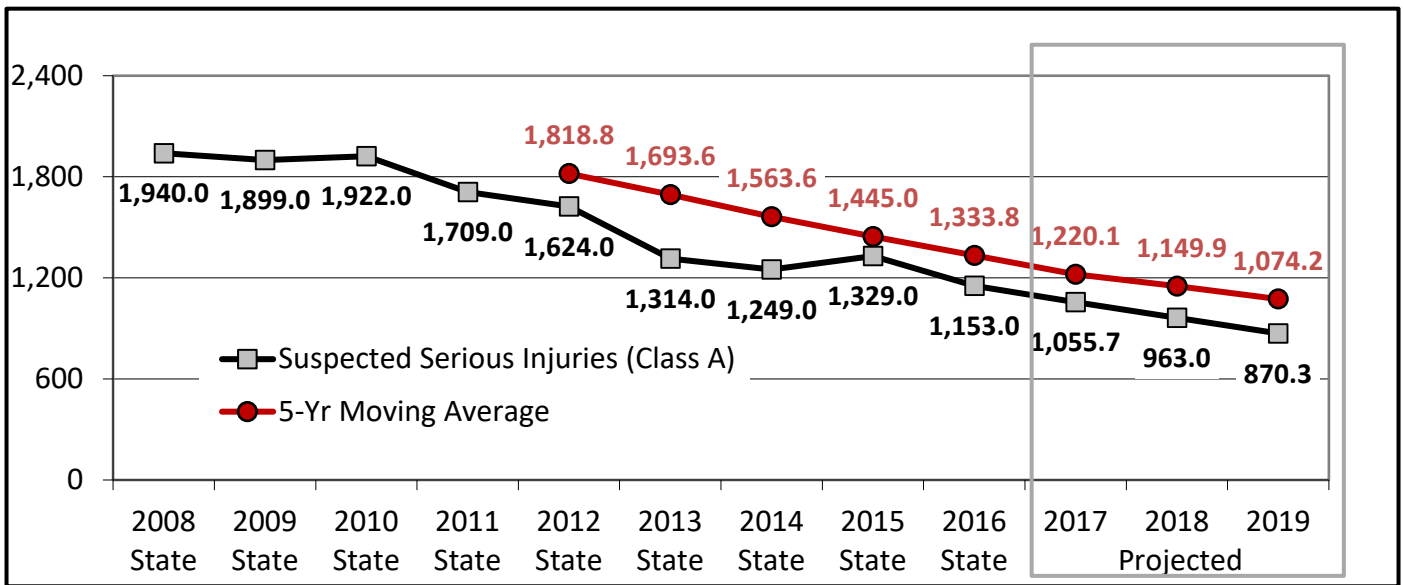
1) Number of Total Fatalities



NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

NMDOT Justification: Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5- year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.

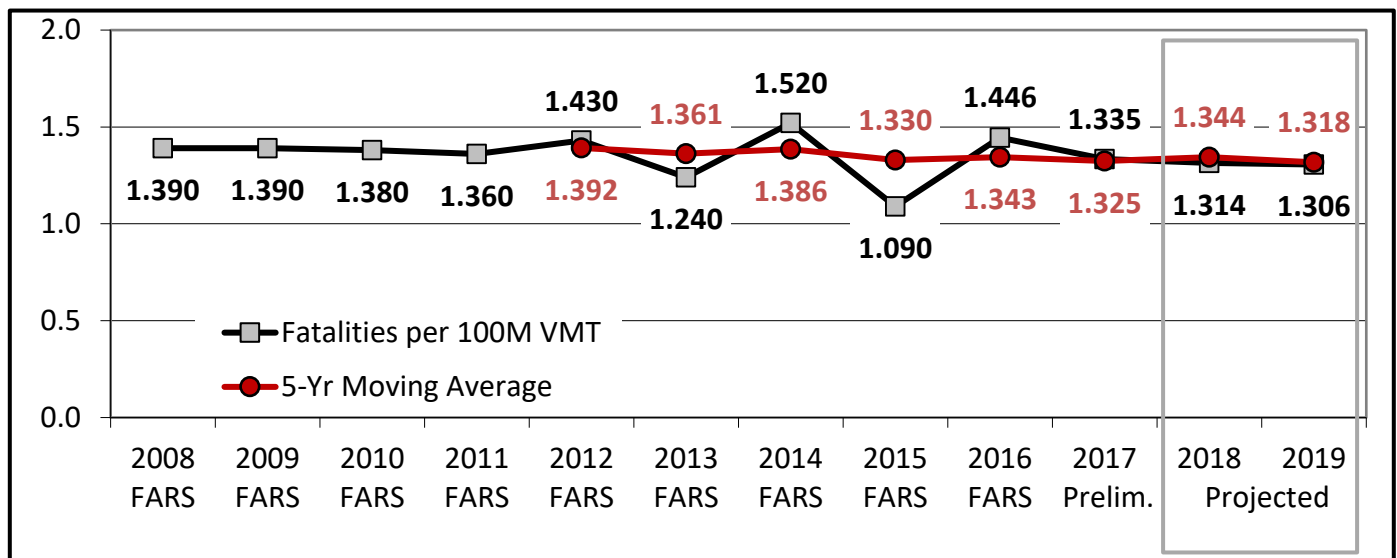
2) Number of Serious Injuries



NMDOT Target Statement: Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

NMDOT Justification: Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

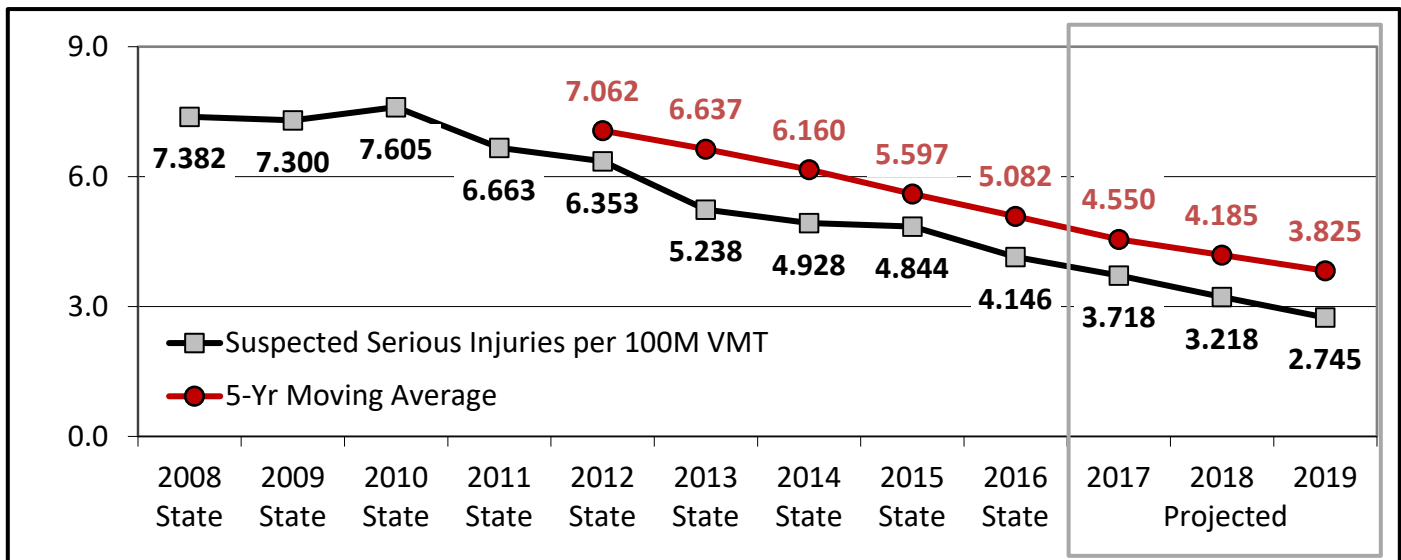
3) Fatalities per 100M VMT



NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

NMDOT Justification: Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.

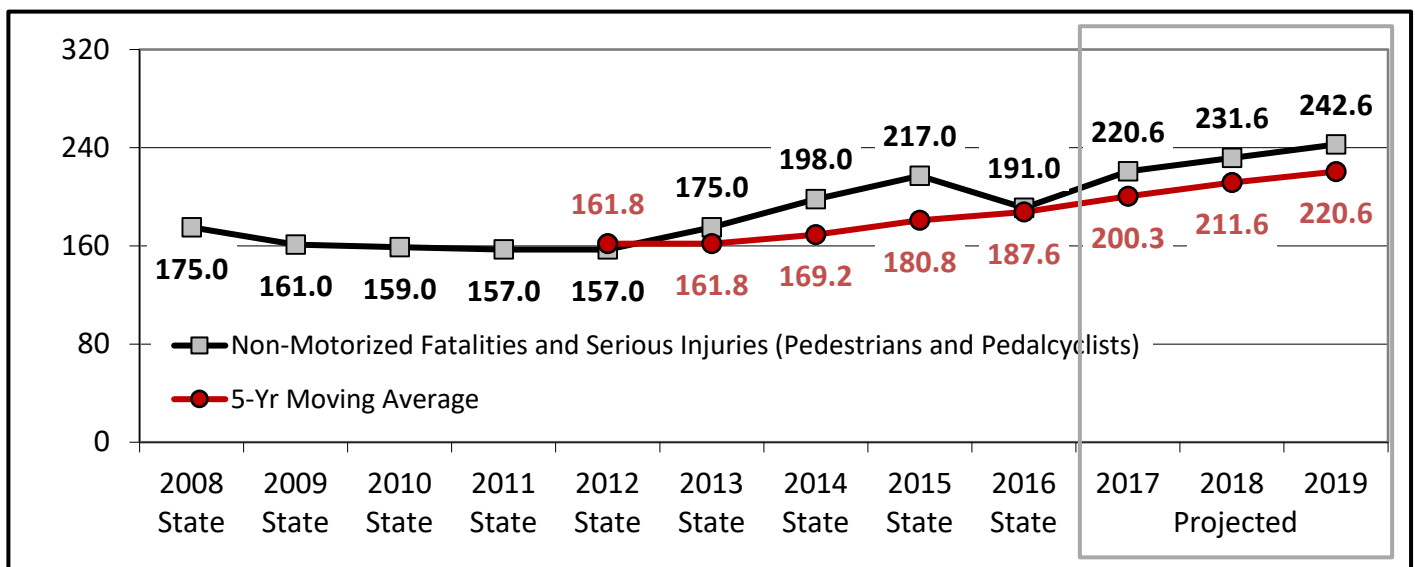
4) Serious Injuries per 100 VMT



NMDOT Target Statement: Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

NMDOT Justification: Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

5) Number of Non-motorized Fatalities and Serious Injuries



NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF November 1, 2018

AGENDA ITEM:

5.4 Performance Measure 2: State of Good Repair Target Recommendation

ACTION REQUESTED:

Recommendation to the MPO Policy Committee

SUPPORT INFORMATION:

New Mexico Department of Transportation (NMDOT) Performance Measure Target Report – Assessing Pavement and Bridge Condition

DISCUSSION:

23 CFR 490.c National Performance Management Measures for Assessing Pavement Condition and 23 CFR 490.d National Performance Measures for Assessing Bridge Condition require MPOs to establish Performance Targets, regardless of ownership, for the full extent of the Interstate NHS and the Non-Interstate NHS pavements and bridges.

There are six Performance Measures:

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. Percentage of bridges on the NHS in Good Condition
6. Percentage of bridges on the NHS in Poor Condition

This is a new Performance Target for the period of 2019-2021.

Due to the Mesilla Valley MPO having some worse current condition metrics than the New Mexico average, NMDOT requests that the Mesilla Valley MPO adopt independent targets from the state.

MPO Staff recommends this MPO to adopt independent targets for this Performance Measure.

23 CFR 490 Sub Part C and D Target Setting National Highway System Pavements and Bridges

This document outlines the NMDOT procedures for establishing performance targets for New Mexico, as required by 23 CFR 490, Subpart C - National Performance Management Measures for Assessing Pavement Condition and Subpart D – National Performance Management Measures for Assessing Bridge Condition. The State DOT is required to establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS for pavements and for Bridges on the NHS. By May 21, 2018, 2- and 4-year targets must be established and report targets by October 1, 2018, in the Baseline Performance Period Report. The following are the six (6) Performance Measures:

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. Percentage of bridges on the NHS in Good condition
6. Percentage of bridges on the NHS in Poor Condition

The NMDOT used a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets. The bulleted sections below provide an explanation of events leading to the development of the performance measures and this document:

1. In 2013, NMDOT began collecting the pavement condition data for all NMDOT maintained roadways, non-DOT maintained NHS and HPMS sample segments based on the four condition metrics (IRI, rutting, faulting and cracking) and three inventory data elements (through lanes, surface type, and structure type) included in 23 CFR 490.309. Pavement condition data is collected based on one-tenth mile. 23 CFR 490.313 requires DOTs to be in compliance with the reporting cycle beginning January 1, 2019 for the Interstate.
2. Numerous internal meetings took place with representatives from the Districts and Pavement Management and Design Bureau staff to review and analyze pavement condition data and performance trends. NMDOT maintains the pavement condition data in a Pavement Management System database (PMS db) on the Agile Assets platform. The PMS db is used to predict future performance based on criteria identified for various funding scenarios. It can also forecast funding required to attain a desired condition.
3. Funding allocations for Interstate, non-Interstate NHS and non-NHS pavements, NHS and non-NHS Bridges were determined based on reviewing historical information based on obligated amounts for federally funded projects contained in the Statewide Transportation Improvement Program (STIP) database. In addition, historical funding amounts for pavements and bridges was obtained from data in the Maintenance Management System and Contract Maintenance Databases.
4. In preparation for developing the Transportation Asset Management Plan (the TAMP), a Financial Planning and Investment Analysis Workshop was held on June 15, 2015 to review the process for developing Transportation Asset Management (TAM) eligible revenue forecasts and reviewing bridge and pavement performance at funding levels in order to develop allocation recommendations for baseline revenues.

5. On February 27, 2018, FHWA presented the Asset Management Workshop on Life Cycle Planning, Risk Management and Financial Plans to support the implementation of Asset Management Plans. Representatives from the Mesilla Valley MPO, Mid-Region MPO and Santa Fe MPO participated in the workshop with NMDOT staff. There was a representative from five of the six NMDOT Districts in attendance.
6. On March 15, 2018, the New Mexico Transportation Commission was briefed on the Initial TAMP and proposed Federal 2 and 4 year targets.
7. On March 16, 2018, the NMDOT TAM Technical Working Committee met to review the final draft of the initial TAMP and to review the performance targets proposed for inclusion in the document.
8. On March 28, 2018, the NMDOT provided a presentation on all Performance Measures to the MPO's attending the quarterly MPO meeting. NMDOT collected Pavement Condition data was presented by MPO area for the Interstate and non-Interstate NHS pavements within each MPO boundary in order to show how pavements are performing within each MPO area. In addition, 10-year pavement condition projections were presented.
9. Documentation on the Pavement and Bridge condition performance measures was presented to NMDOT Executive Staff on May 16, 2018, in preparation for transmitting the 2- and 4-year performance targets for the six measures listed above to FHWA-NM Division.

Predicting future condition of pavements and bridges is dependent on funding. The period determined for predicting future condition is ten years. In order to prepare predictions of future conditions, funding allocations needed to be established. The funding allocations for Interstate, non-Interstate NHS and non-NHS pavements and NHS and non-NHS bridges were based on a review of information contained in historical STIP's and MMS data. A combination of federal and state funding is used to determine the total amount of funding available for TAM activities. In addition to STIP and MMS financial information, a review of NMDOT historical budget, state road fund revenue projections and future debt service payments were reviewed to determine the TAM-eligible revenues. This analysis also included review of pavement and bridge allocations.

In setting the 2- and 4-year performance targets for the pavement measures, NMDOT analyzed historical pavement condition data based on the FHWA measures to prepare a trend analysis. The PMS db is used to predict future condition; however, it is unable to predict future condition based on the FHWA metrics. As a result, the PMS db uses a Pavement Condition Rating (PCR) to determine condition. The PMS db was configured based on a multi-year collaborative effort to develop the decision trees that combine the various pavement distresses collected for each tenth mile section to determine an Overall Condition Index (OCI) for each 2-mile managed segment. The PCR is 80 percent OCI and 20 percent smoothness index, which is IRI and rutting metric converted to a 100 scale.

The annual funding allocation below is entered into the PMS db in order to predict an annual PCR for each system. The PCR is then mapped to the Federal Good, Fair and Poor to predict a future pavement condition each year for the ten-year analysis period.

The annual funding allocations used in the PMS to predict future pavement condition are:

1. Interstate Pavements, \$62 million/year
2. Non-Interstate NHS Pavements, \$68 million/year
3. Non-NHS Pavements, \$50 million/year

NMDOT maintains bridge condition data in a Bridge Management System (BrM); however, BMS does not have the capability of predicting future condition. NMDOT uses a spreadsheet based tool to predict

performance of each bridge given predicted deterioration. The model components include measures, deterioration, treatments and prioritization. The model uses the National Bridge Inventory (NBI) data weighted by deck area. A Markov modeling approach, similar to Pontis models is used but applied to the NBI data. The approach predicts a percent chance a rating will drop to the next value in a year. NCHRP Report 713 was used to determine median years to reach ratings of 3, 4 and 5. NMDOT Bridge Management evaluated the spreadsheet tool for predicting future condition prior to adopting for use. The annual funding allocations used in the spreadsheet tool to predict future condition are:

1. NHS Bridges, \$40 million/year
2. Non-NHS Bridges, \$20 million/year

The future condition is based on data collected during calendar year 2016 and predicting condition for calendar years 2016 through 2026. The 2-year target is based on the condition data collected during calendar year 2019 and the 4-year target is based on data collected in calendar year 2021. The first Mid Performance Period Progress Report is due to FHWA on October 1, 2020 which will be based on pavement and bridge condition data collected during calendar year 2019.

The table below indicates NMDOT performance measure targets.

Performance Measure	2 Year (2019)	4 Year (2021)
Percentage of bridges on the NHS in Good condition	36.0%	30.0%
Percentage of bridges on the NHS in Poor condition	3.3%	2.5%
Percentage of Interstate pavements on the NHS in Good condition	57.3%	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	4.5%	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	35.6%	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	9.0%	12.0%



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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF November 1, 2018

AGENDA ITEM:

5.5 Performance Measure 3: System Performance Target Recommendation

SUPPORT INFORMATION:

NMDOT Performance Measure Target Report – System Performance

DISCUSSION:

23 CFR 490 System Performance, Freight, CMAQ Final Rule requires MPOs to establish Performance Targets for the following Performance Measures:

1. System Performance
 - a. Percentage of Interstate reliable person-miles
 - b. Percentage of Non-Interstate reliable person-miles
2. Freight Movement
 - a. Truck Travel Time Reliability (TTTR) Index
3. Three measures to assess the CMAQ Program
 - a. Annual Hours of peak-hour excessive delay per capita
 - b. Percent of Non-Single Occupancy Vehicle (SOV) travel
 - c. On-Road Mobile Source Emissions Reduction

The Mesilla Valley MPO is not required to set targets for the CMAQ Performance Measure.

This is a new Performance Target for the period of 2019-2021.

Performance Measure (PM) Target Report – PM 3 Federal Fiscal Year 2019

This document outlines the Federal Fiscal Year (FFY) 2019 Targets for System Performance (PM 3) for New Mexico, as required by 23 CFR 490, System Performance/Freight/CMAQ Final Rule published January 18, 2017 (effective May 20, 2017). The New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 3 targets.

Overview of PM 3 Measures

The PM 3 measures are as follows:

1. Two measures to assess system performance:
 - a. Percentage of person-miles traveled on the Interstate System that are reliable
 - b. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable
2. One measure to assess Freight Movement:
 - a. Truck Travel Time Reliability (TTTR) Index
3. Three measures to assess the CMAQ Program:
 - a. Annual Hours of peak-hour excessive delay per capita – NM is not required to set a target for this measure
 - b. Percent of Non-Single Occupancy Vehicle (SOV) travel – NM is not required to set a target for this measure
 - c. On-Road Mobile Source Emissions Reduction – NM is in non-attainment for Particulate Matter (PM) 10 in one area, covered by El Paso Metropolitan Planning Organization (EPMPO)

Coordination with Metropolitan Planning Organizations (MPOs)

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets, as follows:

1. On March 29, 2018, NMDOT SPB staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
2. On May 17, 2018, NMDOT consultants, High Street Consulting (“High Street”), provided a webinar to the MPOs, attended by Mesilla Valley and Farmington MPOs. The webinar outlined the PM3 data, methodologies and recommended targets. SPB staff emails the presentation slides to the MPOs upon request.
3. On June 5, 2018, SPB staff presented this draft report to the MPOs at the MPO Quarterly meeting in Farmington.
4. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM3 targets, to the MPOs for review and comments by July 9, 2018. SPB received one comment on July 10, 2018 from Mid Region MPO, as follows: “Although this is a bit late, Mid-Region has no comments on the proposal except to be sure the wording allows MPOs to establish their own targets if they want to in the future. We are not planning on doing so at this time, but I am concerned about the targets for city streets on the NHS.” SPB staff responded that the report outlines the NMDOT targets and the MPOs have the option of adopting the NMDOT targets or setting other targets.
5. The MPOs have until November 20, 2018 to adopt the NMDOT PM 3 targets or set their own quantifiable targets.

Data Methodologies and Assumptions

The FFY2019 PM 3 targets are set based on future System Performance and Freight Movement forecasts developed by High Street on behalf of NMDOT. The forecasting methodology relates current roadway volumes and capacities to performance metric scores. Future volumes and capacities are updated based on assumed traffic volume growth and

programmed capacity enhancement projects. Future System Performance and Freight Movement forecasts are derived by training statistical models based on current condition and performance data, and updating the model inputs based on assumed future traffic volumes and capacities.

Data Sources

1. PM3 System Performance and Freight Movement segment-level metric scores for NMDOT's road network, calculated by High Street based on 2017 NPMRDS data in accordance with FHWA guidance
2. Segment-level Free-Flow traffic speeds, as reported in NPMRDS for March 2018
3. Traffic Volumes, as reported by NMDOT in its 2015 HPMS submission
4. Roadway Attributes, including functional class and urban / rural designation, as reported by NMDOT in its 2015 HPMS submission and conflated to the NPMRDS TMC network by Texas Transportation Institute / FHWA
5. Traffic Volume Growth Rates, based on the functional class / regional growth rates provided by NMDOT (see "Table 1: Growth Rates" and discussion under "Assumptions," below)
6. Capacity Enhancement Projects, from NMDOT's e-STIP, with project boundaries and projected completion dates

Methodology

The forecasting methodology consists of four steps:

1. Setup: Calculate current performance, volume, and capacity.
 - a. Segment-level Level of Travel Time Reliability (LOTTR) scores based on 2017 NPMRDS data for all vehicles and Truck Travel Time Reliability (TTTR) scores based on 2017 NPMRDS truck data are calculated for all NMDOT TMC segments. For modeling purposes, scores are shifted from being left-bounded at 1.0 to left-bounded at 0.0.
 - b. HPMS AADTs are converted to Passenger Car Equivalents (PCEs) where Single-Unit Trucks and Buses are equal to 1.5 PCEs and Combination Trucks are equal to 2.0 PCEs.
 - c. Roadway capacities are calculated by assigning functional-class capacity assumptions (based on the Highway Capacity Manual and other sources, see "Table 2: Functional-Class Capacity Assumptions"), and updating these capacities based on observed free-flow speeds reported in the NPMRDS.
2. Model Fitting: Log-level linear regression models are fit relating LOTTR to roadway volumes and capacities, and TTTR to roadway location (urban / rural) and volume / capacity ratio. The model coefficients and model R² scores are presented in the tables below.

LOTTR Model Model Specification:

$$\log(\text{LOTTR} - 1) \sim (\text{intercept}) + \text{cars} * x_i + \text{capacity} * x_i + v/c * x_i + \text{error}$$

Coefficients	Estimate (Exponentiated)	Std. Error	Interpretation
(Intercept)	-0.02	0.059	The model intercept is 0.02 (i.e. LOTTR = 1.02, interpreted as "a road with zero traffic and zero capacity would be expected to have a LOTTR score of 1.02")
cars (thousands)	0.06	0.000	Each additional 1000 cars of daily volume is associated with a 6% increase in LOTTR
capacity (thousands)	-0.03	0.000	Each additional 1000 cars of daily capacity is associated with a 3% decrease in LOTTR
Volume / Capacity Ratio	-0.63	0.000	An increase in V/C Ratio from Zero to One is Associated with a 63% decrease in LOTTR, all else equal (captures slight non-linearity in relationship between cars and LOTTR)

R² 0.375

All estimates statistically significant at p < 0.001

TTTR Model Model Specification:

$\log(\text{TTTR} - 1) \sim (\text{intercept}) + v/c * x_i + \text{urban} * x_i + \text{error}$

Coefficients	Estimate (Exponentiated)	Std. Error	Interpretation
(Intercept)	0.07	.005	The model intercept is 0.07 (i.e. TTTR = 1.07, interpreted as “a road with zero volume / capacity ratio would have a TTTR score of 1.07”
Volume / Capacity Ratio	19.89	0.29	An increase in V/C Ratio from zero to one is associated with a 1989% increase in TTTR
Location: Urban	2.19	0.076	All else equal, urban Interstate segments have, on average, TTTR scores 2.19 higher than rural segments

R² 0.412

All estimates statistically significant at p < 0.001

3. Source Data Updates: Future Roadway Volumes are calculated based on geometric growth using the Growth Rates specified. Future Roadway Capacities are updated where segments overlap with capacity projects, based on each project’s expected completion date. For more details, see “Assumptions” below.
4. Score Update: Updated segment scores are calculated using the forecasted future volume and capacity, and the original segment scores are updated by the forecasted difference in future performance

Assumptions

The following tables and information outline the assumptions used in the methodologies.

Table 1: Growth Rates used for Forecasting

f_system	location	Growth rate
7	Rural	0.013
7	Urban	0
6	Rural	0.013
6	Urban	0.01
5	Urban	0.014
5	Rural	0
4	Urban	0.059
4	Rural	0
3	Urban	0
3	Rural	0.036
2	Urban	0.013
2	Rural	0.01
1	Urban	0.0165
1	Rural	0.02

These growth rates are based on the most recently available fixed-traffic-count station year-over-year estimates. The

growth rates in the table have been modified based on a minimum growth rate of 0.0%. Although traffic volumes are declining on portions of New Mexico's road network, it is assumed that the roads with negative traffic growth rates are not, by in large, roads experiencing significant traffic congestion.

Table 2: Functional-Class Capacity Assumptions

Location	Functional System	Reference speed	Capacity (passenger cars per lane per hour)
Rural	Interstate	75	2100
Rural	Principal Arterial - Other		
Rural	Freeways and Expressways	60	1950
Rural	Principal Arterial - Other	55	1850
Rural	Minor Arterial	45	850
Rural	Major Collector	40	750
Rural	Minor Collector	35	650
Rural	Local	25	450
Urban	Interstate	65	2200
Urban	Principal Arterial - Other		
Urban	Freeways and Expressways	45	1200
Urban	Principal Arterial - Other	40	925
Urban	Minor Arterial	35	760
Urban	Major Collector	30	680
Urban	Minor Collector	30	680
Urban	Local	25	425

Reference Capacities Adapted from HCM 2000 and WATS RTM. Reference Capacity Updated Using NPMRDS Free Flow Speed. +150 PCPLPH per 5 mph over reference speed (max +600), -100 PCPLPH per 5 mph under reference speed (min -300).

Capacity Updates

To account for increases in future capacity due to capacity enhancing projects, the existing road network is updated to add +1 directional lane to affected (overlapping) TMC segments coinciding with project boundaries. Partially overlapping TMC segments are assigned a pro-rated partial additional lane. In some cases, due to the 15 meter conflation buffer used to relate project boundaries and TMC segments, some divided highways are updated with an additional lane in each direction.

Capacity updates are applied for the expected completion year and subsequent years.

As a result of applied updates, 2021 Lane Miles are forecasted at 14,039 NHS directional lane-miles, a 57 lane-mile increase from 2017's 13,982 directional lane-miles.

Forecast Scenarios

To provide additional context for target setting (as well as to facilitate conservative target selection) three scenarios are presented:

		Expected Growth	High Growth
No Build	Current Capacity	"No Build" <ul style="list-style-type: none"> 1% Average Growth No Additional Capacity 	"No Build, High Growth" <ul style="list-style-type: none"> 2% Average Growth No Additional Capacity
Build	Programmed STIP Capacity & ITS Projects Completed On Time	"Build" <ul style="list-style-type: none"> 1% Average Growth Project-Based Capacity Expansion & Reliability Improvement 	

The follow tables and graphs reflect the scenarios for each target.

Table 3: Percentage of person-miles traveled on the Interstate System that are reliable

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	97.0	97.0	96.1	95.2	95.1
No Build	97.0	97.0	97	96.3	95.2
Build	97.0	97.0	97	97	96.9

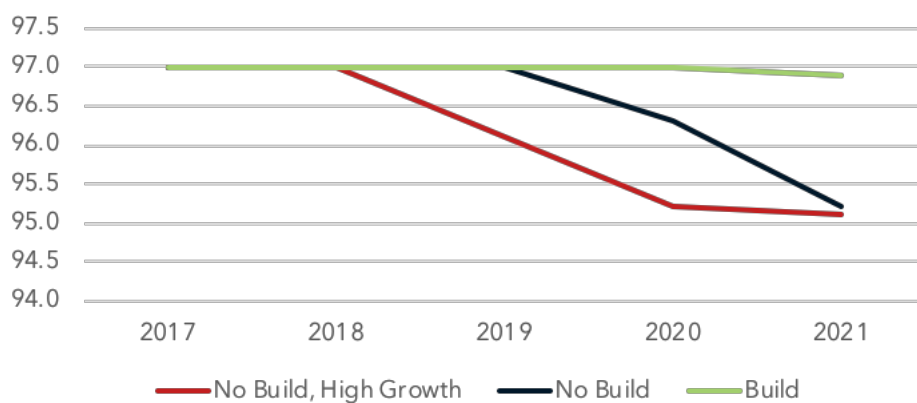


Table 4: Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	90.5	90.5	90.5	90.4	90.4
No Build	90.5	90.5	90.5	90.5	90.5
Build	90.5	90.6	90.6	90.6	90.6

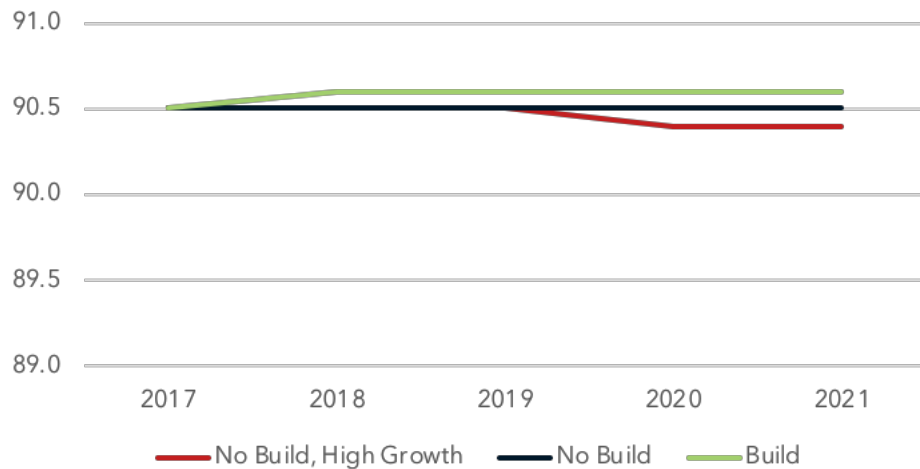
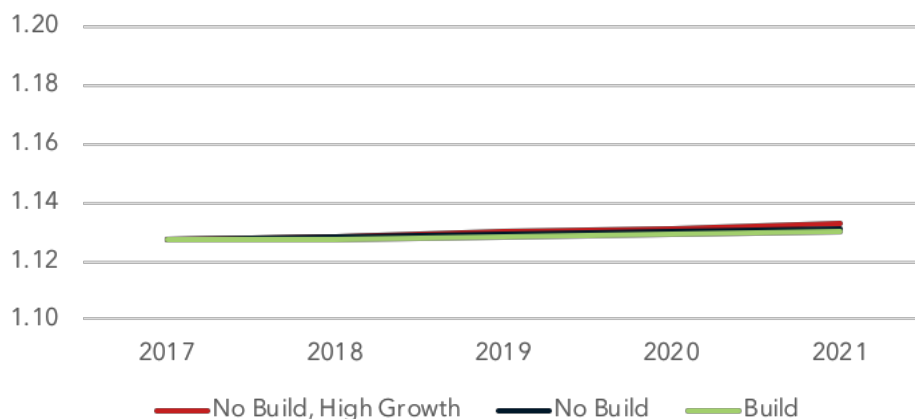


Table 5: Truck Travel Time Reliability (TTTR) Index

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	1.13	1.13	1.13	1.13	1.13
No Build	1.13	1.13	1.13	1.13	1.13
Build	1.13	1.13	1.13	1.13	1.13



NMDOT PM3 Targets

1. Percentage of person-miles traveled on the Interstate System that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Interstate Reliability	97.0%	96.1%	95.1%

NMDOT Target Statement: The percentage of person-miles traveled on the Interstate System will decrease slightly in the next four years, from a baseline score of 97% reliable in 2017 to 96.1% reliable in 2019, and 95.1% reliable in 2021.

NMDOT Justification: Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the percentage of person-miles traveled on the Interstate System will remain high, may decrease slightly over this four year timespan.

2. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Non-Interstate Reliability	90.5%	90.4%	90.4%

NMDOT Target Statement: The percentage of person-miles traveled on the non-Interstate National Highway System will decrease slightly in the next four years, from a baseline score of 90.5% reliable in 2017 to 90.4% reliable in 2019, and 90.4% reliable in 2021.

NMDOT Justification: Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the percentage of person-miles traveled on the Interstate System will remain high, may decrease slightly over this four year timespan.

3. Index of the Interstate System mileage providing for reliable truck travel times that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Truck Travel Time Reliability Index	1.13	1.14	1.15

NMDOT Target Statement: The index of truck travel times on the Interstate System may be reduced slightly in the next four years, from a baseline index of 1.13 in 2017 to an index of 1.14 in 2019, and an index of 1.15 in 2021.

NMDOT Justification: Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the truck travel time index value will remain high, but the reliability index may be reduced slightly over this four year timespan.

4. Annual Hours of peak-hour excessive delay per capita

NMDOT Target Statement: In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

NMDOT Justification: Based on current urbanized area populations and nonattainment or maintenance thresholds.

5. Percent of Non-Single Occupancy Vehicle (SOV) travel

NMDOT Target Statement: In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

NMDOT Justification: Based on current urbanized area populations and nonattainment or maintenance thresholds.

6. On-Road Mobile Source Emissions Reduction

NMDOT Target Statement: New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-Road Mobile Source Emissions (Total Emissions Reduction Measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area for Particulate Matter 10 (PM-10). This part of NM is within the El Paso MPO planning area. The EPMPO coordinates with the New Mexico Department of Transportation (NMDOT) on programming New Mexico CMAQ funds allocated to the EPMPO. It was, therefore, mutually agreed upon by NMDOT and the EPMPO to develop 4-year targets for applicable criteria pollutants, in this case PM10, for the state of New Mexico by developing a cost benefit analysis (see method below) using projected future CMAQ allocations for New Mexico and applying the *ESTABLISHED emissions* targets for Texas to *PROJECT* emissions targets in the New Mexico portion of the EPMPO planning area:

NMDOT Justification:

TX allocation next 4-years / 4-year target kg per day ESTABLISHED for EPMPO-TX = 4-year cost per criteria pollutant TX

NM Allocation next 4-years / 4-year cost per criteria pollutant TX = 4-year target kg per day PROJECTED for EPMPO-NM

This methodology is making assumptions that the future (next 4 years) NM CMAQ project(s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc.

These quantifiable targets are reflective of the anticipated cumulative emission reductions for the EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs. **The projected EPMPO 4-year targets for on-road mobile source emissions in New Mexico is 1.79 kg/ day for Particulate Matter less than or equal to 10 microns (PM-10).**

The NMDOT 4-year targets for on-road mobile source emissions in New Mexico is 1.79 kg/ day for Particulate Matter less than or equal to 10 microns (PM-10)