

# Transportation Alternatives Program

Annual Report Federal Fiscal Year 2017



Clockwise from left: Lisbon Channel Multi-Use Trail, Southern Sandoval County Arroyo Flood Control Authority (SSCAFCA); Pace ABQ Bike Share docking station at Stanford and Central, Rio Metro RTD; Pace ABQ bike parked in downtown Albuquerque, Rio Metro RTD.

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## TAP Background

Transportation Alternative Program (TAP) projects are federally funded, community-based projects that expand travel choices for bicyclists and pedestrians by integrating modes and improving the cultural, historic and environmental aspects of our transportation infrastructure.

Created in 2012 by Congress in the Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21), TAP was reauthorized in 2015 by the Fixing America's Surface Transportation Act (FAST Act) as a set-aside of Surface Transportation Block Grant (STBG).

For continuity, NMDOT continues to refer to these program funds as TAP.

A comprehensive list of eligible and ineligible projects, funding requirements and detailed program information can be found in the *NMDOT Active Transportation and Recreational Programs Application Guide*, available on the NMDOT website.

## Introduction

Interest in active transportation infrastructure is growing across New Mexico. The New Mexico Department of Transportation (NMDOT) received 26 Transportation Alternatives Program (TAP) applications during the 2016-2017 statewide competitive call for projects. Of the 26 applications received, 13 projects from around the state were awarded funding in 2017 to improve pedestrian access to downtowns, develop multi-use trails, institute bike sharing programs, and provide outreach and infrastructure for children walking and biking to school.

TAP is managed by NMDOT's Active Transportation Program Team in the Statewide Planning Bureau. The Team also manages the Recreational Trails Program (RTP) and the Congestion Mitigation and Air Quality Improvement Program (CMAQ). This annual report, representing New Mexico's TAP for Federal Fiscal Year 2017 (FFY2017), covers many projects that began in FFY2016 in the design phase and entered construction in FFY2017. The report provides information on funding amounts, project selection processes and project programming.

## New Mexico's FFY2017 TAP Funding

New Mexico received, by federal formula, approximately \$7.4 million in annual TAP apportionment for FFY2017. From the total TAP allocation, approximately \$1.4 million is set aside for the Recreational Trails Program (RTP), leaving just over \$6 million in TAP funds for FFY2017, as detailed in **Table 1**.

**Table 1: New Mexico FFY2017 TAP Funding Summary**

Total TAP Allocation	\$7,454,377
Recreational Trails Program	\$1,429,831
<b>Total TAP Balance</b>	<b>\$6,024,546</b>

**Table 2: New Mexico FFY2017 TAP Suballocation Summary**

Areas > 200,000	\$1,129,365
5k < Areas ≤ 200,000	\$1,150,530
Areas ≤ 5,000	\$732,378
Flex - available to any area	\$3,012,273
<b>Total TAP Balance</b>	<b>\$6,024,546</b>

Per the Fixing America's Surface Transportation (FAST) Act, 50% of the annual allocation (approximately \$3 million) is suballocated based on population. The remaining funds are considered flexible and can be used anywhere in the state.

**Table 2** details how TAP funds are suballocated to target populations or flexed for use in any area of the state. For large urbanized areas (UZAs), defined as over 200,000 in population (Albuquerque Large UZA and a portion of the El Paso Large UZA), TAP large urban funds, approximately \$1.1 million, are directly allocated to Mid-Region and El Paso Metropolitan Planning Organizations (MRMPO and EPMPO respectively). The MPOs award the large urban funds using a competitive process administered in consultation with NMDOT.

The remaining TAP funds, approximately \$4.9 million, are awarded via a statewide competitive process NMDOT developed in consultation with New Mexico's seven Regional Transportation Planning Organizations (RTPOs) and five Metropolitan Planning Organizations (MPOs). In addition to evaluating applications on eligibility and completeness, the process rates and ranks projects based upon scoring factors, derived from the national transportation planning factors, as listed in 23 CFR 450.206. The scoring factors are also consistent with the New Mexico 2040 Plan, NMDOT's statewide long-range transportation plan. Detailed information on each of the scoring factors is available in the [NMDOT Active Transportation and Recreational Programs Application Guide](#) on the NMDOT website.

## TAP Scoring Factors

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- Planning
  - Economic vitality
  - Safety + security
  - Accessibility + mobility
  - Protection + Enhancement of the environment
  - System preservation
  - Efficient system management + operation
- 

## TAP Statewide Project Selection

Approximately every two years, NMDOT issues a call for projects to award the statewide suballocated TAP funds. Before applications are submitted, T/LPAs are required to coordinate with their local RTPO or MPO planners. RTPO and MPO planners provide technical assistance, planning guidance and program specific support from the initial stages of project development through to final application submittal. The planners serve as a critical link and resource for T/LPAs as they navigate the application process for federal funds.

T/LPAs located in rural areas (RTPOs) are required to complete a Project Feasibility Form (PFF). In this early stage of project development, T/LPAs meet with NMDOT staff, District Engineers, T/LPA Regional Coordinators and other interested parties for a project feasibility meeting. Topics discussed during project feasibility meetings may include but are not limited to:

- Project description and scope
- T/LPA capacity, training and overall eligibility
- Americans with Disability Act (ADA) and Title VI requirements
- Justification in meeting National Performance Goals



- Project costs and phasing
- Funding alternatives
- Federal program requirements
- Right of way (ROW), Utility, Railway, Intelligent Transportation Systems (ITS) and Environmental Certifications

If the project is deemed feasible, the resulting PFF is signed by District staff and the T/LPA responsible charge in concurrence. While the PFF is required for T/LPAs in RTPOs it is utilized by many MPOs around the state. Once a T/LPA obtains an approved PFF, they can begin preparing the application packet as itemized in the [NMDOT Active Transportation and Recreational Programs Application Guide](#).

The MPO/RTPO planners are responsible for submitting all applications electronically to the NMDOT TAP Coordinator by the stated deadline. The TAP Program Coordinator then conducts an assessment of each application for eligibility and completeness. Any incomplete, ineligible or late applications are not considered for funding. Following the initial assessment, the TAP Coordinator facilitates a scoring committee comprised of NMDOT staff and a representative from an RTPO and an MPO. Each committee member reviews rates, and ranks applications based on criteria that include the aforementioned TAP scoring factors.

The NMDOT received 26 applications in the statewide FFY2016/2017 call for projects; of those applications, four were deemed ineligible or incomplete, 22 projects were ranked and rated, and 13 projects were awarded funds for FFY2017. **Table 3** summarizes the 13 awarded projects, their Federal funding and local match amounts.

**Table 3. NM TAP FFY2017 Statewide Awarded Projects**

T/LPA – Project Name	Federal	Local Match	Total
San Juan County – School walk path system	\$751,873	\$128,128	\$880,001
City of Farmington – Bus Route Accessibility	\$66,300	\$11,298	\$77,598
Los Alamos County – Pedestrian Bridge	\$207,741	\$35,402	\$243,143
Santo Domingo Pueblo – Multi-use Trail Segment 2	\$854,400	\$145,600	\$1,000,000
Santo Domingo Pueblo – Pedestrian Trail	\$47,846	\$8,154	\$56,000
Bernalillo County – Alameda Drain Trail	\$750,000	\$127,809	\$877,809
Village of Corrales – Multi-use Trail	\$348,403	\$59,372	\$407,775
Village of Bosque Farms – Ditch Crossing	\$96,633	\$16,467	\$113,100
Village of Tularosa – Pedestrian Improvements	\$425,140	\$72,449	\$497,589
City of Deming – Sidewalk Enhancements	\$478,692	\$81,575	\$560,267
City of Lovington – Central Plaza	\$334,070	\$56,930	\$391,000
Las Cruces Public School - SRTS Program	\$35,885	\$6,115	\$42,000
City of Sunland Park – Sidewalk Improvements	\$171,790	\$29,275	\$201,065
<b>Total</b>	<b>\$4,568,773</b>	<b>\$778,574</b>	<b>\$5,347,347</b>

## FFY2017 Baseline STIP and Obligation Performance

The baseline State Transportation Improvement Plan (STIP), active at the beginning of each FFY (October 1), provides a method to measure performance in terms of delivering projects programmed in the STIP. In coordination with FHWA, NMDOT measures program performance by comparing baseline STIP projects and funding to those which are ultimately obligated. Obligation refers to a commitment by the federal government to pay the federal share of a project's cost. An obligated project is one that has been authorized by the FHWA and for which federal funds are committed.

For FFY2017, the baseline STIP was set in September/October 2016 with the 2017-2022 STIP (STIP-0). While the projects in **Table 3** were awarded funds during the FFY2016-2017 call for projects and subsequent selection process, they are not necessarily inclusive of all the projects or project funding amounts within the baseline STIP due to projects moving in from previous funding years, modifications to funding amounts or funding types, or projects cancelling. **Table 4** lists the baseline STIP projects for FFY2017.

**Table 4: FFY2017 Baseline TAP**

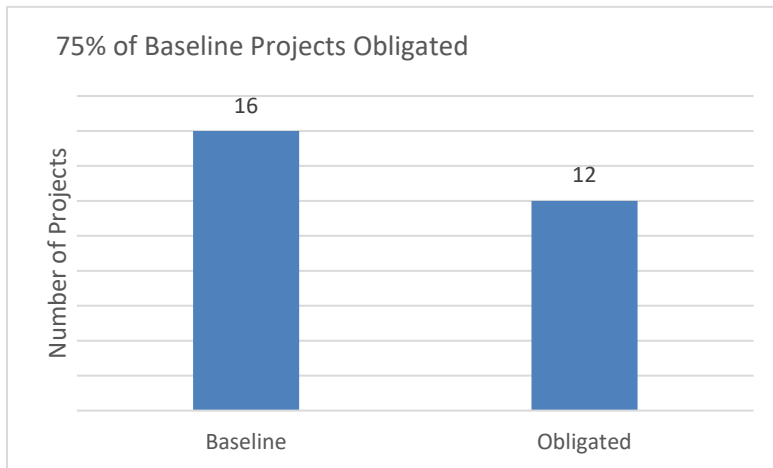
T/LPA	Project Name	Federal	Local Match	Total
San Juan County	Schools Walk Path System	\$751,873	\$128,128	\$880,001
City of Farmington	Bus Route Accessibility	\$59,446	\$10,130	\$69,576
Santo Domingo Pueblo	Multi-Use Trail Phase 2	\$854,400	\$145,600	\$1,000,000
Santo Domingo Pueblo	Pedestrian Trail	\$47,846	\$8,154	\$56,000
Bernalillo County	Alameda Drain Trail	\$750,000	\$127,809	\$877,809
SSCAFCA	Trail Improvements	\$542,168	\$92,392	\$634,560
Village of Corrales	Pedestrian + Bike Trail	\$348,403	\$59,372	\$407,775
Rio Metro RTD	Bike Share Program	\$513,259	\$87,465	\$600,724
Village of Bosque Farms	Ditch Crossing	\$96,633	\$16,467	\$113,100
Village of Tularosa	Pedestrian Improvements	\$425,140	\$72,449	\$497,589
City of Lovington	Central Plaza, Phase II	\$334,070	\$56,930	\$391,000
City of Deming	Sidewalk Enhancements	\$478,692	\$81,575	\$560,267
City of Lordsburg	ADA & Sidewalk Improvements	\$176,197	\$30,026	\$206,223
Las Cruces Public Schools	SRTS Program Coordinator	\$35,885	\$6,115	\$42,000
City of Eunice	Main Street Phase V	\$337,488	\$57,512	\$395,000
City of Sunland Park	Sidewalk Installation	\$171,790	\$29,275	\$201,065
<b>Totals</b>		<b>\$5,923,289</b>	<b>\$1,009,400</b>	<b>\$6,932,689</b>

## FFY2017 Obligation Performance

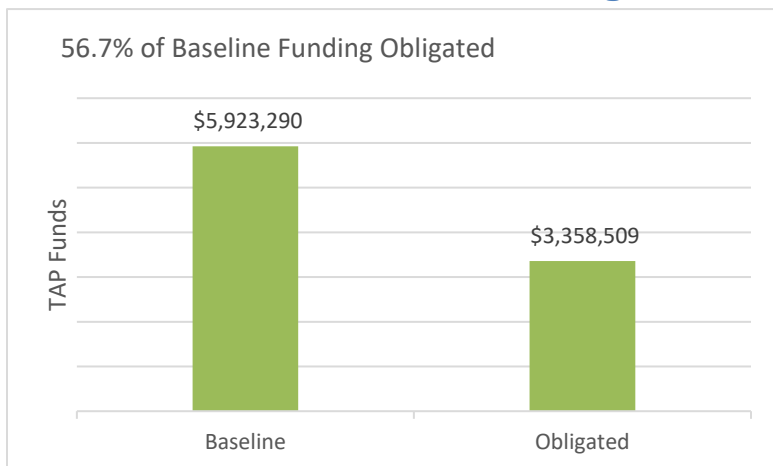
**Charts 1 and 2** demonstrate the obligation performance of the FFY2017 Baseline TAP. **Chart 1** compares the number of baseline projects programmed (16 projects), to the number of baseline projects obligated (12 projects). **Chart 2** compares the baseline TAP funding programmed (\$5,923,289), to the amounts obligated (\$3,358,509).

Obligated projects are not necessarily initiated or completed during the program year, and obligation amounts in the tables below may or may not equal the total federal share of the project. **Table 5** details specific projects and phases that were obligated with TAP funds during FFY2017.

### Chart 1: FFY2017 Baseline Projects Obligated



### Chart 2: FFY2017 Baseline Funds Obligated



**Table 5: FFY2017 TAP Obligated Projects**

T/LPA	Project Name	Phase	Federal	Local Match	Total
San Juan County	School Walk Path System	Design	\$89,713	\$15,288	\$105,001
Santo Domingo Pueblo	Multi-Use Trail Phase 2	Design	\$31,186	\$5,314	\$36,500
Santo Domingo Pueblo	Pedestrian Trail	Construction	\$47,846	\$8,154	\$56,000
Rio Metro RTD	Bike Share Program	Construction	\$513,259	\$87,465	\$600,724
Bernalillo County	Alameda Drain Trail	Construction	\$750,000	\$127,809	\$877,809
SSCAFCA	Lisbon Trail	Construction	\$542,168	\$92,392	\$634,560
Village of Bosque Farms	Ditch Crossing	Construction	\$96,633	\$16,467	\$113,100
Village of Tularosa	Pedestrian Improvements	Construction	\$425,140	\$72,449	\$497,589
City of Deming	Sidewalk Enhancements	Construction	\$478,692	\$81,575	\$560,267
City of Lordsburg	ADA + Sidewalk Improvements	Construction	\$176,197	\$30,026	\$206,223
Las Cruces Public Schools	SRTS Program	Non-Infrastructure	\$35,885	\$6,115	\$42,000
City of Sunland Park	Sidewalk Installation	Construction	\$171,790	\$29,275	\$201,065
<b>Total</b>			<b>\$3,358,509</b>	<b>\$572,330</b>	<b>\$3,930,838</b>

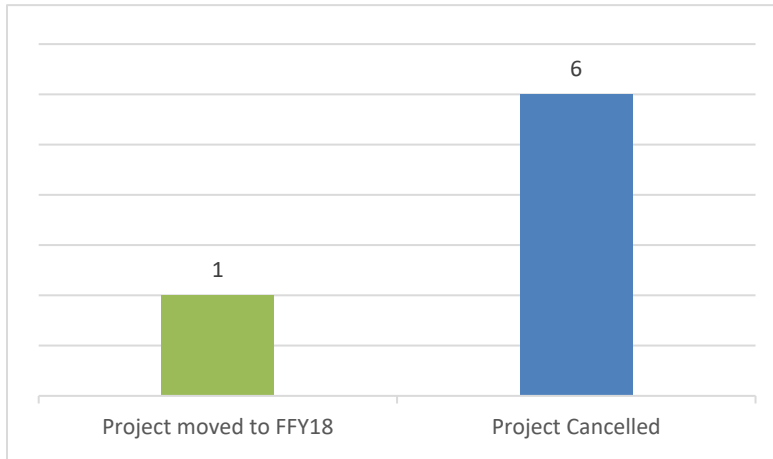
## Project Amendments and Modifications

After projects are programmed into the STIP and are obligated, issues or opportunities may arise that necessitate the project being amended or modified, in accordance with NMDOT's STIP Procedures Manual. Issues may include a change in project administration or project scope, cost overruns or an inability to obtain required certifications. Under these circumstances projects may be reprogrammed to a future FFY, granted additional funds or they may be cancelled, often at the request of the grant recipient.

**Chart 3** shows the numbers of FFY2017 TAP projects that NMDOT amended or modified in the STIP. These amendments and modifications may have affected the baselines and obligation rates detailed in **Chart 1** and **Chart 2**. **Tables 6 and 7** specify the projects that were moved to other FFYs, or were cancelled, as reflected in **Chart 3**.



### Chart 3: FFY2017 Amendments and Modifications



**Table 6: Project Moved from FFY2017 to FF20Y18**

T/LPA	Project Name	Phase	Federal	Local Match	Total
San Juan County	Schools Walk Path System	Construction	\$751,873	\$128,128	\$879,965
<b>Total</b>			<b>\$751,837</b>	<b>\$128,128</b>	<b>\$879,965</b>

**Table 7: TAP FFY2017 Canceled Project Funds**

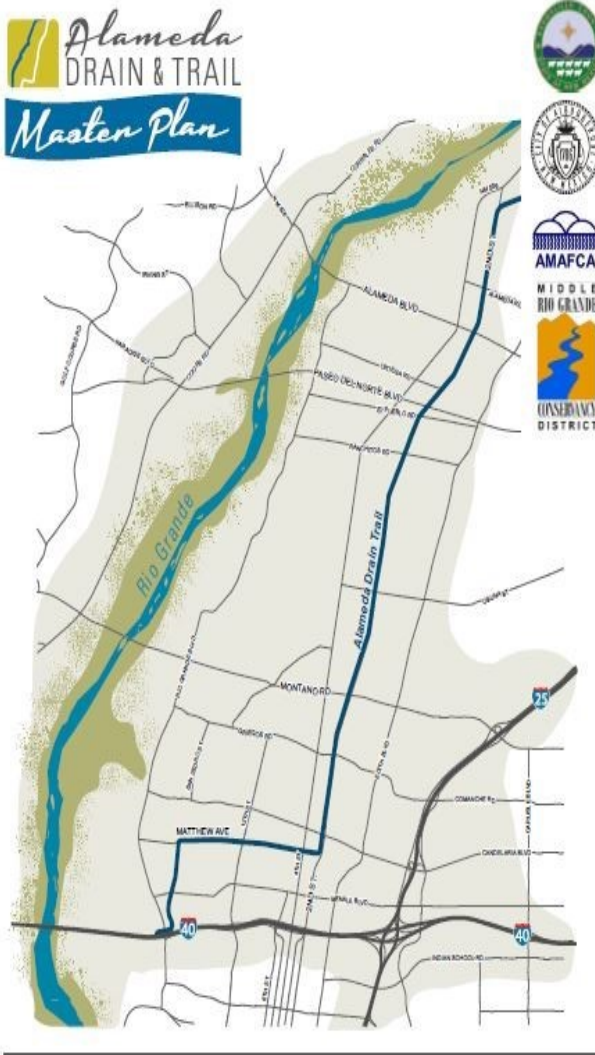
T/LPA	Project Name	Phase	Federal	Local Match	Total
City of Farmington	Bus Route Accessibility	Construction	\$59,446	\$10,130	\$69,576
Santo Domingo Pueblo	Multi-Use Trail Phase II	Construction	\$854,400	\$145,600	\$1,000,000
Village of Corrales	Pedestrian + Bike Trail	Construction	\$348,403	\$59,372	\$407,775
City of Lovington	Central Plaza, Phase II	Construction	\$334,070	\$56,930	\$391,000
City of Eunice	Main Street Phase V	Construction	\$337,488	\$57,512	\$395,000
City of Sunland Park	Sidewalk Installation	Construction	\$171,790	\$29,275	\$201,065
<b>Total</b>			<b>\$2,105,597</b>	<b>\$358,819</b>	<b>\$2,464,416</b>

## Project Profile: Alameda Drain Trail

The Alameda Drain Trail first received TAP funds in FFY2016 and is currently funded through FFY2021 as detailed in **Table 4**. Like many other TAP projects it is an ongoing multi-agency planning, design and construction effort. Prior to receiving TAP funds, Bernalillo County, the City of Albuquerque, the Albuquerque Metropolitan Arroyo Flood Control Agency, and the Middle Rio Grande Conservancy District leveraged local dollars to cooperatively fund the Alameda Drain Trail Master Plan. Under the agreement each entity contributed \$50,000.

**Table 8: Alameda Drain Trail Funding FFY2016 – FFY2021**

FFY16	\$250,000	TAP Lg Urban – Design Funds
FFY17	\$750,000	TAP Flex – Construction
FFY18	\$256,320	TAP Lg Urban – Construction
FFY19	\$439,675	TAP Lg Urban – Construction
FFY20	\$472,800	TAP Lg Urban – Construction
FFY21	\$1,036,000	TAP Lg Urban – Construction
<b>Total</b>	<b>\$3,204,795</b>	



Published in 2016, the Alameda Drain Trail Master Plan sets forth guidance to develop the multi-use trail alongside the Alameda Drain, which runs 9 miles from I-40 north to the Sandia Pueblo boundary (see master plan site map). As the sponsoring agency, Bernalillo County was awarded \$250,000 in FFY2016 TAP funds for design and \$750,000 in FFY2017 for preliminary engineering and construction for a portion of the trail. The FFY2016 design funds were awarded as TAP Large Urban by the MRMPO as part of their direct allocation of funds, while the FFY2017 funds were awarded as TAP-Flex by the statewide competitive process, displaying how some projects utilize different funding categories to fund a project.

The Alameda Drain was originally constructed in the 1930s by the Middle Rio Grande Conservancy District to lower and moderate shallow groundwater tables and return unused irrigation water back to the Rio Grande. While the communities surrounding the Drain have changed dramatically since it was built, it was essential that the design preserve the original functionality for flood control, while creating new uses and amenities along the drain for pedestrians and cyclists.

The project demonstrates the long arc that many successful TAP projects undertake, of public engagement, interagency planning efforts, and leveraging public dollars and federal funds. A copy of the Master Plan and current project progress is available at [www.bernco.gov](http://www.bernco.gov).

## Summary

In FFY2017, NMDOT worked with New Mexico's RTPOs, MPOs and 12 different tribal and local public agencies throughout the state to fund 13 unique TAP projects that will enhance the quality of life of New Mexico's residents. The projects range from Safe Routes to School programs and community bicycle and pedestrian planning, to community sidewalk and multi-use path projects. NMDOT continues to improve upon the Transportation Alternatives Program from year to year as interest and enthusiasm for transportation alternatives grow.

Since 2017, the NM Statewide Planning Bureau has undertaken a number of planning efforts to improve program performance and project delivery across federal aid programs, including TAP. The Statewide Prioritized Bicycle Network Plan (NM Bike Plan) and the revision of the Tribal/Local Public Agency (T/LPA) Handbook are set for release in early 2019. Both documents will serve T/LPAs as they plan, apply for and are awarded federal dollars to improve their active transportation infrastructure.