

**Resolution No. R-18-48**

**A resolution declaring the eligibility and intent of the County of Grant to submit an application to the New Mexico Department of Transportation for Federal Fiscal Year 2020/2021 Transportation Alternatives Program (TAP) funds.**

**Whereas**, the County of Grant, New Mexico, has the legal authority to apply for, receive and administer federal funds; and,

**Whereas**, the County of Grant, is submitting an application for Federal Fiscal Year 2020/2021 (FFY20/21) New Mexico TAP funds in the amount of \$1,980,640, as set forth by the Federal legislation, Fixing America's Surface Transportation (FAST) Act, and as outlined in the FFY 20/21 New Mexico TAP/RTP Guide; and,

**Whereas**, the Little Walnut Road Bicycle/Hiking Path named in the TAP application are eligible project(s) under New Mexico TAP and the FAST Act; and,

**Whereas**, the County of Grant, acknowledges availability of the required local match of 14.56% and the availability of funds to pay all costs up front, as TAP is a cost reimbursement program; and,

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

**Whereas**, the County of Grant, agrees to maintain all project(s) constructed with TAP funding for the useable life of the project(s);

**Now, therefore be it resolved by the governing body of the County of Grant, that:**

- 1. The County of Grant, authorizes the Planning and Community Development Director to submit an application for FFY20/21 New Mexico TAP funds in the amount of \$1,980,640 from the New Mexico Department of Transportation (NMDOT) on behalf of the County of Grant.**
- 2. That the County of Grant, assures the NMDOT that if TAP funds are awarded, sufficient funding for the local match and for upfront project costs are available, since TAP is a reimbursement program, and that any costs exceeding the award amount will be paid for by the County of Grant.**
- 3. That the County of Grant, assures the NMDOT that if awarded TAP funds, sufficient funding for the operation and maintenance of the TAP project will be available for the life of the project.**
- 4. That the County Manager of the County of Grant, is authorized to enter into a Cooperative**

Project Agreement with the NMDOT for TAP projects using these funds as set forth by the FAST Act on behalf of the citizens of Grant County. The County Manager is also authorized to submit additional information as may be required and act as the official representative of the County of Grant in this and subsequent related activities.

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

**PASSED, ADOPTED, AND APPROVED** this 13 day of November, 2018.

BOARD OF COUNTY COMMISSIONERS GRANT COUNTY, NEW MEXICO:

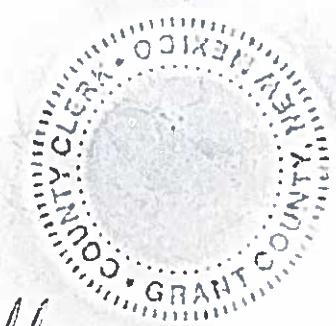
Gerald W. Billings, Jr.  
Gerald W. Billings, Jr., Chair  
Harry Browne  
Harry Browne, Member  
Brett Kasten  
Brett Kasten, Member

Alicia Edwards  
Alicia Edwards, Vice Chair  
Gabriel Ramos  
Gabriel Ramos, Member

[SEAL]

Attest:

Marisa Castrillo  
Marisa Castrillo, Clerk





## **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.*

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#### **Basic Project Information**

**A. Select which funding source applying for: Category III**

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

**B. Date of submittal: November 5, 2018**

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

**D. Project name: Little Walnut Road Bicycle/Hiking Path**

**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	400,000	60,000		460,000
Project Year 2	1,580,640	269,360		1,850,000
Project Year 3				
Project Year 4				
<b>Please explain project phasing as necessary:</b> Preliminary Engineering and Design will help to finalize the exact need/cost of ROW acquisition. Matching funds may be from In-Kind work done by County Road Department or a hard cash match				

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

**3 Miles of Little Walnut road is owned and maintained by Grant County, this mileage is the final miles of the only access to this portion of the Gila National Forest and the associated picnic, hiking, biking and camping areas. The Road currently has limited shoulder not allowing for safe movement of hikers, bikers and walkers along the roadway. Grant County plans to completely reconstruct the roadway with safe travels lanes for hikers. Bikers, Walkers to and from the Gila National Forest and associated trail systems.**

## **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.*

**Silver City is the first gateway to the Continental Divide Trails System. This route is one of the major/favored routes for people along the trail. Silver City has a Comprehensive trails and Opens Space Master Plan. Headwaters Economics has done extensive research on the economic viability of trails and theirs benefits to include: Business Impacts, Quality of Life, Property Values, Public Health and Equitable Access.**

### **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.*

The roadway is the major thoroughfare to and from the Gomez Peak, Little Walnut Picnic grounds, CDT trail head and camping sites of this portion of the Gila National Forest. The roadway has no bicycle/walking/hiking lanes. The amount of elevation change makes for difficulty in being seen from motorists as they go up and down the hills on the roadway. During peak season of the continental divide trail use, hundreds of hikers risk their lives along this stretch of roadway because it appears on the maps systems and the most direct route back to the trail. Many local bikers and hikers refuse to walk/hike or bike along the road. Instead they choose to drive to the trail heads due to the safety concerns of the roadway.

### **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.*

**As stated above, this is the only major roadway access to this recreation area. Thousands of people use this area yearly. With the safer/easier access of walking/hiking or biking from town to the recreation area, we can increase its use tremendously.**

## 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.*

**Providing a safe access to point to exiting trails and trail system, will decrease the desire of individuals to make user created trails. User created trails tend to much more detrimental to the environment because they do not take into consideration erosion factors when they are created. This area has already be designated as major recreation area by the USDA National Forest and they are willing to work with local groups to better design the trails and even add to them in the area as necessary for the benefit of the public.**

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.*

**Trails provide opportunities for social connection and safe places for recreation and commuting. They are an amenity that keeps existing residents and attracts new people; an asset that contributes to community identity. When residents use trails frequently, they become an integral part of community life.**

**95% of longtime residents-many of whom are mountain bikers, hikers and trail runners-state that trails are important to their decision to stay in an area.**

**Property Owners adjacent to trails most commonly identified convenience and access to recreation, physical fitness, social connection and connection to the natural environment as benefits of living near trails.**

**Whatcom Mountain Bike Coalition. 2014/ 2014 WMBC Rider Survey.**

**Corning, S., R. Mowatt, and H. Chancellor 2012. "multiuse trails: benefits and Concerns of Residents and Property Owners." Journal of Urban Planning and Development 138(4): 277-285**

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.*

**Participate in and promote other County-wide and statewide trail and on-road bikeway planning:**

**Improve connectivity to Continental Divide Trail via Little Walnut Creek / Little Walnut Rd., working with Grant County**

**Silver City Bicycle Master Plan August 2016 Page 27**

**Add Shoulders, particularly first 1.0 mile to Cain Dr. but also to Town limits and beyond, in conjunction with Grant County**

**Silver City Bicycle Master Plan August 2016 Prioritization of Improvements**

#### **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.*

**Little Walnut Road like many other County Owned and Maintained Roads was not necessarily completely created using NMDOT standards for construction. Most County roads started out as dirt and over the years became "paved" by chip seal methods. A complete reconstruction with proper base course and overlay thickness will allow Grant County to maintain the roadway more efficiently and effectively as per the Grant County Asset Management Plan.**

## 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 draft Grant County Asset Management Plan has Little Walnut Road identified as a Tier 1 paved road. Because of the nature in which this roadway became paved, the roadway condition does not drain properly and is not necessarily as smooth as it should be given the amount of traffic. It is an existing roadway that allows for the existing materials to be milled with County personnel and machines. This milled product can then be used as a base course for the newly reconstructed roadway and bicycle/hiking/walking paths.**

## 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.