

T/LPA PROJECT FEASIBILITY FORM (PFF)

For assistance, contact Robert Kuipers, RTPO/MPO Planner, at (505) 722-4327 or rkuipers@nwnmco.org



GENERAL INFORMATION

Preparation Date: September 27, 2022

Project Title: I-40 & NM118 East & West Interchanges: Phases 1A, 1B, & 1C

Requesting T/LPA: City of Gallup

Governing Body Approval:
YES __ NO __ PENDING X

Person in Responsible Charge: Clyde Strain, Planning & Zoning Director

Phone: 505-863-1290

PROJECT DESCRIPTION

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

ROADWAY ~~TRANSPORTATION ALTERNATIVE~~ ~~BRIDGE~~ ~~SAFETY~~ ~~OTHER~~
If you chose "OTHER" please clarify here:

Route Number and/or Street Name: Interstate-40 & NM118 East & West Interchanges

Project Termini: East & West Interchanges Beginning Mile point: mp16 Ending Mile point: mp26

Total length of proposed project: East Interchange: .48m exit-to-exit (1.5m linear roadway) West Interchange: .5m from exit-to-exit (1.5m of linear roadway)

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

PRELIMINARY ENGINEERING ~~CONSTRUCTION~~ ~~CONSTRUCTION MANAGEMENT & TESTING~~

PLANNING FACTORS

National Planning Factors

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

Support Economic Vitality | Increase Safety for Motorized and Non-Motorized Users | Increase Security for Motorized and Non-Motorized Users | Increase Accessibility and Mobility for People and Freight | Protect and Enhance Environment, Energy Conservation, Quality of Life | Enhance Integration and Connectivity | Promote System Management and Operation | Emphasize System Preservation | Enhance Travel and Tourism | Improve System Resiliency, Reliability and Reduce or Mitigate Stormwater Impacts

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

Improving the Gallup east and west I-40 interchanges & NM118 (Rt. 66) to improve safety and provide seamless access to and from Interstate-40 and NM118. Existing interchanges are inadequately designed and pose safety risks for residents and travelers utilizing the corridors. Increases in freight traffic have also imposed increased risk as more semi-trucks utilize Interstate-40 to access ports and markets. Lastly, future economic activities in and around Gallup will only increase traffic at these interchanges therefore calling for redesign and improvements. The project will also improve integration and connectivity as well as system management and operation and extend system preservation at these busy interchanges.

New Mexico Climate Change Goals

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

Reduction in Greenhouse Gas (GHG) emissions | Reduction in Vehicle Miles Traveled (VMT) | Increased Adoption of Cleaner Vehicles

Please describe how this project addresses the goals selected above (use additional pages if necessary):

Redesign of the two interchanges provides the opportunity for a reduction in Greenhouse Gas emissions through the potential elimination of stop signs and lights at interchanges. This is based on the feasibility of designs such as diverging diamonds and other continuous flow designs. Green House Gas reductions will be determined as part of this project.

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: \$4,000,000			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	<u>0%</u>	<u>\$0</u>	
Total Federal Share	<u>100%</u>	<u>\$4,000,000</u>	
	<u>100%</u>		

DISTRICT REVIEW:

By:	Date:	Recommended:	Yes	No
T/LPA REVIEW:				
By: 	Date: <u>10/14/22</u>	Recommended:	Yes <input checked="" type="checkbox"/>	No

Informing local governments pursuing this funding that local match is not required for this special NMDOT funding specifically for Interstate-40 planning activities.

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. (Except tribal entities)
 - Does the LPA have an approved plan on file with the NMDOT?

- If the 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)?
 - LPAs with fewer than 50 employees still need an ADA policy. Does the LPA have an ADA policy?
- Does the 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 brand-specific items on this project? If so, Public Interest Finding/certification is required and should be discussed.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind 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 specifications as outlined in the "Specs for Highway and Bridge Construction" 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?

... ..
... ..
... ..
... ..