

# Infrastructure Capital Improvement Plan FY 2023-2027

## South Central Regional Transit District Project Summary

ID	Year	Rank	Project Title	Category	Funded	2023	2024	2025	2026	2027	Total	Amount	Phases?
					to date						Project	Not Yet	
28555	2023	001	Transit Vehicles & Bus Shelters Purchase	Facilities - Administrative Facilities	592,780	87,780	136,000	136,000	0	0	952,560	359,780	Yes
29348	2023	002	Bus Facility	Facilities - Administrative Facilities	280,000	185,000	0	0	0	0	465,000	185,000	Yes
28556	2023	004	Bus Stop Shelters	Facilities - Other	30,000	50,000	0	0	0	0	80,000	50,000	No
38525	2023	007	Vanpool Project	Transportation - Transit	90,000	0	0	0	0	0	90,000	0	No
<b>Number of projects:</b>			4										
<b>Grand Totals</b>			<b>Funded to date:</b>	<b>Year 1:</b>	<b>Year 2:</b>	<b>Year 3:</b>	<b>Year 4:</b>	<b>Year 5:</b>	<b>Total Project Cost:</b>		<b>Total Not Yet Funded:</b>		
			992,780	322,780	136,000	136,000	0	0	1,587,560		594,780		

# Infrastructure Capital Improvement Plan FY2023-2027

## ICIP Capital Project Description

**Year/Rank** 2023 001 **Priority:** High **ID:**28555  
**Project Title:** Transit Vehicles & Bus Shelters Purchase **Class:** New **Type/Subtype:** Facilities - Administrative Facilities  
**Contact Name:** David Armijo **Contact Phone:** 575-323-1620 **Contact E-mail:** admin@scrted.org  
**Total project cost:** 850,560 **Proposed project start date:** 1-28-2020  
**Project Location:** 300 W. Lohman Avenue, Suite 115 Las Cruces NM 88005 **Latitude:** 32.305490 **Longitude:** -106.780542  
**Legislative Language:** To purchase and equip transit vehicles and bus shelters for the South Central Regional Transit District in Dona Ana County.  
**Scope of Work:** To purchase and equip transit vehicles and bus shelters for the SCRTD. Upon funding availability, the SCRTD will get quotes for the transit vehicles and purchase them. Legislative funding was received in 2014. Five buses were purchased using the 2014 legislative funding. Upon the availability of additional funding, additional transit vehicles and bus shelters will be purchased following state procurement. Vehicles will be stored in Las Cruces and Anthony, NM County facilities.

<b>Secured and Potential Funding Budget:</b>						
State Grant Funding should only be requested when all other funding sources have been exhausted if entity is providing matching funds, i.e. Federal, Local Taxes, Fees, NM Finance Authority Loans (NMFA), Tribal Infrastructure Fund (TIF), Water Trust Board (WTB), Public School Facility Authority (PSFA), Colonia's Infrastructure Board (CIB), etc.						
Please complete table below with all secured and potential funding sources.						
Funding Source(s)	Funding Amount	Applied For? Yes or No	Amount Secured	Amt Expended to Date	Date(s) Received	Comment
DOT	52,000	Yes	52,000	52,000	2016	Secured and expended
LFUNDS	13,000	Yes	13,000	13,000	2016	Local matching funds
CAP	440,000	Yes	440,000	440,000	2014	Purchased five buses
DOT	70,224	Yes	70,244	70,244	2018	Approved
LFUNDS	17,556	Yes	17,536	17,536	2018	Local matching funds
DOT	92,780	Yes	92,780	92,780	2020	One Bus
OTHER	30,000	Yes	30,000	30,000	2020	AARP Grant
DOT	135,000	Yes	135,000	0	2022	One Bus
<b>TOTALS</b>	<b>850,560</b>		<b>850,560</b>	<b>715,560</b>		

Project Budget - Complete the Budget below. Only include unfunded or unsecured funds under each project year. Note: Funded to Date column must equal the amounts listed above here.							
		Estimated Costs Not Yet Funded					
Completed	Funded to Date	2023	2024	2025	2026	2027	Total Project Cost

## Infrastructure Capital Improvement Plan FY2023-2027

Water Rights	N/A	0	0	0	0	0	0	0
Easements and Rights of Way	N/A	0	0	0	0	0	0	0
Acquisition	N/A	0	0	0	0	0	0	0
Archaeological Studies	N/A	0	0	0	0	0	0	0
Environmental Studies	N/A	0	0	0	0	0	0	0
Planning	Yes	17,536	0	0	0	0	0	17,536
Design (Engr./Arch.)	N/A	0	0	0	0	0	0	0
Construction	Yes	70,244	0	0	0	0	0	70,244
Furnish/Equip/Vehicles	Yes	505,000	87,780	136,000	136,000	0	0	864,780
<b>TOTALS</b>		592,780	87,780	136,000	136,000	0	0	952,560
<b>Amount Not Yet Funded</b>		359,780						

### PHASING BUDGET

Can this project be phased? Yes

Phasing: Stand Alone: No Multi-Phased: Yes

A project single phase approach is used for projects that can be completed with one process because it is manageable, affordable, and will not require any foreseeable additional resources or activities to be fully operational when complete.

A project multi-phased approach is used for breaking down very large projects into manageable standalone parts that are independently functional and easier to fund.

If the multi-phase approach is being used it is required to provide accurate dates, costs, and funding sources for prior phases, and be able to provide reasonable projections of dates, costs, and funding sources for future phases. In addition, each multi-phase has three main levels: Planning, Design, and Construction. Each level can be funded individually, however strong emphasis is put on completing all three levels.

Phase	Amount	Plan	Design	Construct	Furnish/Equip/Vehicles	Other (Wtr Rights, Easements, Acq)	# Mos to Complete
1	139,445	No	No	No	Yes	No	6
2	84,335	No	No	No	Yes	No	6
3	136,000	No	No	No	Yes	No	6
4	0	No	No	No	No	No	0
5	0	No	No	No	No	No	0
<b>TOTAL</b>	359,780						

## Infrastructure Capital Improvement Plan FY2023-2027

Has your local government/agency budgeted for operating expenses for the project when it is completed?						Yes
If no, please explain why:						
<b>ANNUAL OPERATING BUDGET</b>	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>TOTAL</b>
Annual Operating Expenses plus Debt Service	866,020	866,020	866,020	866,020	866,020	4,330,100
Annual Operating Revenues	866,020	866,020	866,020	866,020	866,020	4,330,100

Does the project lower operating costs?

No

If yes, please explain and provide estimates of operating savings

Entities who will assume the following responsibilities for this project:

	Fiscal Agent:	Own:	Operate:	Own Land:	Own Asset:	Maintain:
	South Central Council of Governments	South Central Regional Transit District	South Central Regional Transit District	N/A	South Central Regional Transit District	South Central Regional Transit District
Lease/operating agreement in place?	No	No		No	No	No

### More detailed information on project.

(a) How many years is the requested project expected to be in use before needing Renovate/Repair or Replacement? 10-15 years

(b) Has the project had public input and buy-in? Yes

(c) Is the project necessary to address population or client growth and if so, will it provide services to that population or clientele? Yes

(d) Regionalism - Does the project directly benefit an entity other than itself? Yes

If yes, please list the other entity. As a regional entity, the project benefits the cities of Las Cruces, Mesilla, Anthony and Sunland Park and Dona Ana County.

(e) Are there oversight mechanisms built in that would ensure timely construction and completion of the project on budget? Yes

Please explain. The Executive Director is in charge of oversight for the project.

(f) Other than the temporary construction jobs associated with the project, does the project maintain or advance the region's economy? Yes

If yes, please explain. The South Central Regional Transit District is a regional entity. More specifically, we cover three counties, Sierra, Otero and Dona Ana Counties within our service area.

(g) Does the project benefit all citizens within a recognized region, district or political subdivision? Yes

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## Infrastructure Capital Improvement Plan FY2023-2027

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**If yes, please explain and provide the number of people that will benefit from the project.**

The vehicles will be accessible to all potential riders of the South Central Regional Transit District. The District carried over 45,000 riders in the past fiscal year, e.g. 2019.

**(h) Does the project eliminate a risk or hazard to public health and/or safety that immediately endangers occupants of the premises such that corrective action is urgent and unavoidable? Emergencies must be documented by a Subject Matter Expert.** No

**If yes, please explain. (If mandatory, provide Summary Page of the Federal, State or Judiciary Agency who issued the mandate.)**

# Infrastructure Capital Improvement Plan FY2023-2027

## ICIP Capital Project Description

**Year/Rank** 2023 002 **Priority:** High **ID:**29348  
**Project Title:** Bus Facility **Class:** Renovate/Repair **Type/Subtype:** Facilities - Administrative Facilities  
**Contact Name:** David Armijo **Contact Phone:** 575-323-1620 **Contact E-mail:** admin@scrttd.org  
**Total project cost:** 678,551 **Proposed project start date:** October 1, 2021  
**Project Location:** 830 Anthony Drive Anthony NM 88021 **Latitude:** 31.845344 **Longitude:** -106.65145  
**Legislative Language:** To plan, design, construct, furnish, and equip a transit transfer bus facility at the Anthony, NM for the South Central Regional Transit District in Dona Ana County.  
**Scope of Work:** To plan, design, construct, furnish, and equip a transit transfer bus facility at Anthony, NM for the South Central Regional Transit District. Upon funding availability the SCRTD will RFP for planning and design services and go out to bid for construction upon the completion of design. The size, construction type, and specific furnishings and equipment will be determined in the design phase.

<b>Secured and Potential Funding Budget:</b>						
State Grant Funding should only be requested when all other funding sources have been exhausted if entity is providing matching funds, i.e. Federal, Local Taxes, Fees, NM Finance Authority Loans (NMFA), Tribal Infrastructure Fund (TIF), Water Trust Board (WTB), Public School Facility Authority (PSFA), Colonia's Infrastructure Board (CIB), etc.						
Please complete table below with all secured and potential funding sources.						
Funding Source(s)	Funding Amount	Applied For? Yes or No	Amount Secured	Amt Expended to Date	Date(s) Received	Comment
CAP	250,000	Yes	250,000	0		Programmed
FGRANT	86,926	Yes	86,926	86,926	2-28-2021	Expended
FGRANT	128,625	Yes	128,625	0	6-30-2021	Programmed
OTHER	15,000	Yes	15,000	15,000	1-30-2020	Expended
LGRANT	198,000	Yes	198,000	198,000	9-15-2019	Expended
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
<b>TOTALS</b>	<b>678,551</b>		<b>678,551</b>	<b>299,926</b>		

Project Budget - Complete the Budget below. Only include unfunded or unsecured funds under each project year. Note: Funded to Date column must equal the amounts listed above here.							
			Estimated Costs Not Yet Funded				
Completed	Funded to Date	2023	2024	2025	2026	2027	Total Project Cost

## Infrastructure Capital Improvement Plan FY2023-2027

Water Rights	N/A	0	0	0	0	0	0	0
Easements and Rights of Way	N/A	0	0	0	0	0	0	0
Acquisition	Yes	198,000	0	0	0	0	0	198,000
Archaeological Studies	N/A	0	0	0	0	0	0	0
Environmental Studies	N/A	0	0	0	0	0	0	0
Planning	No	0	25,000	0	0	0	0	25,000
Design (Engr./Arch.)	No	0	25,000	0	0	0	0	25,000
Construction	No	82,000	100,000	0	0	0	0	182,000
Furnish/Equip/Vehicles	No	0	35,000	0	0	0	0	35,000
<b>TOTALS</b>		<b>280,000</b>	<b>185,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>465,000</b>
<b>Amount Not Yet Funded</b>		<b>185,000</b>						

### PHASING BUDGET

Can this project be phased? Yes

Phasing: Stand Alone: No Multi-Phased: Yes

A project single phase approach is used for projects that can be completed with one process because it is manageable, affordable, and will not require any foreseeable additional resources or activities to be fully operational when complete.

A project multi-phased approach is used for breaking down very large projects into manageable standalone parts that are independently functional and easier to fund.

If the multi-phase approach is being used it is required to provide accurate dates, costs, and funding sources for prior phases, and be able to provide reasonable projections of dates, costs, and funding sources for future phases. In addition, each multi-phase has three main levels: Planning, Design, and Construction. Each level can be funded individually, however strong emphasis is put on completing all three levels.

Phase	Amount	Plan	Design	Construct	Furnish/Equip/Vehicles	Other (Wtr Rights, Easements, Acq)	# Mos to Complete
1	200,000	Yes	Yes	Yes	No	No	6
2	40,000	No	No	Yes	Yes	No	12
3	45,000	No	No	No	No	No	12
4	100,000	No	No	No	No	No	0
5	0	No	No	No	No	No	0
<b>TOTAL</b>	<b>385,000</b>						

## Infrastructure Capital Improvement Plan FY2023-2027

<b>Has your local government/agency budgeted for operating expenses for the project when it is completed?</b>						No
<b>If no, please explain why:</b> Expenses will be budgeted upon design completion.						
<b>ANNUAL OPERATING BUDGET</b>	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>TOTAL</b>
Annual Operating Expenses plus Debt Service	943,684	943,684	1,005,880	1,005,880	1,005,880	4,905,008
Annual Operating Revenues	943,684	943,684	1,005,880	1,005,880	1,005,880	4,905,008

**Does the project lower operating costs?**

Yes

**If yes, please explain and provide estimates of operating savings**

The project will reduce non-revenue cost of the bus fleet by 15%, saving fuel, maintenance and labor costs for the project. This will produce an annual cost savings of \$50,000 per year.

**Entities who will assume the following responsibilities for this project:**

	Fiscal Agent:	Own:	Operate:	Own Land:	Own Asset:	Maintain:
	South Central Council of Governments	South Central Regional Transit District	South Central Regional Transit District	SCRTD or Dona Ana County	South Central Regional Transit District	South Central Regional Transit District
<b>Lease/operating agreement in place?</b>	No	No		No	No	No

**More detailed information on project.**

- (a) How many years is the requested project expected to be in use before needing Renovate/Repair or Replacement? 1-9 years
- (b) Has the project had public input and buy-in? Yes
- (c) Is the project necessary to address population or client growth and if so, will it provide services to that population or clientele? Yes
- (d) Regionalism - Does the project directly benefit an entity other than itself? Yes  
**If yes, please list the other entity.** The requested funds will complete the planning and design phase of this project.
- (e) Are there oversight mechanisms built in that would ensure timely construction and completion of the project on budget? Yes  
**Please explain.** The Executive Director is in charge of oversight for the project. Sara Vasquez is the procurement officer for the SCRTD.
- (f) Other than the temporary construction jobs associated with the project, does the project maintain or advance the region's economy? Yes  
**If yes, please explain.** The South Central Regional Transit District is a regional entity.
- (g) Does the project benefit all citizens within a recognized region, district or political subdivision? Yes

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## Infrastructure Capital Improvement Plan FY2023-2027

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**If yes, please explain and provide the number of people that will benefit from the project.**

This facility will serve riders of the South Central Regional Transit District. Annual ridership of 41,000 riders.

**(h) Does the project eliminate a risk or hazard to public health and/or safety that immediately endangers occupants of the premises such that corrective action is urgent and unavoidable? Emergencies must be documented by a Subject Matter Expert.**

No

**If yes, please explain. (If mandatory, provide Summary Page of the Federal, State or Judiciary Agency who issued the mandate.)**

# Infrastructure Capital Improvement Plan FY2023-2027

## ICIP Capital Project Description

**Year/Rank** 2023 004 **Priority:** High **ID:**28556  
**Project Title:** Bus Stop Shelters **Class:** New **Type/Subtype:** Facilities - Other  
**Contact Name:** David Armijo **Contact Phone:** 575-323-1620 **Contact E-mail:** admin@scrted.org  
**Total project cost:** 80,000 **Proposed project start date:** 10-28-2020  
**Project Location:** Throughout the SCRTD service area Las Cruces NM 88005 **Latitude:** 32 18 44N **Longitude:** 106 46 40W  
**Legislative Language:** To purchase, construct, and install bus stop shelters in various locations along transit routes including but not limited, to the City of Sunland Park, the City of Anthony, the City of Las Cruces, the Village of Hatch, the Village of Williamsburg, the City of Truth or Consequences, and the City of Elephant Butte in Dona Ana and Sierra counties .  
**Scope of Work:** To purchase, construct, and install bus stop shelters in various locations along transit routes in Dona Ana and Sierra counties including but not limited to the City of Sunland Park, the City of Anthony, the City of Las Cruces, the Village of Hatch, the Village of Williamsburg, the City of Truth or Consequences, and the City of Elephant Butte.

<b>Secured and Potential Funding Budget:</b>						
State Grant Funding should only be requested when all other funding sources have been exhausted if entity is providing matching funds, i.e. Federal, Local Taxes, Fees, NM Finance Authority Loans (NMFA), Tribal Infrastructure Fund (TIF), Water Trust Board (WTB), Public School Facility Authority (PSFA), Colonia's Infrastructure Board (CIB), etc.						
Please complete table below with all secured and potential funding sources.						
Funding Source(s)	Funding Amount	Applied For? Yes or No	Amount Secured	Amt Expended to Date	Date(s) Received	Comment
CAP	30,000	Yes	30,000	0	12-01-2020	8-20-20 Funds programmed
DOT	50,000	Yes	0	0		Programmed
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
<b>TOTALS</b>	<b>80,000</b>		<b>30,000</b>	<b>0</b>		

Project Budget - Complete the Budget below. Only include unfunded or unsecured funds under each project year. Note: Funded to Date column must equal the amounts listed above here.							
			Estimated Costs Not Yet Funded				
Completed	Funded to Date	2023	2024	2025	2026	2027	Total Project Cost
N/A							

## Infrastructure Capital Improvement Plan FY2023-2027

Water Rights		0	0	0	0	0	0	0
Easements and Rights of Way	N/A	0	0	0	0	0	0	0
Acquisition	N/A	0	0	0	0	0	0	0
Archaeological Studies	N/A	0	0	0	0	0	0	0
Environmental Studies	N/A	0	0	0	0	0	0	0
Planning	N/A	0	0	0	0	0	0	0
Design (Engr./Arch.)	N/A	0	0	0	0	0	0	0
Construction	No	0	50,000	0	0	0	0	50,000
Furnish/Equip/Vehicles	No	30,000	0	0	0	0	0	30,000
<b>TOTALS</b>		<b>30,000</b>	<b>50,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80,000</b>
<b>Amount Not Yet Funded</b>		<b>50,000</b>						

### PHASING BUDGET

Can this project be phased? No

Phasing: Stand Alone: No Multi-Phased: Yes

A project single phase approach is used for projects that can be completed with one process because it is manageable, affordable, and will not require any foreseeable additional resources or activities to be fully operational when complete.

A project multi-phased approach is used for breaking down very large projects into manageable standalone parts that are independently functional and easier to fund.

If the multi-phase approach is being used it is required to provide accurate dates, costs, and funding sources for prior phases, and be able to provide reasonable projections of dates, costs, and funding sources for future phases. In addition, each multi-phase has three main levels: Planning, Design, and Construction. Each level can be funded individually, however strong emphasis is put on completing all three levels.

Phase	Amount	Plan	Design	Construct	Furnish/Equip/Vehicles	Other (Wtr Rights, Easements, Acq)	# Mos to Complete
1	30,000	No	Yes	Yes	Yes	No	6
2	50,000	No	No	Yes	Yes	No	18
3	0	No	No	No	No	No	0
4	0	No	No	No	No	No	0
5	0	No	No	No	No	No	0
<b>TOTAL</b>	<b>80,000</b>						

# Infrastructure Capital Improvement Plan FY2023-2027

<b>Has your local government/agency budgeted for operating expenses for the project when it is completed?</b>	<b>Yes</b>					
<b>If no, please explain why:</b>						
<b>ANNUAL OPERATING BUDGET</b>	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>TOTAL</b>
Annual Operating Expenses plus Debt Service	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>500</b>
Annual Operating Revenues	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>100</b>	<b>500</b>

**Does the project lower operating costs?**

No

**If yes, please explain and provide estimates of operating savings**

**Entities who will assume the following responsibilities for this project:**

	<b>Fiscal Agent:</b>	<b>Own:</b>	<b>Operate:</b>	<b>Own Land:</b>	<b>Own Asset:</b>	<b>Maintain:</b>
	South Central Regional Transit District	South Central Regional Transit District	South Central Regional Transit District	Affected Municipalities	South Central Regional Transit District	South Central Regional Transit District
<b>Lease/operating agreement in place?</b>	No	No		No	No	No

**More detailed information on project.**

- (a) **How many years is the requested project expected to be in use before needing Renovate/Repair or Replacement?** 10-15 years
- (b) **Has the project had public input and buy-in?** Yes
- (c) **Is the project necessary to address population or client growth and if so, will it provide services to that population or clientele?** Yes
- (d) **Regionalism - Does the project directly benefit an entity other than itself?** Yes  
**If yes, please list the other entity.** The requested funds will purchase, construct, and install bus shelters in a number of communities along the South Central Regional Transit District's transit routes.
- (e) **Are there oversight mechanisms built in that would ensure timely construction and completion of the project on budget?** Yes  
**Please explain.** The Executive Director is in charge of oversight for the project.
- (f) **Other than the temporary construction jobs associated with the project, does the project maintain or advance the region's economy?** Yes  
**If yes, please explain.** The South Central Regional Transit District is a regional entity.
- (g) **Does the project benefit all citizens within a recognized region, district or political subdivision?** Yes

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## Infrastructure Capital Improvement Plan FY2023-2027

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**If yes, please explain and provide the number of people that will benefit from the project.**

These bus stop shelters will be available for all citizens if and when they use transit service.

**(h) Does the project eliminate a risk or hazard to public health and/or safety that immediately endangers occupants of the premises such that corrective action is urgent and unavoidable? Emergencies must be documented by a Subject Matter Expert.**

No

**If yes, please explain. (If mandatory, provide Summary Page of the Federal, State or Judiciary Agency who issued the mandate.)**

# Infrastructure Capital Improvement Plan FY2023-2027

## ICIP Capital Project Description

**Year/Rank** 2023 007 **Priority:** High **ID:**38525  
**Project Title:** Vanpool Project **Class:** New **Type/Subtype:** Transportation - Transit  
**Contact Name:** David Armijo **Contact Phone:** 575-323-1620 **Contact E-mail:** admin@scrtcd.org  
**Total project cost:** 90,000 **Proposed project start date:** 10-01-2021  
**Project Location:** 300 Lohman Avenue Las Cruces NM 88004 **Latitude:** 32.007459 **Longitude:** -106.608696  
**Legislative Language:** To purchase and equip to vans for commuter service in Dona Ana County.  
**Scope of Work:** The Transit District will acquire two vans for use in a pilot vanpool program that will test the concept by operating van service between Las Cruces, New Mexico to the Santa Teresa Industrial Park in south Dona Ana County. The Border Industrial Association will partner with the district to survey the 110 employers and 20,000 employees that work in the park.

<b>Secured and Potential Funding Budget:</b>						
State Grant Funding should only be requested when all other funding sources have been exhausted if entity is providing matching funds, i.e. Federal, Local Taxes, Fees, NM Finance Authority Loans (NMFA), Tribal Infrastructure Fund (TIF), Water Trust Board (WTB), Public School Facility Authority (PSFA), Colonia's Infrastructure Board (CIB), etc.						
Please complete table below with all secured and potential funding sources.						
Funding Source(s)	Funding Amount	Applied For? Yes or No	Amount Secured	Amt Expended to Date	Date(s) Received	Comment
DFA	90,000	Yes	90,000	0		<b>Programmed</b>
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
	0	No	0	0		
<b>TOTALS</b>	90,000		90,000	0		

Project Budget - Complete the Budget below. Only include unfunded or unsecured funds under each project year. Note: Funded to Date column must equal the amounts listed above here.								
	Completed	Funded to Date	Estimated Costs Not Yet Funded					Total Project Cost
			2023	2024	2025	2026	2027	
Water Rights	N/A	0	0	0	0	0	0	

## Infrastructure Capital Improvement Plan FY2023-2027

Easements and Rights of Way	N/A	0	0	0	0	0	0	0	
Acquisition	N/A	0	0	0	0	0	0	0	
Archaeological Studies	N/A	0	0	0	0	0	0	0	
Environmental Studies	N/A	0	0	0	0	0	0	0	
Planning	N/A	0	0	0	0	0	0	0	
Design (Engr./Arch.)	N/A	0	0	0	0	0	0	0	
Construction	N/A	0	0	0	0	0	0	0	
Furnish/Equip/Vehicles	N/A	90,000	0	0	0	0	0	90,000	
<b>TOTALS</b>		90,000	0	0	0	0	0	90,000	
<b>Amount Not Yet Funded</b>		0							

### PHASING BUDGET

Can this project be phased? No

Phasing: Stand Alone: Yes Multi-Phased: No

A project single phase approach is used for projects that can be completed with one process because it is manageable, affordable, and will not require any foreseeable additional resources or activities to be fully operational when complete.

A project multi-phased approach is used for breaking down very large projects into manageable standalone parts that are independently functional and easier to fund.

If the multi-phase approach is being used it is required to provide accurate dates, costs, and funding sources for prior phases, and be able to provide reasonable projections of dates, costs, and funding sources for future phases. In addition, each multi-phase has three main levels: Planning, Design, and Construction. Each level can be funded individually, however strong emphasis is put on completing all three levels.

Phase	Amount	Plan	Design	Construct	Furnish/Equip/Vehicles	Other (Wtr Rights, Easements, Acq)	# Mos to Complete
1	0	No	No	No	No	No	0
2	0	No	No	No	No	No	0
3	0	No	No	No	No	No	0
4	0	No	No	No	No	No	0
5	0	No	No	No	No	No	0
<b>TOTAL</b>	0						

## Infrastructure Capital Improvement Plan FY2023-2027

Has your local government/agency budgeted for operating expenses for the project when it is completed?						Yes
If no, please explain why:						
<b>ANNUAL OPERATING BUDGET</b>	<b>YEAR 1</b>	<b>YEAR 2</b>	<b>YEAR 3</b>	<b>YEAR 4</b>	<b>YEAR 5</b>	<b>TOTAL</b>
Annual Operating Expenses plus Debt Service	2,100,000	0	0	0	0	2,100,000
Annual Operating Revenues	44,000	0	0	0	0	44,000

Does the project lower operating costs? No

If yes, please explain and provide estimates of operating savings

Entities who will assume the following responsibilities for this project:

	Fiscal Agent:	Own:	Operate:	Own Land:	Own Asset:	Maintain:
	South Central Regional Transit District	Yes				
Lease/operating agreement in place?	No	No		No	No	No

### More detailed information on project.

(a) How many years is the requested project expected to be in use before needing Renovate/Repair or Replacement? 1-9 years

(b) Has the project had public input and buy-in? No

(c) Is the project necessary to address population or client growth and if so, will it provide services to that population or clientele? Yes

(d) Regionalism - Does the project directly benefit an entity other than itself? Yes

If yes, please list the other entity. Cities of Las Cruces, Anthony and Sunland Park.

(e) Are there oversight mechanisms built in that would ensure timely construction and completion of the project on budget? No

Please explain. Yes, the SCRTD Board of Directors meets monthly and will monitor the progress of the project.

(f) Other than the temporary construction jobs associated with the project, does the project maintain or advance the region's economy? No

If yes, please explain.

(g) Does the project benefit all citizens within a recognized region, district or political subdivision? Yes

If yes, please explain and provide the number of people that will benefit from the project. The use of a commuter service reduces reliance on fossil fuels and provides for

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improved air quality.

**(h) Does the project eliminate a risk or hazard to public health and/or safety that immediately endangers occupants of the premises such that corrective action is urgent and unavoidable? Emergencies must be documented by a Subject Matter Expert.**

No

**If yes, please explain. (If mandatory, provide Summary Page of the Federal, State or Judiciary Agency who issued the mandate.)**