

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

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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 April 6, 2017
6 at 4:00 p.m. in Commission Chambers at Dona Ana County Government Building, 845
7 Motel Blvd., Las Cruces, New Mexico.

8
9 **MEMBERS PRESENT:** David Armijo (SCRTD)
10 Mike Bartholomew (CLC Transit)
11 Dave Wallace proxy for Bill Childress (BLM)
12 John Gwynne (DAC Flood Commission)
13 Soo Gyu Lee (CLC)
14 Harold Love (NMDOT)
15 Luis Marmolejo (DAC Planning)
16 Rene Molina (DAC Eng.)
17 Lily Sensiba (EBID)
18 Larry Shannon (Town of Mesilla)
19 Tony Trevino (CLC Public Works)

20
21 **MEMBERS ABSENT:** Todd Gregory (LCPS)
22 Dale Harrell (NMSU)
23 Jolene Herrera (NMDOT)
24 Stephen Howie (EBID)
25 Debbi Lujan (Town of Mesilla)

26
27 **STAFF PRESENT:** Andrew Wray (MPO Staff)
28 Michael McAdams (MPO Staff)
29 Dominic Loya (MPO)

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

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

34
35 Trevino: Okay let's call to order the April 6, 2017 meeting of the Mesilla Valley MPO
36 Technical Advisory Committee.

37
38 **2. APPROVAL OF AGENDA**

39
40 Trevino: The first thing on the agenda is the approval of the agenda. Are there any
41 comments or changes to the agenda? If not, do I hear a motion to
42 approve the agenda?

43
44 Shannon: Make a motion to approve the agenda.

45
46 Gwynne: Second.

1
2 Trevino: All those in favor.
3
4 MOTION PASSES UNANIMOUSLY.
5
6 Trevino: Any opposed? None. Motion passes.
7
8 **3. ELECTION OF OFFICERS**
9
10 Trevino: Next thing on the agenda is the election of officers.
11
12 Wray: Thank you Mr. Chair. Give a little bit of background. The Committee
13 elected Ms. Jolene Herrera from NMDOT as the Chair for the 2017
14 calendar year at their February meeting. Unfortunately NMDOT upper
15 management determined after that, that Jolene isn't eligible to serve as
16 the Chair of this Committee or indeed any other MPO Committee. For that
17 reason she has turned in her resignation. It is a little awkward that she is
18 not able to be here with us today because it looks like we're shoving her
19 out when she's not here, but that's why we wanted her to submit the letter
20 so that everyone knows that this is something that she understands and is
21 doing on her own initiative. Our bylaws say that Mr. Trevino cannot be
22 promoted to Chair from his position as Vice-Chair. We need to have
23 another election to elect a new Chair from the Membership of the
24 Committee so we will be doing that at this time.
25
26 Marmolejo: Chair, if Mr. Trevino would ... no. I retract what I was going to say.
27
28 Gwynne: So we're looking for nominations now is ...
29
30 Wray: If the Chair has opened the floor for nominations yes.
31
32 Gwynne: Okay.
33
34 Trevino: Yeah so I'll open the floor for nominations for Chair for replacement of Ms.
35 Jolene Herrera. Any nominations?
36
37 Gwynne: I'll nominate Luis Marmolejo.
38
39 Trevino: Any second?
40
41 Molina: I'll second.
42
43 Trevino: Are there any other nominations? None. All in favor.
44
45 MOTION PASSES UNANIMOUSLY.
46

1 Trevino: Any opposed? None said, we have a new Chair, Mr. Marmolejo. And at
2 this point I will pass the baton.

3
4 Marmolejo: Good afternoon. Thank you Mr. Gwynne and Rene. Good afternoon
5 everybody. We don't need to go on to the other election of officers as
6 everybody's fine.

7
8 Wray: Unless Mr. Trevino intends to resign his position as Vice Chair, there's no
9 call for any further election.

10
11 Trevino: No, I'll stay.

12
13 Marmolejo: Okay. And then real quick before we get going to far into this, so just a
14 reminder about your cell phones, if you want to mute them so there won't
15 be no bells or rings or whatever.

16
17 **4. APPROVAL OF MINUTES**

18
19 **4.1 February 2, 2016**

20
21 Marmolejo: So I guess we can go ahead and move onto item number four, approval of
22 minutes of February 2, 2017. Do I hear a motion to approve, or are there
23 any changes to them?

24
25 Gwynne: I move to approve the minutes from the last meeting from February 2,
26 2017.

27
28 Shannon: I second the motion.

29
30 Marmolejo: Do I hear any other ... ayes, all in favor.

31
32 MOTION PASSES UNANIMOUSLY.

33
34 Marmolejo: Okay minutes have been approved.

35
36 **5. PUBLIC COMMENT**

37
38 Marmolejo: Item number five, public comments. Any comments from the public?
39 Seeing none.

40
41 **6. DISCUSSION ITEMS**

42
43 **6.1 Presentation on Transit Performance Measures**

44
45 Marmolejo: We move on to item number six. Discussion items, 6.1 presentation of
46 transit performance measures. MPO staff please.

1
2 MICHAEL MCADAMS GAVE PRESENTATION.
3

4 Marmolejo: Yes sir, just a couple of questions out of curiosity. You know you talked
5 about the national state and local transportation goals. They're submitted
6 from the top obviously and if that's the case then how do they know what
7 really our/your local needs are as it relates to what their goals are.
8

9 McAdams: I think that's a real, we're responsible for these goals are at the MPO level,
10 at the agencies level. I think the goal, I could be wrong, but I think the
11 goals would not be specific but would be general goals like reducing
12 pedestrian and bicycle collisions. That would be, I would it would be
13 possible in the national level to say, we're going to have a 20% reduction
14 in vehicle accidents or vehicle fatalities. Not at this point and I think
15 probably never because each state is different. New Mexico has one of
16 the largest, has the highest rate of pedestrian accidents right, and
17 collisions with fatalities, including fatalities. So we're on the top of the list
18 of trying to make, reduce pedestrian accidents or collisions, right. That
19 kind of thing, as far as specific I think would be, I would have a big
20 problem with that, I'm sure you would about very blanket targets that are
21 not really met or being able to be met. So I don't think they're going, in
22 sort of knowing what I know about transportation planning, I don't think
23 they'll actually set a specific target, but in general, a general thing, we look
24 at how states are achieving their own goals are MPOs. So I think really
25 though (*inaudible*), states providing their targets and their goals and the
26 FTA, the FSJ reviewing their targets. Yeah. So but the state will be the
27 major mover in this action.
28

29 Marmolejo: So how would we know if we're achieving those goals?
30

31 McAdams: Those will be in, the state will, the DOT, FTA, the public transportation
32 division of the DOT and the Highway Division of the DOT would be
33 consulting with MPOs in looking at their target. With the way it would look
34 and the way that the video at this, it would be, we would decide by
35 number, I really like percentages better. Say our collisions rates are this
36 many vehicles, right. And then our target would be another, perhaps a 5%
37 reduction. Then you would have to explain how you're going to do it and
38 then the next year you would say, did you meet the target and they would
39 actually check off, you did, or you went below the average, all right, so
40 either ... really the best thing is meeting your target, but perhaps you
41 reduce the, below the average which would be kind of a plus. So they
42 would say well you went below the average which is good, right, but you
43 still didn't meet your target. So they come back, I think next year, it's
44 going to be a couple years project, maybe five year to really get this in
45 line, and maybe come back, well how are you going, did you set it
46 unrealistically I would think or are there other measures that you didn't

1 really do. I think this, so really we hope that this will be an impetus to get
2 people to think about how we can actually achieve these goals. You know
3 because how can we reduce pedestrian vehicular accidents and I think it's
4 a real challenge you know.
5

6 Marmolejo: If we can go back to that slide that had the numerous graphs if would
7 mind. My monitor turned off for some reason.
8

9 McAdams: That one.

10
11 Marmolejo: Go back the other way.
12

13 McAdams: This.

14
15 Marmolejo: One more time.
16

17 McAdams: Okay.
18

19 Marmolejo: Okay there you go.
20

21 McAdams: Those are, these are graphs that are related to different things where we
22 are monitoring, or information we are giving to the FTA. Well (*inaudible*) is
23 the national transit database is a FTA sponsored program which you're
24 required to do if you receive federal funds right. And depending on the
25 type of transit agency you are, depends on the amount of information you
26 have to do. We're small urban, so we don't have to as much, but other
27 have to do much more. And this is a way to, with a very broad manner
28 look at comparability with other transit system and we look at
29 appearances, but there's many variables that will that makes them
30 incomparable too. So you have to look at all this data with a big grain of
31 salt, with you know with an analytical eye. So these are the type of thing
32 we can do already and we are doing them. This is the first year we've
33 done passengers per revenue hour and this is a way of, we can review on
34 a route-by-route basis how one route is doing well with another. If you
35 look at that, one of our routes is doing very well and others are not. So in
36 this aspect of looking transit plan where we say why are these routes not
37 doing well, right. Maybe it's because the bus stop alignment, maybe we
38 should've of put in different areas, right. Or it could be timing or
39 frequency, I'm just using examples. We know that maybe increasing
40 frequency or putting on additional buses. So and you can actually drill
41 down with the automatic passenger count, we two on each, one on two
42 buses. Two buses we have the automatic passenger counter, we can
43 count how many people are getting on and off the bus. And so by route,
44 exact time, exact GPS. So we can see what stops are being used more
45 and really look at a very detailed level about how these routes are
46 functioning right. And then we can do surveys and may want to talk about

1 surveys about, one thing Mike and I discussed about if, we know the large
2 amount of people are using the bus for work. If you look at that, a lot of
3 people think it's just low-income people, elderly, but it's really not. The
4 majority of people are students and people that are called the working
5 poor which is very important, or they had one car, or maybe no car. So
6 one thing we could ask them is your you know survey, is the bus your
7 primary vehicle, your primary mode of transportation right. And we can
8 come back another year and say we increase or decrease. Do we serve
9 that market? That's the kind of stuff we're talking about. Very detailed,
10 some times very hard to measure and we're going to talk to FTA, you
11 know the people (*inaudible*) that too said we're doing the best we can
12 given the, I guess the lucence of the data and I guess another term is
13 fuzziness of the data too and how to apply that to whether you're doing
14 well or not.

15
16 Marmolejo: That was where I was going with this about, obviously these performance
17 measures, so you can tell which route is not working.

18
19 McAdams: Exactly.

20
21 Marmolejo: You don't know what or you may have some idea of what variables are
22 causing that. And I'm just curious, at what point in time you're saying this
23 has got to change. We've got to change something up on this route
24 because it's really under performing.

25
26 McAdams: I think we've already had that exercise to a certain degree. We looked at
27 route 8 which is a route that now goes to the mall, to Picacho area and we
28 found we're performing very well and so we approached it, a relief bus and
29 then we're proposing another route change, more a loop basis instead of a
30 linear. And we went through two public hearings to find out, and we're
31 also in the process. So this was, it's a very organic process to a certain
32 degree with organic and data qualitative. And when you come to the, so
33 the right moment you say this is the time we should look at you know
34 changing the route in this situation we've already initiated the process but
35 we're waiting on City Council approval. So it is, it's not like we get a
36 certain point like ridership, we say oh we have to change it. We look at
37 the indicator and then we say, we look at demographics, we look at
38 timings, we look at a lot of different things. We ask the bus drivers you
39 know what do you think about this route. How do you see people
40 perceiving it, in that situation. Some is very quantitative but a lot of it's
41 qualitative as well. So it's kind of like, it's an interesting process but it's not
42 like, but it's something that does occur because of course you have one
43 under performing route, you say what's going on here, and you look at the
44 details.

45
46 Marmolejo: Thank you. It was very informative. Thank you. Anybody else?

1
2 Trevino: Not necessarily a question but a comment. Just from experience dealing
3 with the City of Las Cruces Strategic Plan before these goals are made
4 and created, think of how it's actually going to be physically measured
5 because now we're in some instances where some of the goals have been
6 applied and there's no way to physically measure them. So just have that
7 kind of thought frame ahead of time before you (*inaudible*) these goals
8 because we're running into some issues on there.
9
10 McAdams: Mr. Chair. This is something that we have to look at very seriously
11 because again we won't be the one implementing, it'll be the City in your
12 situation will be implementing. And I think how do you measure if you can
13 improve pavement, percentage of pavement, streets that are badly paved,
14 you're going to say I'm going to improve 5%. You need to, what are the
15 goals you do in that, how do you measure the pavement quality, etc. Our
16 very I guess appropriate, they have to be realistic and appropriate for the
17 City or any kind of County or Town of Mesilla.
18
19 Trevino: Unfortunately that pavement management is actually one that's easy for
20 us to measure because we did hire a consultant to go and survey all our
21 streets in the City. So they're all graded from a poor to very good
22 condition, so we have our goal set for 8%, 20, whatever to get ...
23
24 McAdams: Right.
25
26 Trevino: To get improved every year, so that is an easily measurable goal, but
27 some of the other ones that I was given they're not so ...
28
29 McAdams: Not so easy. Congestion, this is going to be a how do you measure
30 congestion and if you look at a broad situation here, how do you do it for a
31 whole urban area. You could probably do it by looking at quarters or say
32 we're going to do this congestion, certain quarter and we could look at you
33 know a variety of different means to do that like ITS or you know access
34 control etc. So I think this is something that can be developed and
35 something we'll have to really negotiate, the state particularly if they do
36 fine. But congestion's not really a problem in our area, fortunately. Our
37 peaks are very small, but in areas like Albuquerque and part of the MPO
38 for El Paso which are under congestion management, these are issues so
39 how you reduce. The other thing that may be an issue is how do you
40 erase pollution right. If you know (*inaudible*) particularly in that under non-
41 attainment for air quality. I'm sure these'll be something. And of course
42 there are no real measures to do that. There's way to measure it, well
43 we're not in that. The other aspects I think are related to bridge and
44 (*inaudible*) interstate will be a state responsibility and freight is pretty much
45 the state responsibility as well so a lot of these will be state obligations
46 and we'll fill in the gaps I think. But you're exactly right, these are

1 extremely, when you go at measurements, there'll be multiple
2 measurements and you use one or more. I think one to measure it. So I
3 think it would be a negotiation process and one we'll have to work through.
4

5 Trevino: Right, especially since you said that staff will be implementing the
6 strategic plan and filling it out and completing it. You guys will complete it
7 and we'll the one implementing it, so will staff have a chance to review it
8 and give comments based on (*inaudible*) ...
9

10 McAdams: Of course. Of course.
11

12 Trevino: Also with this.
13

14 McAdams: I think a lot of times we'll be the messenger. I think a certain way we'll get
15 the stuff from DOT and we'll transmit, but of course it's really the
16 implementing agencies are the one that are really responsible. And so
17 (*inaudible*) messenger to a certain degree but we'll assist as much as
18 possible. We would like to be a database, resource for everybody. So we
19 would like to, we're collecting volumes right now for transit. And we're
20 providing volumes for vehicles. We're also looking at providing, we hope
21 in the next maybe month or two be able to do bicycle countings and get a
22 good idea of bicycle volumes and pedestrian. Pedestrian's not so much,
23 but bicycle particularly. So we'd like to be considered I think and Tom
24 Murphy would say the same thing, a database depository for all the
25 agencies you know so we can help from that aspect but as far as
26 enforcing we have absolutely no enforcement power to do that. We
27 encourage you and the state will be the really one to I guess to say where
28 you meet targets. It's still a process, these things are still in development.
29 We have pain, we're not to ... let me backpack, some of the stuff like the
30 (*inaudible*) stuff is going to come up in the next two years. You'll have to
31 establish targets. The other parts in the performance management
32 planning process will come much later. The transit stuff may be a year or
33 two in development and of course this may change with the new
34 administration a well, we have no idea. So what we're doing is giving a
35 heads up to start thinking about. We already have, we try to do database
36 management. We've got some stuff for bicycle stuff. We're looking at
37 more detailed volume counts too as well. And we've got to update
38 models. We're already thinking ahead. But again we're looking, we'll be
39 the drivers, MPOs and really and the state will rely on us. So it really
40 depends on what we want to do and question you know what goals we
41 want to set and the measurements.
42

43 Trevino: Okay.
44

45 Marmolejo: Anybody else? Nobody.
46

1 McAdams: Thank you very much Mr. Chairman.

2
3 **7. COMMITTEE AND STAFF COMMENTS**

4
5 **7.1 City of Las Cruces, Dona Ana County, Town of Mesilla, Las Cruces**
6 **Public Schools, RoadRUNNER Transit, SCRTD Project Updates**

7
8 Marmolejo: Okay moving onto item number seven, committee and staff comments.
9 Anybody from City of Las Cruces

10
11 Trevino: There's two projects we have going on still trying to finish up is the
12 LC00190 and LC00130 that we finally met with DOT and hopefully getting
13 some change orders approved so fingers crossed we would get back on
14 those. We've been (*inaudible*) for a couple of months now so hopefully by
15 the middle of summer those'll be completed. That's it from the City.

16
17 Marmolejo: County staff, flood commission.

18
19 Gwynne: We don't have any updates.

20
21 Marmolejo: Engineering.

22
23 Molina: We also don't have any updates.

24
25 Marmolejo: And planning department also for Dona Ana County no updates. Town of
26 Mesilla.

27
28 Shannon: No updates.

29
30 Marmolejo: Las Cruces Public Schools.

31
32 Wray: They're not here today.

33
34 Marmolejo: RoadRUNNER Transit.

35
36 Bartholomew: I don't have the specific project numbers but there is one of our projects
37 in the TIP is to set up the grant for the buses that we got the state of good
38 repair money for, for three buses, and we also have some section 5339
39 that we're getting that's basically assigned to the state that they're
40 assigning to us to order buses, so we hope to be set up in the STIP now
41 and we're hoping to move forward in getting that grant set up to order
42 buses.

43 As far as our service goes, we were hoping to implement another
44 phase of the service plan that we have where we would add another route,
45 that was put in our budget request for this year, however as the budget
46 process has evolved the City has determined that they want to hold off

1 and wait and see how the fiscal year '17 ends before they would commit to
2 adding more money for another route to be put out there. It's not out of
3 the question right now, well we'll see how fiscal year '17 ends and we may
4 be going back to the City Council in August or September to add that
5 additional route that in our service plan. That's it.
6

7 Marmolejo: Pardon my ignorance. So are you guys in the MPO, how do you guys line
8 up if you will. I know you're separate entity, but how's your coordination
9 as far as when it comes to routes with the MPO?
10

11 Bartholomew: Well the MPO, the City is the agent I guess for the MPO and so in a way
12 they're in the Community Development Department of the City, we're in a
13 different department of the City. We're in what's called Quality of Life now,
14 but that's our department as of right now. But really we don't have our
15 own internal planning function in our transit section so the Mesilla Valley
16 MPO and Mike's position is pretty much funded by I believe the FDA
17 funding that they get to help us with transit planning.
18

19 Marmolejo: And they propose a route so you guys coordinate for the routes.
20

21 Bartholomew: Well the service plan that we have right now was done through, they had
22 some funding at the MPO to do a small study for looking at our service
23 plan and they went out to a third party that did the study, devised a plan,
24 and they helped us with the public meetings and everything, but it was a
25 very much cooperative development of the plan between us, but it was led
26 as a planning process by the MPO.
27

28 Marmolejo: Interesting. Thank you. Any project updates? Seeing none from you
29 guys.
30

31 Armijo: Excuse me, for SCRTD.
32

33 Marmolejo: SCRTD yes sir.
34

35 Armijo: So yes a couple of project updates. I know you didn't have a meeting
36 recently and I probably missed the one before that. We've had a pretty
37 busy time the beginning of this year, our ridership has been growing. So
38 as far as project updates, we began our grant funding apparatus, very
39 similar to what you're seeing up there. I'm actually in the process of
40 submitting our performance measures to the New Mexico Department of
41 Transportation and they're pretty extensive under the 5311, they're looking
42 at everything from passengers per mile, passengers per hour and so on. I
43 think those statistics are actually a good thing to have and I look forward
44 to bringing those to this body in the future. One of the reasons is that
45 because we are still very much a startup agency, we're just beginning our
46 second year, in the first half of the year we had pretty meager revenues

1 for service. We had the five buses we rolled out with. So where we are
2 today in projects is we've now started our grants, 5311 began in October
3 and then we have a 5310 grant out of El Paso MPO that allows us to have
4 an additional bus and expansion of service on our purple line and as I
5 mentioned many months ago when that was coming in, that features a flex
6 service and so we've now established a dispatch center and we're kind of
7 staffing ourselves up at the move-it center, so we have a dispatcher and
8 an additional operative as a result of that. So that's allowed us to go from
9 the initial five buses to six buses. It's also allowed us to begin to expand
10 the number of stops and the amount of service we had. We initially
11 started with simply 24 trips on four routes operating every day and then a
12 contract service which was our orange route that goes into Alamogordo.
13 We now have those five routes working together but we're actually running
14 about 30 trips a day, so Monday through Friday.

15 The additional trips have augmented our ridership and our ridership
16 with additional stops have allowed us now to expand I think we're up about
17 83% in the first year, so ridership is growing pretty dynamically, in fact in
18 the first three months of this year we've seen growth on an average
19 monthly basis above 16 to 20%. So we're doing very very well. We've
20 also been able to extend our services into El Paso in both our turquoise
21 line and Chaparral and our purple line which is the flex service under the
22 5310 grant. So with that grant we were able to get our bus in December.
23 We started service in January, and we expanded and made the
24 connections into El Paso.

25 One of the discussion points that Michael and I had earlier today is
26 we're also taking on a performance from our Board that allowed us to
27 provide reciprocity on our fares and something that I'm hoping that the
28 MPOs both in El Paso and here in Mesilla going to have discussions on,
29 since our ridership base tends to overlap and as we make connections
30 both in El Paso through Sun Metro, El Paso County Transit, the gold line,
31 the silver line soon when we get our green service running later this year,
32 and of course RoadRUNNER in Cruces, meaning more specifically that
33 we give opportunities for people to transfer between our services. We
34 accept all script from these other agencies for no fare on our bus services.
35 So if somebody from RoadRUNNER or El Paso Sun Metro has a monthly
36 pass or a day pass or even a transfer we'll accept that on our buses. That
37 certainly has helped us a little bit with ridership, but I don't think most
38 people even know we have that service, it's more of a word of mouth and
39 that's certainly something for us to grow on. We've also begun working on
40 a beta test, so by next week we'll actually launch a new website and that
41 will help us connect to our Facebook and social media pages and Twitter.
42 But probably most importantly is we're doing it on a Google map base and
43 our next step in the process will be to actually launch a Goggle app that'll be
44 available on phones and for better coordination and it's really going to do
45 great, I've been looking at the site and it's pretty good once we can link all
46 of our different services together I think that's going to be great. So a lot

1 going on with the service. We're looking forward to see where we are with
2 our next grants and funding time is available so we'll see where we are
3 with the County and hopefully this chamber we'll be seeing more money
4 coming forward to us so.

5 And then last our approved last month picking up a couple more
6 buses, we're actually picking up two vehicles that are slightly used, a few
7 miles on them but, about 50,000, 60,000 miles from Rio Metro and one of
8 the reasons that Rio Metro's giving us the buses out of the graces of their
9 good heart is that the State of New Mexico's getting really tough on fleets
10 and so they're spare ratio was above the average and so we're actually
11 helping Rio Metro out by taking a couple buses off their hands, putting
12 them into our service, but that'll also help us because we've been getting
13 by with just one spare and that's pretty tight even with a new service, so
14 this will help augment that and allow us to maybe run some more trips in
15 the afternoon soon. So again one of the advantages that transit can do,
16 back to the presentation that Michael was making earlier, performance
17 measures help us get some insight into what's happening, but I think in the
18 end it's working together cooperatively. Much of our ridership growth in
19 recent months is coming from people who are using our service from
20 RoadRUNNER and people who are using our service from Sun Metro and
21 I think at the end of the day we just want to keep more people riding the
22 buses and I think if we can all work together to do that I think that's a great
23 advantage.

24 And last I'll say on the performance measures, I think one of the
25 things that is great on ours is that while our ridership even though it's
26 growing is still very low because it's only, we're just starting our second
27 year, but what's interesting is when you start looking at cost effectiveness.
28 Our cost effectiveness is actually very very good and those numbers are
29 actually good numbers to look at, especially when you see the trend line
30 because as ridership is going up and were not adding any costs, guess
31 what, performance is improving. So there's a lot of things that goes into
32 the service and I think these are very good measures to have as we go
33 forward and I think there'll be obviously more dialogue on that and we'll be
34 sharing our information with the MPO and hopefully we'll learn from each
35 other as we go forward. So that's the end of my report though. Thank you
36 for listening.

37
38 Marmolejo: Thank you.

39 40 **7.2 NMDOT Projects Update**

41
42 Marmolejo: DOT.

43
44 Love: We have a couple of projects. Spitz, Main and Solano, that intersection
45 project just got underway. The scope of that project is to completely redo
46 that intersection, concrete paving, new traffic signals, lighting, rerouting,

1 changing the geometry of some of the connecting streets. And like I said
2 the project just started, probably going to take a year of construction so be
3 careful driving through there.

4 Next project that's been ongoing is US-70 from about the White
5 Sands Missile Range turnoff all the way to the Otero County line, we're
6 doing a pavement preservation project out there and if you're heading
7 toward Alamogordo you're probably see orange barrels and new
8 pavement out there.

9 A project that's coming up real soon is traffic signal that's going to
10 be put at 17th Street and Picacho. That project just got awarded and so
11 we're looking forward to contractor start working probably a couple of
12 months. Any questions?

13
14 Gwynne: Yes. Isn't there a project coming up very soon for University and I-25?

15
16 Love: Yes. That project is still under design.

17
18 Gwynne: Okay.

19
20 Love: So the actual project probably won't be looking at construction until late
21 next year.

22
23 Gwynne: Okay.

24
25 Wray: It's in the TIP for '18.

26
27 Gwynne: Okay. Thank you.

28
29 Bartholomew: I had a question of Harold. With the light at Picacho and 17th Street
30 what's the anticipated completion time for that one?

31
32 Love: I could not find that information. Sorry. You know a signal project with
33 some minor roadway improvements, I'm thinking it's probably four months
34 at the most project.

35
36 Bartholomew: This calendar year?

37
38 Love: Yes.

39
40 Bartholomew: Thank you.

41
42 Marmolejo: Any other questions? Seeing none.

43
44 **7.3 MPO Staff Projects Update**

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46 **8. PUBLIC COMMENT**

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Montoya: So we can go ahead and move onto item eight, any public input. Seeing none.

9. ADJOURNMENT (4:55 PM)

Marmolejo: Item nine. Anybody want to make a motion for adjournment.

Love: So moved.

Bartholomew: Second.

Marmolejo: Okay. Thank you everybody. By the way tell Jolene that we appreciate her coming on board and then what she had to do ... I'll look forward to seeing her next time. Thank you.



Chairperson