



# METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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## MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE SPECIAL MEETING AGENDA

The following is the Agenda for a SPECIAL MEETING of the Policy Committee of the Mesilla Valley Metropolitan Planning Organization (MVMPO) to be held **November 14, 2018 at 1:00 p.m.** in the in the **City of Las Cruces Council Chambers**, 700 North Main, Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://MesillaValleyMPO.org).

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1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **PLEDGE OF ALLEGIANCE** \_\_\_\_\_ **Chair**
3. **CONFLICT OF INTEREST INQUIRY** \_\_\_\_\_ **Chair**  
*Does any Committee Member have any known or perceived conflict of interest with any item on the agenda? If so, that Committee Member may recuse themselves from voting on a specific matter, or if they feel that they can be impartial, we will put their participation up to a vote by the rest of the Committee.*
4. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
5. **CONSENT AGENDA\*** \_\_\_\_\_ **Chair**
6. **\* APPROVAL OF MINUTES** \_\_\_\_\_  
6.1. \* October 10, 2018 \_\_\_\_\_ **Chair**
7. **ACTION ITEMS** \_\_\_\_\_
  - 7.1. \*Resolution 18-11: A Resolution Adopting the 2018 Annual Listing of Obligated Projects\_\_ **MPO Staff**
  - 7.2. \*Resolution 18-12: A Resolution Adopting the 2019 Mesilla Valley MPO Meeting Calendar \_\_\_\_\_  
\_\_\_\_\_ **MPO Staff**
  - 7.3. Resolution 18-13: A Resolution Endorsing Applications to NMDOT for the Transportation Alternatives Program and Recreational Trails Program \_\_\_\_\_ **MPO Staff**
  - 7.4. Resolution 18-14: A Resolution Amending the 2018-2023 Transportation Improvement Program \_\_\_\_\_  
\_\_\_\_\_ **MPO Staff**
  - 7.5. Resolution 18-15: A Resolution Adopting the Mesilla Valley MPO Safety Performance Targets for 2019 \_\_\_\_\_  
\_\_\_\_\_ **MPO Staff**
  - 7.6. Resolution 18-16: A Resolution Adopting the Mesilla Valley MPO State of Good Repair Performance Targets for 2019 \_\_\_\_\_ **MPO Staff**

7.7. Resolution 18-17: A Resolution Adopting the Mesilla Valley MPO System Performance Targets for 2019 \_\_\_\_\_ **MPO Staff**

8. **DISCUSSION ITEMS** \_\_\_\_\_

8.1. NMDOT Update \_\_\_\_\_ **NMDOT Staff**

9. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_ **Chair**

10. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**

11. **ADJOURNMENT** \_\_\_\_\_ **Chair**



1                   **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**  
2                   **POLICY COMMITTEE**

3  
4   The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning  
5   Organization (MPO) Policy Committee which was held October 10, 2018 at 1:00 p.m. in  
6   the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.  
7

8  
9   **MEMBERS PRESENT:**     Mayor Nora Barraza (Town of Mesilla) (arrived 1:22)  
10                           Trent Doolittle (NMDOT)  
11                           Councillor Jack Eakman (CLC)  
12                           Commissioner Kim Hakes (DAC)  
13                           Trustee Stephanie Johnson-Burick (Town of Mesilla)  
14                           Councillor Gabriel Vasquez (CLC)  
15                           Commissioner Benjamin Rawson (DAC)  
16                           Commissioner Isabella Solis (DAC)  
17                           Councillor Gill Sorg (CLC)  
18

19   **MEMBERS ABSENT:**     Trustee Carlos Arzabal  
20

21   **STAFF PRESENT:**       Andrew Wray (MPO staff)  
22                           Michael McAdams (MPO staff)  
23                           Debra Fuller (MPO Staff)  
24

25   **OTHERS PRESENT:**     Stuart Ed, City Manager  
26                           Larry Nichols, CLC  
27                           Becky Baum, RC Creations, LLC, Recording Secretary  
28

29   **1.     CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:00 PM)**  
30

31   Eakman:     I'm told we do have a quorum here today and I'd like to make sure that we  
32                   reward the people who are on time. Love doing that.  
33

34   **2.     PLEDGE OF ALLEGIANCE**  
35

36   Eakman:     Would you all join me in the Pledge of Allegiance.  
37

38   ALL STAND FOR THE PLEDGE OF ALLEGIANCE.  
39

40   Eakman:     Thank you so much.  
41

42   **3.     CONFLICT OF INTEREST INQUIRY**  
43

44   Eakman:     If you would please take a look at the agenda and affirm for me or deny for  
45                   me that you might have a conflict of interest with anything on the agenda.  
46                   I have no conflict.

1  
2 J-Burick: No conflict.

3  
4 Vasquez: None.

5  
6 Solis: None here.

7  
8 Doolittle: None.

9  
10 Hakes: None.

11  
12 Eakman: Thank you all so much. Let the record show that we are almost all here  
13 today. That's wonderful thank you.

14  
15 **4. PUBLIC COMMENT**

16  
17 Eakman: First of all, is there any public comment to come before this Policy  
18 Committee today? Hearing none.

19  
20 **5. CONSENT AGENDA \***

21  
22 Eakman: The consent agenda is ahead of us. I would like to request that we move  
23 one action item 7.4 to the first item of action items, if that's agreeable to  
24 the members. Is that agreeable?

25  
26 Rawson: Mr. Chairman, are you saying to do that before the consent agenda?

27  
28 Eakman: No. I'm saying that I'm not to do that before the consent agenda I'd just  
29 like to give everybody a heads ups that that is what my request is going to  
30 be. No problem? Okay. Then I would ask if anybody would feel inclined  
31 to move approval of the consent agenda.

32  
33 Sorg: Move to approve the consent.

34  
35 Vasquez: Second

36  
37 Eakman: Moved by Mayor Pro Tem Sorg and Councilor Vasquez seconded that we  
38 approve the consent agenda. Becky would you take the role?

39  
40 Baum: Board member Hakes.

41  
42 Hakes: Yes.

43  
44 Baum: Board Member Doolittle.

45  
46 Doolittle: Yes.

1  
2 Baum: Board Member Solis.  
3  
4 Solis: Yes.  
5  
6 Baum: Board Member Vasquez.  
7  
8 Vasquez: Yes.  
9  
10 Baum: Board Member Johnson-Burick. Thank you. My apologies, Johnson-  
11 Burick.  
12  
13 J-Burick: It's okay. Yes.  
14  
15 Baum: Board Member Sorg.  
16  
17 Sorg: Yes.  
18  
19 Baum: Board Member Rawson.  
20  
21 Rawson: Yes.  
22  
23 Baum: Chairman Eakman.  
24  
25 Eakman: Yes.  
26  
27 **6. \* APPROVAL OF MINUTES**  
28  
29 **6.1 \* September 5, 2018**  
30  
31 - VOTED ON VIA THE CONSENT AGENDA  
32  
33 **7. ACTION ITEMS**  
34  
35 **7.1 \* Resolution 18-07: A Resolution Adopting the Mesilla Valley MPO**  
36 **Public Participation Plan (PPP)**  
37  
38 - VOTED ON VIA THE CONSENT AGENDA  
39  
40 **7.4 Resolution 18-10: A Resolution Accepting the Appointment of the**  
41 **Interim MPO Officer**  
42  
43 Eakman: And now we will move on to Resolution number 7.4 which is 18-10. It's in  
44 your packet.  
45  
46 Sorg: Mr. Chairman

1  
2 Eakman: Yes.  
3  
4 Sorg: I'll move to approve that.  
5  
6 Eakman: Is there a second?  
7  
8 J-Burick: Second.  
9  
10 Eakman: Is there any discussion? Yes Mr. Doolittle.  
11  
12 Doolittle: Mr. Chair I just have a couple of questions not necessarily tied to the  
13 appointment of the interim, but maybe some discussion tied to where we  
14 go from here. I have all the confidence in Andrew and specifically the staff  
15 in moving us forward during this interim process, but just to let you all  
16 know we're going through the exact same process right now in the El Paso  
17 MPO. They lost their director. I was involved in the hiring of the director  
18 that just recently retired so I'm curious where we're going from here. The  
19 JPA very specifically says that this Board will be involved with the City. I  
20 don't know if that means we're reviewing the questions, if we're part of the  
21 hiring panel, so I was just curious where we go from here.  
22  
23 Eakman: Excellent. This is why I invited the City Manager here today to talk about  
24 the manner in which he foresees this happening in cooperation with this  
25 Policy Board. We'll discuss that immediately after passage of this  
26 resolution for the temporary, if that's okay with everyone. Would that  
27 answer that Mr. Doolittle?  
28  
29 Doolittle: The only thing that I still a little bit am concerned, although I do have the  
30 trust in Andrew and I intend on voting yes, is again the JPA is very clear  
31 that any actions tied to the Director is in coordination with the Board and I  
32 don't know if there was any input, if there was any discussion. That's my  
33 only concern is I need to make sure that we're following the JPA and if by  
34 this motion and this vote that conforms to that JPA then I'm okay with that.  
35 I just want to make sure that we are following the rules that we're  
36 supposed to.  
37  
38 Eakman: In my understanding by passing this resolution we are in compliance with  
39 the JPA for the appointment of a temporary and then we'll have to move  
40 on to the selection process of the incoming Director of the MPO, which I  
41 think we can have a discussion on after this passes. If that's okay.  
42  
43 Doolittle: Okay. I apologize Mr. Chair. One more question, salary so again I don't  
44 mean to compare this one to the El Paso MPO, but the Board was  
45 involved in the discussion with salary. I don't know if that's been taken  
46 care of with Andrew at this point, because that is reimbursable through the

1 department and then through the review of Jolene. So, by this resolution  
2 are we involved in that discussion or is it taken care of directly through the  
3 City?  
4  
5 Eakman: I would ask Mr. Ed what his input might be on that if it's.  
6  
7 Vasquez: Mr. Chair.  
8  
9 Eakman: Yes.  
10  
11 Vasquez: Are we still not on the vote to approve the minutes?  
12  
13 Eakman: We did take action on the consent agenda which approved the minutes  
14 and item 7.1.  
15  
16 Vasquez: Okay. Thank you.  
17  
18 Eakman: Thank you. Before I get to that Mr. Ed, Vice-Chair Rawson, you had a  
19 question also?  
20  
21 Rawson: My question may be answered through this, but I would also like to hear a  
22 little bit about what the process was for the City of Las Cruces to  
23 designate Mr. Wray, and then what type of notice that we had from Mr.  
24 Murphy for his resignation, but that can probably all be answered in the  
25 same response.  
26  
27 Eakman: I believe it can. Mr. Reid, would you feel comfortable addressing this?  
28  
29 Ed: Well of course. First off, I want to wish the Committee a good afternoon.  
30 I'm Stuart Ed, City Manager for the City of Las Cruces and it's a beautiful  
31 day in the City of Las Cruces so welcome. I'll answer as many questions  
32 as I can, if I fail to answer any of your questions, just let me know. If I'm  
33 unable to I'll certainly get you the information.  
34 So in terms of the retirement, we received a two-week notice from  
35 Mr. Murphy and so his retirement went into effect on September 30, 2018  
36 and as the administrative overseer of that position, the City also is the  
37 supervisory responsibility. That position is evaluated annually by the  
38 Director of Community Development not the Board and so we've been  
39 traditionally you have given the administrative oversight of that position to  
40 the City of Las Cruces and so we went ahead and looked within the  
41 organization.  
42 My administrative policy is looking for people that meet the  
43 qualifications of the position generally internal candidates. Technically I  
44 can provisionally appoint anybody that's qualified in the position. Normally  
45 it's somebody from within the organization who is qualified and in this case

1 we reviewed the qualifications of Mr. Wray. He is qualified. He is a  
2 member of the MPO Staff and so we made the provisional appointment.

3 The City's typical process for pay is typically 5% or the low end of  
4 the position. So the position of Director has a salary scale, a maximum  
5 and a minimum and so the typical analysis is we'll look at Mr. Wray's  
6 salary and then add 5% for the provisional appointment or if the minimum  
7 of the position that he is provisionally occupying is higher than that 5%  
8 then he will get the additional amount that covers the entry level salary for  
9 that position. So that's typically how the salary analysis is done. Again  
10 the Board has deferred the administrative oversight of that position so we  
11 treat this position just like with any other policy and procedure. As it  
12 stands right now there is the JPA Agreement and so moving forward we  
13 would look to do just like we do with other critical positions it is our past  
14 practice to include the committees, relevant technical members of our  
15 community in this case with the JPA we would certainly be looking at an  
16 inclusive process with the Board and making sure that you are a part of  
17 that process and played an active role in assessing candidates and having  
18 a say in the final decision.

19 I think there is some question about how El Paso does it compared  
20 to here. I've spent a lot of time with the MPO in El Paso so I've actually  
21 got a lot of historical information. I'll try not to get too extensive with that. I  
22 would say that based upon the size of the region, the resources of the  
23 region, it's a little different here just by virtue of that. When I first landed in  
24 El Paso, the MPO was very much centered through the City of El Paso,  
25 just like this position is; specifically the MPO staff were hired by the City of  
26 El Paso; the staff was located within City Hall and so that kind of mirrors  
27 the arrangement that we have now and that was back in 1995. And then  
28 as time progressed the MPO Board decided to have more autonomy and  
29 so there was a real strong push to move that entity physically out of City  
30 Hall and so the MPO Board looked at identifying a new location, moving  
31 the MPO out of City Hall but with that comes additional costs.

32 So, what happened was that increased the cost of the MPO. There  
33 had to be a plan in place to pay for the administrative duplication of  
34 equipment, office space, monthly lease, paper, pencils, pen all of the day-  
35 to-day operations. That was really a serious consideration that the region  
36 had to discuss how that was going to be paid for and so those are the type  
37 of things that each of the entities that make up the MPO would have to  
38 address.

39 You do gain efficiencies by housing the function here. Obviously  
40 we're the largest governmental entity in the region and so there's I think  
41 traditionally been that inclusion here and we do as a city absorb a lot of  
42 the administrative costs and I think the City hasn't had any issues with  
43 that. It's not something that hasn't been something that the City's been  
44 unwilling or that it's been an issue to address with the Board. So, at any  
45 time if that becomes not acceptable or you wish to make a change again,  
46 moving the location here in the administrative oversight will incur some

1 additional costs that you will have to consider. But those are some things  
2 that happened in El Paso.

3 The other thing that is a difference is the Director for the El Paso  
4 MPO was primarily paid for by the MPO so what you found was the  
5 executive leadership is paid for by the region and then the administrative  
6 staff is generally paid for by the City and so these are things that are  
7 negotiated between the Board and all of the entities, not just the City of  
8 Las Cruces, but all of the entities to come to an agreement in terms of  
9 these cost centers so those are the types of things that you all would have  
10 to work out with one another.

11 So, I hope that answers some of your questions. I think what I will  
12 share with you all is I'm very sensitive to the regional nature of the MPO  
13 and respect it and so I want to assure you that given our configuration now  
14 I'm going to certainly comply with the JPA in terms of the letter of the law,  
15 but I think the spirit of that agreement is the regionalization of the MPO  
16 and the fact that it has impacts on all of our communities and jurisdictions.  
17 And so I want to assure the Board that I'm sensitive to that. I have a  
18 complete understanding of that having a background in transit and  
19 transportation myself, and I fully understand the complexities and I'm not  
20 looking to add to any of those complexities. I want to do everything that I  
21 can to minimize those and to work together and be inclusive and so you  
22 have my professional and personal assurance that I'll always have a  
23 respect for that and as we move forward with the hiring of the permanent  
24 position we will certainly include the region and include the Board with that  
25 process, so that the outcome is something that's very agreeable to the  
26 Board. And I stand for any questions Mr. Chair.

27  
28 Eakman: Thank you Mr. Ed. I have a question for the Policy Committee then. How  
29 many members of the Policy Committee would like to be on the Selection  
30 Committee? We all have so much extra time. We have a member, a  
31 trusty from Mesilla. We could have one from each entity. Then with Vice  
32 Chair Rawson, Board Member Sorg and Johnson-Burick. Yes Mr.  
33 Doolittle.

34  
35 Doolittle: Mr. Chair, if it would please the Board, I'd also like to sit in on that  
36 selection panel.

37  
38 Eakman: Well, thank you so much. Mr. Ed, Mr. Nichols, would this be possible as  
39 you go through your deliberations?

40  
41 Ed: The process would be and we do have the position being recruited. So  
42 the normal process is that our HR Department will be in charge of the  
43 recruitment and will receive the applications and screen those applications  
44 and identify through the HR Process a list of candidates and kind of  
45 provide the order merit list in terms of education, experience and  
46 qualifications. Make a recommendation of five finalists and then we would

1 have a selection process that would include the Committee made up of  
2 you all.

3  
4 We would ask from the Committee to submit questions that they  
5 wish to ask. Those questions would be collected and vetted through the  
6 HR Department to make sure there is legal compliance and there's not  
7 duplication. The list of questions would be synthesized and then on the  
8 date of the Committee those questions would be distributed at that time.

9 Once the Committee formed and the candidates would cycle  
10 through, and then the process would be each of the Committee Members  
11 would be assigned a question to ask so that every candidate faces the  
12 exact same questions asked by the same person. Certainly as questions  
13 are answered additional questions that may extend from the interview  
14 directly related to the answer provided by each of the candidates could be  
15 asked by the Committee.

16 Then at the conclusion of each interview the Committee Members  
17 would rate each of the candidates. There would be provided HR a matrix  
18 you could score each of the candidates. Then you would have an  
19 individual score for each of the candidates and then we would collect and  
20 have an aggregate for the Committee and then that score would be  
21 available to the Committee to review, make any final comments and in  
22 terms of the hiring and normally that's based upon the administrative  
23 arrangement.

24 I understand, my understanding is that I would be the one to do the  
25 hiring. But I would defer that to the Committee's number unless and if  
26 there was anything based upon the Committee's feedback that didn't  
27 make any sense or something that was difficult for me to make the  
28 selection, I would share that with the Committee. We could sort all that  
29 out at that time, but that's kind of generally the process that I see. And if  
30 that's an agreeable process we can proceed forward with that. If it's not, if  
31 there's an adjustment to that, I would be happy to entertain that.

32  
33 Eakman: Does anyone have a counter opinion to that process, especial members of  
34 this selection Committee? Sound feasible. Very good. Mr. Ed, would you  
35 introduce Mr. Nichols?

36  
37 Ed: Yes, I would like to introduce Mr. Larry Nichols. He's our Community  
38 Development Director and he's also available if you have any questions.

39  
40 Nichols: Good afternoon Mr. Chairman and Members of the Committee. I'm Larry  
41 Nichols the Director of the Community Development Department. The  
42 MPO Officer is under my prevue in the department. I think it would be  
43 very informative for the Committee to know that our department has  
44 completed our PEAK Performance and our Managing for Results  
45 Structuring and we have a strategic business plan. The MPO Officer is a  
46 Program Manager in that structure similar to the program manager for the



1 building or for the planning. So it's an important position and one that we  
2 fully resource and make available to your Committee as well as to the  
3 citizenry of the City. We'd have weekly staff meetings in addition to the  
4 meetings that you will have with that individual, but the recruitment as Mr.  
5 Ed spoke to will be one that will be advertised. We have been very  
6 fortunate in the recent last few months some of the other vacancies that  
7 we have filled or we have been getting a very responsive number of folks  
8 apply for the positions that we have been advertising. I would anticipate  
9 this would be the similar situation given the importance of the position.  
10 We will certainly keep you informed on the progress of the recruitment.  
11  
12 Eakman: Any questions of Mr. Nichols? Yes, Ms. Johnson-Burick.  
13  
14 J-Burick: Thank you. Would it be possible to have in advance, well one, are there  
15 going to be any modifications that HR will be doing to the job description  
16 that you foresee? And secondly, would it be possible to forward that job  
17 description to the Board?  
18  
19 Ed: Mr. Chair. We'd be happy to forward the job description to you all and  
20 have you review. If there's anything that you would like to have adjusted  
21 you can provide that feedback. I don't believe at this point there's a desire  
22 to change the job description. We always make sure to do a review, we're  
23 in the process of going through a classifications and compensation study  
24 that has been done by an outside third party reviewing all of our job  
25 descriptions and our compensation packets and that includes this position.  
26 So, frankly it's already been reviewed so I'm happy to forward that to you  
27 and if you have any feedback on that or something that's a showstopper  
28 that you feel needs to be addressed we can certainly make that  
29 adjustment. If we were to adjust the job description we would provide that  
30 to the entire Board.  
31  
32 J-Burick: Thank you. I'm just probably more, would like to have it prior to obviously  
33 selecting the candidates so I can review it. Thank you.  
34  
35 Ed: Yes ma'am.  
36  
37 J-Burick: Thank you.  
38  
39 Ed: There was one other minor, a clarification for the difference between this  
40 MPO and the El Paso MPO. I had mentioned that the salary of the MPO  
41 Staff was paid by the City of El Paso, the Executive Leadership, the  
42 Director and Assistant Director, were paid for by the region. And so, when  
43 this all transformed there was a decision made that the Executive Director  
44 would no longer report as a department to within the City of El Paso but  
45 that the MPO Director would report to the Board. And so the MPO  
46 Director actually has twenty-seven bosses in the El Paso MPO.

1           On a professional note, you know I observed that, that has its  
2 strengths and its weaknesses. I would strongly recommend that given the  
3 size of the MPO, the population densities the resources available in the  
4 region, unless there's been a lack of satisfaction by the MPO Board I  
5 would recommend we maintain the current structure. I think it's most  
6 efficient and effective, but of course that always up for review. And for  
7 that MPO Director to have 20 bosses or 27 bosses it's a bit of a challenge  
8 in the region. I mean it's got its strengths you know each of the regional  
9 leader political entities has a say directly to the Director and that's  
10 something viewed as a benefit, but in terms of qualifying, quantifying  
11 performance evaluations, that's always a bit of a challenge. You gain and  
12 you lose, but I think given the size of our region and the resources, I would  
13 recommend we stay with the arrangement. I think the City is happy to  
14 continue the arrangement as well. And that it would be my  
15 recommendation to Mayor and Council that we continue as well. Thank  
16 you.

17  
18 Eakman: Thank you Mr. Ed. Are there further questions of Mr. Ed or Mr. Nichols?  
19 Mr. Doolittle.

20  
21 Doolittle: Thank you Mr. Chair. I don't really have any questions, I just wanted to  
22 clarify. I appreciate you all coming and answering my questions, I also  
23 appreciate the fact that some of this Board will be able to sit in on the  
24 interviews. I think that was probably the biggest difference that I noticed  
25 at least in the hiring process. I agree with what Mr. Ed said sitting on both  
26 MPO Boards and the Executive Committee in El Paso, I think the way we  
27 manage here certainly serves the region well. But I just wanted to say I  
28 appreciate the fact that we'll be able at least participate and review the  
29 candidates and you know regionally see what works best for all of us to  
30 include each entity and the DOT. So thank you for answering my  
31 questions and I look forward to working with you all.

32  
33 Ed: Yes sir. The last thing I will say Mr. Chair, is I understand the importance  
34 of the concerns with the Director position, which is why I'm here and this is  
35 I think my first MPO Meeting so this is a big deal, you know it's a big  
36 change. Mr. Murphy was a long standing officer for the MPO so I  
37 recognize that this is a critical moment which is why I'm here. So I wanted  
38 to personally share my thoughts with each of the members of the Board  
39 just so that they heard it from me and I wanted to let you all know that I  
40 understand the concerns and I take them very seriously and I'm here for  
41 you and I'm going to be very responsive to you as a Board. So, I just  
42 wanted to be here to talk with you during this transition time. So, thank  
43 you.

44  
45 Eakman: Thank you. Ms. Baum where do we stand on this? Have we had a motion  
46 and a second for 7.4?

1  
2 Baum: Yes sir, we have.  
3  
4 Eakman: Then I think it is time to vote on that issue if we could unless somebody  
5 has another question. Ms. Baum will you poll the Board.  
6  
7 Baum: Certainly. Board Member Barraza.  
8  
9 Barraza: Yes.  
10  
11 Baum: Board Member Hakes.  
12  
13 Hakes: Yes.  
14  
15 Baum: Board Member Doolittle.  
16  
17 Doolittle: Yes.  
18  
19 Baum: Board Member Solis.  
20  
21 Solis: Yes.  
22  
23 Baum: Board Member Vasquez.  
24  
25 Vasquez: Yes.  
26  
27 Baum: Board Member Johnson-Burick.  
28  
29 J-Burick: Yes.  
30  
31 Baum: Board Member Sorg.  
32  
33 Sorg: Yes.  
34  
35 Baum: Board Member Rawson.  
36  
37 Rawson: Yes.  
38  
39 Baum: Chairman Eakman.  
40  
41 Eakman: Yes. Thank you so much for your time. I appreciate the Board's keen  
42 interest in this. It's a very important time in our history. Thank you.  
43  
44 **7.2 Resolution 18-08: A Resolution Adopting the Mesilla Valley MPO**  
45 **Title VI Plan**  
46

1 Eakman: Now let us move to Resolution 18-08 adopting the Mesilla Valley MPO  
2 Title VI Plan. Mr. Wray.  
3  
4 Wray: Thank you Mr. Chair if the Committee will indulge me for a moment while I  
5 adjust the podium. Mr. Chair, Members of the Committee as this Board is  
6 aware since April of this year we have had an open public comment period  
7 for our impending adoption of Title VI Plan. This plan is a requirement  
8 from the State of New Mexico and the U.S. Department of Transportation.  
9 This plan exercises the assurance to the U.S. DOT that no persons are  
10 excluded from the planning process.  
11 I would like to note that in compliance with regulations from  
12 NMDOT the Title VI Policy statement and the Title VI Complaint Forms  
13 that are now included in the Title VI Plans are included in Spanish as well.  
14 The full and complete draft is included in your packets for you today.  
15 One final note, the Title VI Plan has historically existed as part of  
16 the Public Participation Plan which this Committee just updated as part of  
17 the consent agenda today. New requirements from NMDOT that this plan  
18 be updated every three years now requires that the Title VI Plan exists on  
19 its own.  
20 The BPAC reviewed the draft of Title VI Plan at their August 21st  
21 meeting and recommended approval. The Technical Advisory Committee  
22 reviewed the plan at their October 4th meeting and recommended  
23 approval. And MPO Staff also recommends that the Policy Committee  
24 adopt this. And I will stand now for any questions.  
25 Actually, if the Committee will indulge me there's one last thing I  
26 wish to show everyone. In that our website, if I can spell correctly, is now  
27 viewable in Spanish. This was not a specific requirement of the DOT yet,  
28 but when we first publicly displayed this to the TAC last week DOT was  
29 very pleased, so a little feather in our cap.  
30  
31 Eakman: Are there any questions or comments from the Board? Board Member  
32 Sorg.  
33  
34 Sorg: Thank you Mr. Chairman and thank you Mr. Wray for presenting this. This  
35 is the Title VI Plan? Am I reading the correctly?  
36  
37 Wray: Yes, Title VI of the Civil Rights Act, yes.  
38  
39 Sorg: And it is Resolution 18-08?  
40  
41 Wray: Yes, that is correct.  
42  
43 Sorg: I think we kind of took this out of order didn't we? We didn't do 18-07 yet.  
44  
45 Wray: Mr. Chair, Councilor Sorg. Resolution 18-07 the Public Participation Plan  
46 that was done via the consent agenda.

1  
2 Sorg: Oh, I'm sorry I didn't see the asterisk there, I apologize. So, in this case  
3 then, I do have a question. I do have a question. Page 26 of this, I  
4 believe it's this Resolution, and page 25 there's an Appendix D and an  
5 Appendix E and as far as I can tell are those exactly the same or are they  
6 different? The language in it is so much the same. Are they different?  
7

8 Wray: Yes, Mr. Chair, Councilor Sorg. Yes, staff actually had some I don't know  
9 if qualms is the right word, we questioned the need to include all the  
10 appendices from the template that NMDOT gave to us, including these  
11 appendices because as the Committee if they reviewed the appendices  
12 would notice for a small MPO such as ours there's very little applicability  
13 for a number of these items. But the recommendation is that these be  
14 kept as part of the Title VI Plan just as a "just in case." And, yes,  
15 Appendix D and Appendix E there is some slight variation between the  
16 language in the document but yes, staff did question the need to keep the  
17 appendices in, but the recommendation is that we keep all the appendices  
18 in as part of the Title VI Plan so that is part of the recommendation staff is  
19 making today.  
20

21 Sorg: Right. Well as you can see, I was kind of confused because the title of the  
22 Appendix is exactly the same in both.  
23

24 Wray: Yes. They are covering similar topics, but the language is slightly  
25 different.  
26

27 Sorg: Okay, no problem. That is all for now Mr. Chairman. Thank you.  
28

29 Eakman: Thank you. Vice-Chair Rawson.  
30

31 Rawson: Thank you Mr. Chair. First I would like to congratulate Mr. Wray.  
32 Congratulations on your new position.  
33

34 Wray: Thank you very much, I appreciate it.  
35

36 Rawson: We have a current Title VI Plan already in place. It was just included in  
37 the Public Participation Plan correct?  
38

39 Wray: That is correct, yes.  
40

41 Rawson: Are there any substantial differences from the old Title VI Plan and to the  
42 new Title VI Plan?  
43

44 Wray: The most notable difference is going to be the inclusion of the Spanish  
45 translation of the Policy Statement and the Complaint Form itself.

1 Historically we operated that if a complainant wished to have  
2 copies available in Spanish that we would then get those translated. The  
3 decision was made, and I agree with this decision, that that was no longer  
4 to be considered adequate and that's the reason why it's now a  
5 requirement that those documents be available in the Complaint  
6 Document itself in Spanish.

7 Additionally, and I'm not sure what page it is on, but it is also a  
8 requirement of an NMDOT for compliance that an individual's name  
9 appear within the document. It is on page nine of the, I apologize we did  
10 not number the packet as a whole, but it is on page nine of the Title VI  
11 Plan. An individual's name must appear within the document for an  
12 aggrieved party to direct their complaint to. And with retirement of Mr.  
13 Murphy two weeks ago we updated the existing document that at that time  
14 was the Title VI Plan with my name. My name is included in this  
15 document here today that will go up on to the website as the published  
16 document as soon as the Committee takes action on it. Those are really  
17 the two most significant changes.

18 I'm glad to say that in the fifteen years that I am aware of drawing  
19 on Mr. Murphy's previous experience from having been here before I was,  
20 this MPO has never had a Title VI complaint filed against it. We certainly  
21 aim and strive to continue that perfect record.

22  
23 Rawson: Terrific. Thank you Mr. Chairman. Mr. Wray one last comment that I have  
24 is on the second page of the Resolution. We have an interesting setup of  
25 voters for this item that appears to be an old list and so I just want to make  
26 sure that we correct that as we vote. I don't think there's any substantial,  
27 I just wanted to bring that to people's attention. Thank you.

28  
29 Wray: Thank you Mr. Chair and Commissioner Rawson. We did miss that. We  
30 will get this corrected.

31  
32 Eakman: Thank you Vice-Chair Rawson. Is there any other comments or  
33 questions? Yes Miss Johnson-Burick.

34  
35 J-Burick: Thank you. People are forgetting my name and I'm forgetting to turn this  
36 on and I just better start all over. Okay, I had a couple of comments and I  
37 know that I think a few of us caught the one Commissioner Rawson had  
38 mentioned, but in the and I just want to confirm because even though the  
39 stand alone for the Title VI is again a stand alone document we're still  
40 listing it in the Table of Contents for the Public Participation Plan and  
41 having a section that addresses that.

42  
43 Wray: I did not notice that. I will verify that in the Public Participation Plan right  
44 now.

45  
46 J-Burick: It's under Public Participation Requirements.

1  
2 Wray: Oh, okay that's ...  
3  
4 J-Burick: Because it kind of introduces it but, I can see us having an additional  
5 document.  
6  
7 Wray: Yes, that is actually intentional and appropriate as part of that.  
8  
9 J-Burick: Okay.  
10  
11 Wray: Yes, yes that is I understand what you are asking now and yes that is a  
12 section within the Title VI Plan. It is very closely related to the Public  
13 Participation Plan. Basically it is kind of just a short summation for these  
14 purposes.  
15  
16 J-Burick: That's what I was, okay. That's what I wanted to confirm. The second  
17 comment is under the State Open Meetings Act and I always kind of bring  
18 this up and whenever I'm in meetings such as this because we have here  
19 three days prior for the agenda to be posted, but I'm always comfortable  
20 with following what the actual State Open Meetings Act states and that's  
21 the 72 hours prior.  
22  
23 Wray: Yes.  
24  
25 J-Burick: So, I mean that's just a suggestion that I would propose to, you know for  
26 the transparency and following because three days is different than  
27 seventy-two hours.  
28  
29 Wray: Mr. Chair, Trustee Johnson-Burick. The practice of this MPO in order for  
30 compliance with the Open Meetings Act as far as the public  
31 announcement getting it in local a newspaper, the Sun News in the case  
32 of this MPO, we actually published the MPO agenda nearly two weeks in  
33 advance of the meeting itself. So just to allay concerns on that we are  
34 well in compliance with the Open Meetings Act on that front. However,  
35 certainly this document is open to amending by this Committee if it is  
36 decided that 72-hour language would be better in this document, we can  
37 certainly make that change.  
38  
39 J-Burick: I'm just more comfortable with that language, but I confer to my fellow  
40 Committee members.  
41  
42 Eakman: Ms. Johnson-Burick would you like to make an amendment to this to make  
43 that change 72 hours from three days?  
44

1 J-Burick: I would, yes, like to make an amendment that, I wish it was, a page  
2 number, but under the Open Meetings Act that we revise it or amend it  
3 from three days to the language of 72 hours.  
4  
5 Eakman: And would there be a second to that amendment?  
6  
7 Vasquez: Second.  
8  
9 Eakman: Discussion on the amendment.  
10  
11 Wray: Mr. Chair. I beg your pardon. I didn't catch who made the second.  
12  
13 Eakman: Board Member Vasquez.  
14  
15 J-Burick: Councilor Vasquez.  
16  
17 Wray: Thank you.  
18  
19 Eakman: Would you take a vote on the amendment Ms. Baum.  
20  
21 Rawson: Mr. Chairman.  
22  
23 Eakman: Yes Vice-Chair Rawson.  
24  
25 Rawson: Mr. Chairman. Could you help me with where that amendment is  
26 happening? Okay, but that's in the ...  
27  
28 J-Burick: Public Participation.  
29  
30 Rawson: Right, which is not the motion that we have in front of us because that  
31 would be item 7.1 which we would probably need to go back and  
32 reconsider, but that wouldn't have anything to do with the Title VI Plan.  
33  
34 Eakman: I believe you are right Vice-Chair Rawson. Would you like to withdraw  
35 your motion Miss Johnson-Burick?  
36  
37 J-Burick: Yes. I withdraw.  
38  
39 Eakman: Yes. And Board Member Vasquez would you like to remove your second?  
40  
41 Vasquez: Yes.  
42  
43 Eakman: That item is no longer on the floor then for this issue. More discussion on.  
44  
45 Wray: Mr. Chair.  
46



1     Eakman:     Yes.  
2  
3     Wray:        I would just like to say that if the Policy Committee would like for the Public  
4                   Participation Plan to come back to this Board for such an amendment staff  
5                   can certainly do that at the November meeting if so directed.  
6  
7     Eakman:     I'll have a comment on that right after this vote if I might. Are we ready to  
8                   vote on this issue? We are. Would you please take the role of the Board?  
9  
10    Baum:        First I'll need a motion and a second please.  
11  
12    Barraza:     Mr. Chair. I make a motion that we approve resolution, I'm all confused  
13                   here, I make a motion that we approve resolution number 18-08.  
14  
15    J-Burick:    Mr. Chair. I'm so sorry, but I did have another comment on that one, on  
16                   the Title VI Plan.  
17  
18    Eakman:     Yes.  
19  
20    J-Burick:    Because I missed, yes, all that asterisk, yes. Okay, second.  
21  
22    Eakman:     And then would you like to make a comment?  
23  
24    J-Burick:    Yes. Okay thank you.  
25  
26    Eakman:     So, it is moved by Board Member Barraza, seconded by Board Member  
27                   Johnson-Burick.  
28  
29    J-Burick:    I was just, had a comment on page 10 of Title VI, towards the very bottom  
30                   it says "Title VI complaints may also be filed directly with the following  
31                   agencies as stated above." So is that supposed to be "as stated below?"  
32  
33    Wray:        Below. Yes.  
34  
35    J-Burick:    And then my next, on a follow-up, are we just limited to these two entities  
36                   other than going directly to you as in your acting role. We don't have the  
37                   New Mexico Human Rights Division listed as somewhere else where  
38                   someone could file a complaint. Because they do public accommodation,  
39                   housing, etc.  
40  
41    Wray:        Mr. Chair, Trustee Johnson-Burick. I will apologize. The New Mexico  
42                   Human Rights Commission it's an agency we just didn't think of to add to  
43                   this list. That can also certainly be amended into, be added, have their  
44                   contact information. Just to provide a little bit more explanation, the  
45                   reason why these agencies are added to the conclusion of this list,  
46                   absolutely a complaint can be filed through the MPO Officer through which

1 would then, the MPO Officer would then turn that process over to the City  
2 of Las Cruces in the case that the MPO was the one that was held to be  
3 the aggrieving party. The reason why these other agencies are listed is in  
4 case, for whatever reason, the aggrieved party does not have confidence  
5 that their complaint would be handled fairly by the MPO, that's why the  
6 requirement that these additional agencies be added.  
7

8 J-Burick: So, may I make an amendment?  
9

10 Eakman: You may at this time.  
11

12 J-Burick: I would like to make an amendment to the motion that we include the New  
13 Mexico Human Rights Division as part of an agency in which one can file  
14 a complaint in this plan.  
15

16 Eakman: Is there a second to that amendment?  
17

18 Vasquez: Second.  
19

20 Barraza: Mr. Chair. I can make a second Nora Barraza Town of Mesilla.  
21

22 Eakman: Very good. We do have a motion and a second on that amendment. We  
23 will vote on the amendment. Yes.  
24

25 Doolittle: Mr. Chai. Aare we allowed to comment on that before we vote?  
26

27 Eakman: We certainly are.  
28

29 Doolittle: I just have one clarification. So the Trustee brought up on page ten where  
30 it says "as stated above" just for clarification, on page nine it does talk  
31 about filing complaints with the New Mexico DOT, U.S. DOT and so I think  
32 that, although minimal, I think that "as stated above" is actually accurate.  
33

34 J-Burick: That's what I thought initially too, but then I got confused when I saw the  
35 other two entities below.  
36

37 Wray: The intent of the language is referring to the entities below, is the intent of  
38 the statement so the Trustee is correct that that sentence should be  
39 referring to the below listed agencies.  
40

41 Eakman: Does that make sense Mr. Doolittle?  
42

43 Doolittle: I'll agree with that language, but I still think it's a little confusing only  
44 because on page nine the paragraph up above complaint process  
45 overview it specifically says "Title VI Complaints may also be filed directly  
46 with the DOT" and then it lists several agencies within the 180 day period.

1 So, when I read that line, I thought that it was referring to page nine the  
2 direction that it previously gave to file complaints with those agencies. Not  
3 that it and then at the bottom of page 10 and the top of page 11 all that's  
4 doing is clarifying who those complaints go to.  
5  
6 Eakman: I understand your point. We have a comment from Vice-Chair Rawson.  
7  
8 Rawson: Mr. Chair, thank you. I think that's the reason that it says the following  
9 agencies, and so that's why we list the two agencies there as stated above  
10 referring back. I think the language in there is correct, but I really think  
11 that's almost mute because the motion that was made did not include  
12 changing that language. The motion that's in front of us was only to add  
13 the one other agency and did not change that one word.  
14  
15 Eakman: That is correct. That is an excellent clarification. Then can we move  
16 ahead with the amendment and a vote on the amendment. Ms. Baum.  
17  
18 Baum: Board Member Barraza.  
19  
20 Barraza: I have one question. I'm so sorry. Mr. Chair.  
21  
22 Eakman: Yes.  
23  
24 Barraza: Just for clarification, I'm getting a little confused here. So, we have an  
25 amendment to add Human Rights Division to what section is that on page  
26 10? Is that on page nine or top of 11? I'm so confused now because on  
27 page nine it does say the "Title VI Complaints may also be filed directly  
28 with" and all those agencies and then on page 10 it says "Title VI  
29 Complaints may also be filed directly with the following agencies as stated  
30 above." Which is it referencing the agencies on Page nine? And then the  
31 agencies that are listed on page 10 and 11 are we adding it to that? So,  
32 where exactly are we adding Human Rights Division is my question for  
33 clarification.  
34  
35 Eakman: The intent of the motion was to add it at the bottom of [age 10, top of page  
36 11. That is my understanding. Is that correct?  
37  
38 J-Burick: Yes Chair.  
39  
40 Eakman: We are supposed to avoid redundancies each and every day and we're  
41 not doing it. So, but can we vote then on the motion.  
42  
43 Barraza: I'm ready.  
44  
45 Eakman: Yes. Ms. Baum will you poll the Board.  
46

1 Baum: Board Member Barraza.  
2  
3 Barraza: Yes.  
4  
5 Baum: Board Member Hakes.  
6  
7 Hakes: Yes.  
8  
9 Baum: Board Member Doolittle.  
10  
11 Doolittle: Yes.  
12  
13 Baum: Board Member Solis.  
14  
15 Solis: Yes.  
16  
17 Baum: Board Member Vasquez is absent.  
18  
19 Baum: Board Member Johnson-Burick.  
20  
21 J-Burick: Yes.  
22  
23 Baum: Board Member Sorg.  
24  
25 Sorg: Yes.  
26  
27 Baum: Board Member Rawson.  
28  
29 Rawson: Yes.  
30  
31 Baum: Chairman Eakman.  
32  
33 Eakman: Yes. Are we ready to discuss the main motion? We're ready for the vote  
34 Ms. Baum.  
35  
36 Baum: Board Member Barraza.  
37  
38 Barraza: Yes.  
39  
40 Baum: Board Member Hakes.  
41  
42 Hakes: Yes.  
43  
44 Baum: Board Member Doolittle.  
45  
46 Doolittle: Yes.

1  
2 Baum: Board Member Solis.  
3  
4 Solis: Yes.  
5  
6 Baum: Board Member Vasquez is absent. Board Member Johnson-Burick.  
7  
8 J-Burick: Yes.  
9  
10 Baum: Board Member Sorg.  
11  
12 Sorg: Yes.  
13  
14 Baum : Board Member Rawson.  
15  
16 Rawson: Yes.  
17  
18 Baum: Chairman Eakman.  
19  
20 Eakman: Yes. If any of you have a dental appointment you've got to get to now is  
21 the time to declare because we've got a pretty full agenda here. Thank  
22 you for that.  
23  
24 **7.3 Resolution 18-09: A Resolution Amending Transport 2040:**  
25 **Metropolitan Transportation Plan Update**  
26  
27 Eakman: Let us move on to 7.3, Resolution 18-09.  
28  
29 Wray: Thank you Mr. Chair, as this Committee is aware there is an MTP  
30 amendment that has been brought to us by the City of Las Cruces. It  
31 relates to the MPO Truck Route Map. There are four routes that have  
32 been requested by the City of Las Cruces to be deleted from the Truck  
33 Route Map. Those routes are: Main, Picacho to Amador; Water,  
34 Picacho to Amador; Church, Picacho to Amador and Melendres, Picacho  
35 to Main. At their August 21st Meeting the BPAC also recommended an  
36 additional deletion. That deletion being Court, Mesilla to Melendres. This  
37 map will illustrate the reason why these are the main body of the requests  
38 that have been made by the City of Las Cruces. Those deletions would  
39 have left this stub existing on the Truck Route Map connecting to nothing.  
40 For that reason BPAC recommended that this portion of Court here  
41 Mesilla to Melendres be also deleted from the Truck Route Map. MPO  
42 staff concurs with this recommendation from the V-Pac. The BPAC  
43 recommended approval of these amendments at their August 21st  
44 meeting. The Technical Advisory Committee recommended approval of  
45 the amendment at their October 4th meeting.

1 I would like to note that this amendment is in compliance with  
2 requirements laid on this MPO which require 30-day public comment  
3 period for any MTP amendment. That public comment period started on  
4 August 2nd so we are well past that now so I will now stand for any  
5 questions.

6 One final note, and an important one to add, the City of Las Cruces  
7 wants it to be very clearly stated that by deleting these routes they're in no  
8 way intending to make these trucks prohibited, they're just wanting to have  
9 them removed from the map so that it's no longer having the appearance  
10 of being encouraged.

11 I would like to draw the Committee's attention to Mesquite here and  
12 this portion of Alameda here, those routes are trucks prohibited, but the  
13 City is not intending that any of these routes that we are discussing today  
14 that any of them be truck prohibited, just that they cease to appear on the  
15 Truck Route Map. I will stand now for any questions.

16  
17 Eakman: So that we can begin questions and concerns, could I ask for a motion to  
18 approve?

19  
20 Sorg: Move to approve.

21  
22 Eakman: Is there a second?

23  
24 Barraza: Second.

25  
26 Eakman: Very good. We can start questions and discussion now. Board Member  
27 Sorg.

28  
29 Sorg: I only have one real brief question. What size trucks are we talking about  
30 here?

31  
32 Wray: Since no trucks are going to be prohibited any trucks can still go on those  
33 facilities without penalty.

34  
35 Sorg: So it doesn't matter what size truck.

36  
37 Wray: No, no it does not.

38  
39 Sorg: Okay. That's good. I would like to add a few more streets to this list, but I  
40 can't do that so I'll pass.

41  
42 Wray: There can be another process started if the Councilor wishes.

43  
44 Sorg: Okay. Thank you Mr. Chairman.

45  
46 Eakman: Questions or concerns? Vice-Chair Rawson.

1  
2 Rawson: Thank you Mr. Chair, Mr. Wray. Where are you trying to push truck traffic  
3 then? Is that going to Solano and Valley?  
4

5 Wray: Mr. Chair, Commissioner Rawson. That is exactly right. That is, in a  
6 statement from Mr. Terrazas that is in your packet. Yes, he makes the  
7 statement that the City of Las Cruces would prefer to see the truck traffic  
8 traveling north to south on Solano and on Valley. Again I apologize that  
9 we did not get page numbers in this month's packet. That was a staff  
10 oversight.  
11

12 Rawson: Mr. Chairman, Mr. Wray. I appreciate that. The concern that I have of  
13 course is the current condition of Valley. Would it be possible to go ahead  
14 and pass this with an effective date of when Valley is complete and  
15 suitable for truck traffic?  
16

17 Wray: I suppose that is within the power of the Board to grant if they so choose.  
18 I will note though that we are in the process of starting our next MTP,  
19 more on that later, which may very well happen around the time that the  
20 Valley Project is completed so, just a note there for this Committee.  
21

22 Eakman: Vice-Chair Rawson would you like to follow up and see?  
23

24 Rawson: Mr. Chairman, Mr. Wray. I didn't really understand the comment that you  
25 were making there. I know more is coming later, but it would be a little bit  
26 more to help me understand.  
27

28 Wray: The MTP which this map is a part of Metropolitan Transportation Plan  
29 that's the flag ship document of this MPO and we are going to be starting  
30 the public involvement process for that at the end of next month. It will be  
31 about a two-year process for that to be completed. And that is where all  
32 the plans are reviewed by whatever members of the public wish to review  
33 and have input by the jurisdictions, by this Committee. It really is a very  
34 comprehensive process that we go through for these next two years and  
35 this map that we're working on, that was a part of the last MTP update  
36 back in 2015 was adopted through that process and then we are  
37 amending it today.

38 So, my note as far as putting an expiration date or an effective  
39 date on this amendment to it today, my note was that by the time that  
40 Valley is complete we're going to be nearly into the next MTP in any case.  
41 So this discussion would also have a lot of relevance to that next  
42 discussion that we're about to start. Does that explain any better?  
43

44 Rawson: It does. Mr. Chairman what I'm kind of hearing on that though is that this  
45 is a temporary and we really don't want to send temporary traffic over to  
46 North Valley so it almost sounds like we should put off this entire

1 discussion until we come to review the next document. To me it sounds  
2 like if what you're trying to say is we don't want to push truck traffic to  
3 Valley right now, which I know Mr. Doolittle would appreciate that now is  
4 not the right time to close off these and although I think in the long-term  
5 we certainly want to do that, to me what I'm hearing is that I'll have a no  
6 vote on this motion. Thank you Mr. Chair.

7  
8 Eakman: Any other concerns of the Board Members or input? Yes, Board Member  
9 Vasquez.

10  
11 Vasquez: Yes, Mr. Wray or Mr. Doolittle, when do we anticipate the completion of  
12 the full construction of the two-way Church and Water Street conversions?  
13

14 Wray: Mr. Chair, Councilor Vasquez you're asking about the Church and Water  
15 that's a City of Las Cruces project. I believe the intention of that  
16 conversion is to be completed very soon, but I'm afraid I don't know the  
17 specific date. But before the end of this year I believe is the intention by  
18 the City.  
19

20 Vasquez: Thank you. And the reason that I ask is if we don't take action on this until  
21 Valley or until the next MTP is in the planning process that leaves us  
22 Church and Water Street complete with obviously much narrower  
23 intersections now without them being prohibited and that I think causes an  
24 issue for this particular area of town where we're what it looks like is  
25 discouraging the truck traffic there because of the narrowing and two-way  
26 lane conversion of those streets with the additional street parking which I  
27 think causes a pedestrian safety issue. So my concern with putting this off  
28 is that we don't address the two-way street conversions on Water Street  
29 and Church Street and removing those from the map today. It's just my  
30 comment to the Committee. Thank you.

31 Eakman: The Chair is open to more comments at this time. Yes, Vice-Chair  
32 Rawson.  
33

34 Rawson: Mr. Chair just to clarify. The action that's in front of us would not prohibit  
35 truck traffic on those roads. Truck traffic would still be allowed on those  
36 roads it's just no longer designated a truck route so the action today would  
37 not prohibit truck traffic on those roads.  
38

39 Vasquez: Chair if I may.  
40

41 Eakman: Yes.  
42

43 Vasquez: Yes, I do understand that. My concern is that if we don't remove this from  
44 the actual, not that I would prohibit, but we remove it effectively as a viable  
45 truck route from the document that I'm presuming that truck drivers use or  
46 truck companies or I'm not sure as the MTP Plan is widely used by truck



1 drivers today or logistics companies. But I would feel more comfortable  
2 removing those from the map. I guess is what we're voting on is my  
3 understanding. Now because given the near completion of this two-way  
4 street conversion you're narrowing those two streets and I think as it is  
5 today it's already unsafe for truck traffic.

6  
7 Eakman: Thank you. Board Member Sorg.

8  
9 Sorg: Thank you Mr. Chair. Good points by both of you, but keep in mind I  
10 believe for example 17th Street and Motel Boulevard are both truck routes  
11 are they not?

12  
13 Wray: Yes those are on the truck route.

14  
15 Sorg: Those are alternatives to the west of Valley Drive. So it's not like Valley  
16 Drive is going to be a huge hindrance to truck traffic in the temporary  
17 situation. So I would encourage truck not to take the Church and Water  
18 Streets route. I don't think allowing that or encouraging that would make  
19 much difference so I'm okay with this resolution.

20  
21 Eakman: Clarification Mr. Wray. Are we telling truck traffic which routes to use as a  
22 part of this?

23  
24 Wray: Mr. Chair. No, this MPO doesn't have the ability to tell anybody to do  
25 anything. The City of Las Cruces, Doña Ana County, the Town of Mesilla,  
26 in their role as ordinance passing municipalities and/or County  
27 governments can do that. That is what the City of Las Cruces has done  
28 on Mesquite and Alameda. I believe Doña Ana County has a similar  
29 prohibition on Dripping Springs, prohibiting truck traffic out there. I don't  
30 know if the Town of Mesilla has any similar prohibitions on truck traffic.  
31 But this MPO can't prohibit anybody from doing anything.

32 What this map is, this map is informational. The intended audience  
33 of this map while it's certainly is available for public consumption, the  
34 intended audience of this map really is the member jurisdictions of this  
35 MPO for purposes of future planning. So that elected officials and staff in  
36 dealing with freight movements through this MPO area which is a very  
37 important issue not only to deliver freight within this MPO but also as it  
38 traverses the area. To do planning for that freight movement and have a  
39 regionally focused document available as a resource for those jurisdictions  
40 to utilize in those plans so that the individual jurisdiction can see where the  
41 network connects to the neighboring regions. Again, any member of the  
42 public who wishes to review the document is certainly welcome and  
43 encouraged to do so, but really the intended audience of this document is  
44 our member jurisdictions.

1     Eakman:     Are there any more questions, concerns or perhaps an amendment to this  
2                   resolution before we proceed?   Hearing none I believe it is time for a vote  
3                   on the resolution Ms. Baum.  
4  
5     Baum:       Board Member Barraza.  
6  
7     Barraza:    Yes.  
8  
9     Baum:       Board Member Hakes  
10  
11    Hakes:       Yes.  
12  
13    Baum:       Board Member Doolittle.  
14  
15    Doolittle:   Yes.  
16  
17    Baum:       Board Member Solis.  
18  
19    Solis:       Yes.  
20  
21    Baum:       Board Member Vasquez.  
22  
23    Vasquez:     Yes.  
24  
25    Baum:       Board Member Johnson-Burick.  
26  
27    J-Burick:    Yes.  
28  
29    Baum:       Board Member Sorg.  
30  
31    Sorg:        Yes.  
32  
33    Baum:       Board Member Rawson.  
34  
35    Rawson:      No.  
36  
37    Baum:       Chairman Eakman.  
38  
39    Eakman:      Yes.  
40  
41    Sorg:        Mr. Chairman.   Can I make a brief comment?  
42  
43    Eakman:      Yes, Board Member Sorg.  
44  
45    Sorg:        Related to this resolution is the fact that I know for the many years I've  
46                   been involved in City government here we've always had a challenge for

connectivity in this City with all the different streets going all different directions and not making connections all the time and so I appreciate efforts to try to make more connectivity wherever we can. But it's a challenge. Thank you Mr. Chair.

Eakman: Thank you.

## **8. DISCUSSION ITEMS**

### **8.1 Performance Measure Presentation**

Eakman: Then if we could Mr. Wray could we move on to discussion items.

Wray: Thank you Mr. Chair. The next item that we have to present to the Policy Committee today relates to the Performance Measure Targets that this MPO is required to adopt. I do want to advise this Committee at the beginning of this presentation, this presentation is very information intensive. I will try to move through this in the interest of time as I see we're already past two o'clock. I will try to move through this presentation as quickly as possible, but there is a lot of information contained within this presentation. Anyone who has any questions of me, please feel free to stop me, ask for clarification, and we can discuss at that time.

Starting off 23 CFR 490 requires that MPO set Performance Targets in three areas as of right now. This will change. There will be more performance measures that will be coming down, but for this year for the calendar year 2019 and on down these are the three performance measures that the Federal government has handed down to us. They are safety, state of good repair and system performance. I know that this is a familiar topic to this Board because we adopted Safety Targets for the 2018 calendar year last year. The state of good repair and the system performance targets are brand new targets as of this year.

Now safety remains largely unchanged. So I will move through this portion relatively quickly. Still the metrics continue to be number of fatalities rate of fatalities per 100 million VMT number of serious injuries rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries. The next couple slides are the targets that NMDOT has set for itself for calendar year 2019. To provide a little bit of context, I've also got the numbers here to compare the performance measures that were adopted last year as well. So the target statement from NMDOT is to limit fatalities to 375 by December 31, 2019. That number for calendar year 2018 which we are not yet completed on so we're still operating under the previously adopted performance target. The number for last year was 364 so unfortunately as stated in DOT's justification statement they do anticipate that there will be a continued increase in fatalities on the roads across the State of New Mexico due to increase VMT, increased exposure etc. Number of serious injuries fortunately is on the decline and compare the target from last year for

1 December 31, 2018, last year the DOT and Mesilla Valley MPO target was  
2 1,219.4. Next year DOT's target is 1,100, which shows DOT is confident  
3 that the rate of serious injuries is continuing to go down. We did have a  
4 very good discussion at the Technical Advisory Committee last week  
5 about this seeming anomaly that fatalities are going up and yet serious  
6 injuries are going down. That is in large part due to improved safety  
7 features in the vehicles that are out on the roads today. Thankfully we are  
8 seeing a significant drop in the rate of serious injuries, but unfortunately if  
9 an accident is going to be fatal it is what it is. I meant to pause after the  
10 last slide, does anyone have any questions about these two metrics? All  
11 right, moving on to fatalities per 100 million VMT, this one DOT anticipates  
12 continuing to be relatively flat over the performance area. The target for  
13 December 31, 2019 is 1.318. The target for this year that was adopted  
14 last year is 1.330 so a slight, slight decrease in the overall rate there which  
15 is good and that is a function of the increased VMT even though the  
16 number of fatalities is anticipated to go up tragically. But the rate of VMT  
17 is actually pulling that rate per 100 million VMT number down slightly.  
18 Does anybody have any questions?

19 Serious Injuries per VMT, this one very fortunately is also going  
20 down along with the absolute number. The rate DOT has adopted for  
21 2019 is 3.825. The target for last year was 4.456, so a significant  
22 anticipated decrease in the rate of serious injuries. Does anyone have  
23 any questions about this metric?

24 And lastly non-motorized, again unfortunately the anticipation is  
25 that this number is going to continue to increase because of increased  
26 exposure. Fortunately, people are cycling and walking more, but  
27 unfortunately this increases exposure and risk and the numbers as you  
28 can see, the absolute numbers the overall trend through 2012 through  
29 2015 was a rather pronounced increase. In 2016 which is the most recent  
30 years for which we have numbers, that number did drop, but NMDOT  
31 does anticipate that that number will again begin to climb. The target  
32 number is 220.6 by December 31, 2019 the target number for December  
33 31, 2018 was 228. So actually a slight improvement if you compare the  
34 metrics that have been, the targets that have been adopted by the DOT  
35 that they are anticipating a little bit of an improvement in that area. This is  
36 the final metric for safety, the recommendation from MPO staff is going to  
37 be that we adopt the State targets again for a lot of the same reasons that  
38 we advocated for that last year. Staff time and resources are very limited.  
39 We don't have the ability really in-house to do the sort of tracking and  
40 reporting that would be required for this MPO to setup an independent  
41 target for this particular performance measure. This concludes this  
42 particular performance measure so I'll pause for questions before moving  
43 on to the next.

44  
45 Eakman: Board Member Hakes.  
46

1 Hakes: Yes Mr. Chair. How do you have a fatality with bicycles or pedestrians?  
2 Is there not a car involved at all? I mean I don't understand that.  
3

4 Wray: Mr. Chair, Commissioner Hakes. Yes, what this metric is, is the  
5 implication is that for all fatalities and I'm sure there could be some sort of  
6 exotic scenario that someone could come up with, but fatalities are  
7 assumed when it come to non-motorized that there was a vehicle  
8 involved.  
9

10 Eakman: Vice-Chair Rawson.  
11

12 Rawson: Thank you Mr. Chair, Mr. Wray. Do we have all of the numbers that  
13 you've given us of course are the State numbers, do we know how the  
14 MPO measures in any of these categories?  
15

16 Wray: Mr. Chair, Commissioner Rawson. It has to be understood unfortunately  
17 that these numbers are always two years in arrears. That's the nature of  
18 the beast. In December, it is the intention of MPO staff to bring a crash  
19 and safety report specific to this area before this Committee and we will  
20 have those numbers for the most recent year for which we have to this  
21 Committee at that time. We are still working on that report as of right now.  
22

23 Rawson: Thank you Mr. Wray. Mr. Chair, Mr. Wray. So like going back to the total  
24 number of fatalities, obviously, or I would think that we know the number  
25 of fatalities here in the MPO area. And what I was looking for is just to see  
26 where we measure in this matrix that the State has put together.  
27

28 Wray: The most recent year we have for certain is 2016. We have 2017  
29 preliminary data. I don't know off the top of my head what our numbers for  
30 those two years were. I don't know if Dr. McAdams who is actually  
31 working on that. Do you have the numbers off the top of your head for  
32 fatalities in the area for 2016/2017?  
33

34 Rawson: Mr. Chair. Of I could.  
35

36 Eakman: Yes.  
37

38 Rawson: And I don't know that we need to have this right now for this meeting, but I  
39 think it would be beneficial to be able to put that information in here and  
40 see if as the State trend is staying relatively flat if we're going up or going  
41 down I would think that would be valuable information for this Committee.  
42

43 McAdams: I can address some of these. I'm still looking at, I don't have the exact  
44 figures, but we are parallel with the trends except for serious injuries,  
45 we're a little bit higher. So, I'm processing/finalizing the data and whether  
46 sort of wait till December to give the full report to the Committee.

1  
2 Eakman: Any follow-up Vice-Chair? I do have one question Mr. Wray. Are these  
3 every roadways in New Mexico or just under the auspices of NMDOT?  
4  
5 Wray: These are the numbers from across the entire State.  
6  
7 Eakman: So every roadway in the State.  
8  
9 Wray: Every fatality, every serious injury etc.  
10  
11 Eakman: Very good. Yes, Board Member Vasquez.  
12  
13 Vasquez: Thank you Mr. Chair, Mr. Wray. Within the national comparison per capita  
14 is where does New Mexico rank in terms of total fatalities? I don't know if  
15 you know that off the top of your head, but it would be also great to get  
16 that comparison.  
17  
18 Wray: Mr. Chair, Councilor Vasquez. I do not know that number off the top of my  
19 head. I anticipate that will be something that will be in the crash report  
20 discussion in December.  
21  
22 Vasquez: Okay. I think that would be useful information to include so that we can  
23 evaluate the bench-marks to see if they're in line with what other states  
24 are doing particularly rural states with long stretches of dusty roads just  
25 like ours. Thank you.  
26  
27 Eakman: If there's no more question, then we'll move on to the next discussion item.  
28  
29 Wray: Thank you Mr. Chair. Again, the state of good repair performance metric  
30 or performance measure handed down by the Federal government this is  
31 the new one for this year. MPOs are responsible for establishing targets  
32 for our areas. Currently, the DOT expects that MPOs will establish targets  
33 for state of good repair every four years. So unlike safety which MPOs  
34 are expected to adopt annual targets currently MPOs would not be  
35 expected to adopt state of good repair targets more than every four years.  
36 I keep on emphasizing currently because my belief is that DOT is  
37 ultimately going to move to wanting MPOs to adopt targets every two  
38 years, but that is not the requirements as of right now, but I just want  
39 everyone to be aware that this may change.  
40 There are six performance measures for which the DOT and MPOs  
41 must set targets. These all relate to having percentage of roadways in  
42 good and poor condition on the interstate and non-interstate NHS, in  
43 addition to having percentages of bridges on the NHS in poor and/or good  
44 condition. We have here the specific definitions included in the table at  
45 bottom. I will confess I am not an engineer, I don't know what all of these  
46 mean. I would defer to Mr. Doolittle who is, if he wishes to add any

1 elaboration defining, but these are the metrics that NMDOT is utilizing to  
2 make the determinations of the state of good repair on the non-interstate  
3 NHS. If a measure is deemed to be poor in more than two of these  
4 metrics at bottom then the roadway segment is classified as poor. The  
5 measurements are also taken on all of the NHS every tenth of a mile.

6  
7 Eakman: Yes Mr. Wray. I do have a question on the condition of bridges. Is that  
8 the paving on the bridges or the total engineering structural condition of  
9 the bridges?

10  
11 Wray: Mr. Chair. It's the total engineering structural condition of the bridge.

12  
13 Eakman: Thank you.

14  
15 Wray: Yes. NMDOT utilized some funding forecast to make their projections out  
16 for the next four years. An encouraging and a discouraging note is while  
17 these numbers do look significant for the pavement and for bridge  
18 maintenance those funds have to be spread across the entire State of  
19 New Mexico. The encouraging note is that these funds are not actually  
20 encompassing all the funds that are available for the maintenance  
21 requirements and processes. There is more money that is available for  
22 the maintenance on the bridges and the pavement than DOT took into  
23 consideration. Problem is nobody knows exactly how much more,  
24 because these monies are basically Federal monies that are utilized and  
25 the monies that were not taken into consideration are State maintenance  
26 monies that are also used on these facilities. But these in general are the  
27 numbers that DOT would look at for their projections.

28 These are the performance measures that DOT has stated for  
29 themselves. DOT and this is part of the reason why I think that MPOs will  
30 ultimately have to adopt targets every two years is that DOT is required to  
31 adopt targets every two years. We, the MPO, will only be asked to adopt  
32 a target for a target year of 2021 rather than 2019.

33 This is a map of the NHS System within the Mesilla Valley MPO  
34 area. There are no NHS facilities, while this map is not inclusive of the  
35 entire MPO area there are no NHS facilities either further to the north or to  
36 the south other than these roadways.

37 There has been some, I don't know if controversy is the right word,  
38 some disagreement as to the exact definition what exactly is on the NHS.  
39 The letter of the regs say that all principle arterials rural and urban are  
40 included on the NHS. State of New Mexico disagrees with that  
41 interpretation and that the roads that you see on the map before you are  
42 the ones that are on the NHS. There is a stewardship agreement in place  
43 between FHWA and NMDOT that gives NMDOT very broad powers to  
44 implement things on behalf of the Federal government within the State of  
45 New Mexico. So for the purposes of the performance measures at least

1 as of right now, the network that you see on the map in front of you is the  
2 one that we will be looking at and considering as the NHS.

3 Now the table that you see here, these are the projected values for  
4 the Mesilla Valley MPO interstate NHS. As you can see for the most part  
5 projected out we will still be making some improvements due to some of  
6 the work that NMDOT is going to be doing to the facilities, but then we'll be  
7 having an anticipated decline from 74% down to 70 in good condition and  
8 an increase in fair by the 2021 metric.

9 The non-interstate NHS, this area is worse than the State average.  
10 We have over 17% anticipated non-interstate NHS roadways that will be  
11 considered to be in poor condition, maintaining a steady 72% in fair and a  
12 slight decline in good. And then these are the current bridge conditions,  
13 again a pretty good overall bridge rating, only 12% is considered to be  
14 poor.

15  
16 Doolittle: I'm sorry. Mr. Chair.

17  
18 Eakman: Yes, Mr. Doolittle.

19  
20 Doolittle: Can I make a point of clarification real quick? On the bridge conditions, I  
21 have some additional information that I received from my staff, but just so  
22 you all know, I'm showing one, two, three, four, five, six bridges listed as  
23 poor for NHS and we've replaced some of those. So for instance, Rumpy  
24 and Union we've replaced those bridges so I actually, Andrew talked about  
25 how good we're doing on the bridge conditions. I expect that number to  
26 even go up more just because within the City limits specifically on the  
27 interstates we've been replacing those for load restriction. So this is one  
28 that I think overall is actually higher than it's showing on his graphs.

29  
30 Eakman: If I might ask Mr. Doolittle, is it public record which bridges in this area are  
31 in poor condition?

32  
33 Doolittle: So the information that I have Mr. Chair it just gives me bridge ID  
34 numbers. So I am working on trying to clarify which ones those are. But if  
35 memory serves me correctly, the only ones that we have within our area  
36 that might be poor are the bridges on I-10 over Cholla just because they're  
37 old steel structures. But I know for a fact that Union Ramp E intersection  
38 at I-10, Valley Drive where the Whataburger area is, the on and off ramps  
39 to El Paso, all of those were recently replaced and those were on the list.  
40 I'll work on trying to find that for you, but I think the only two that we have  
41 possibly are Cholla and I-10.

42  
43 Eakman: Mr. Doolittle we're all friends here. We'd like to know which bridges to  
44 avoid. Thank you.



1 Doolittle: Mr. Chair. Just to clarify, Andrew did talk about the overall condition. A lot  
2 of it has to do with deck area. Typically our substructure is in good shape.  
3 It's the decks that tend to fall apart and we can do things to repair those.  
4 You're not gonna fall off one of our bridges. So, that I will guarantee you.

5  
6 Eakman: Did you get that Ms. Baum? Very good. Mr. Wray.

7  
8 Wray: Thank you Mr. Chair. I do want to make a couple of comments at the end  
9 of this part of the presentation before I open it up to more general  
10 questions. With all due respect to NMDOT, they have struggled mightily  
11 with the development of this particular performance measure. We have  
12 had a number of instances where we have been given one set of data  
13 then a little while later we're given another set of data that is a process  
14 that to my understanding from Jolene just as of last week, they are still  
15 trying to reconcile some things from one set of data within NMDOT to  
16 another.

17 There have been some silos that DOT staff has been trying to work  
18 through throughout this process. Some silos that I think that DOT was not  
19 even aware of existed and there may still be some like that. I will say,  
20 unfortunately, and I will go back to the relevant slide due to the fact  
21 especially when you look at the number of roadways that are in poor  
22 condition on the non-interstate NHS. DOT has requested that this MPO  
23 adopt an independent target from the target in the State. If you want to go  
24 back, or if I can take everyone back to this slide you will note that the final  
25 metric here, percentage of non-interstate NHS pavements in poor  
26 condition their target is 12%. Our anticipated number is 17% and DOT  
27 would appreciate it if this MPO does not end up dragging the performance  
28 metric into non-compliance via attempting to endorse the State's standard.

29 As of right now there really is no additional staff time or resource  
30 burden that would be placed upon this MPO in order for us to adopt an  
31 independent target. Believe me, this was something that we asked and  
32 asked and asked about and were reassured over and over again, but it  
33 also comes down to the fact that there is no member of this MPO staff that  
34 is an engineer. There is no member of this MPO staff that has the tools  
35 available to go out and do the pavement assessments. DOT understands  
36 that. They understand that the reporting and data collection requirements  
37 will still be on the DOT, it's just that they would prefer that this MPO  
38 endorse a target and more conservative target if you will or in the DOT's  
39 eyes a more realistic target as to what the pavement conditions are going  
40 to be going forward and the same thing for the bridges. Although, again,  
41 all due respect to Mr. Doolittle, I don't know if all of the information that you  
42 just relayed to us is in the hands of the DOT staff up in Santa Fe that's  
43 doing the development of this particular metric. So, they will be asking us  
44 to adopt an independent standard with regards to bridges as well. Staff  
45 weighed this, I guess we don't have to give an official recommendation as  
46 of right now since this is not an action item for this Committee today, but

1 staff on the whole does think that since there is really no ability for there to  
2 be any additional staff impact because we cannot go out and do this work.  
3 We don't have the ability to do so. That staff believes it is probably in the  
4 best interest of this MPO that we do adopt an independent standard for  
5 this particular target. But that is obviously at the discretion of this Policy  
6 Board. With all of that being said, this is the end of this portion of the  
7 presentation. So I'll stand for any questions regarding the state of good  
8 repair performance measure.  
9

10 Eakman: Board Member Sorg.

11

12 Sorg: Could you just go back to the previous graph?

13

14 Wray: Previous as in that one or.

15

16 Sorg: No, that one. Thank you I just wanted to see it.

17

18 Wray: I will add that this presentation can certainly be made available to the  
19 Policy Committee if they would like to review it after today's meeting is  
20 over.  
21

22 Eakman: Vice-Chair Rawson.

23

24 Rawson: Mr. Chairman. Thank you. Mr. Chairman, Mr. Wray can you go back to  
25 the map?  
26

27 Wray: Okay.

28

29 Rawson: So, what I'm seeing on here so the NHS is the National Highway System?

30

31 Wray: Yes, that's correct.

32

33 Rawson: We have then on here some National Highway System roads that we are  
34 now saying should not be truck routes. Do we need, what's the process to  
35 go about changing this and is that something we need to change?  
36

37 Wray: Mr. Chair, Commissioner Rawson. As long as the City of Las Cruces  
38 does not attempt to prohibit trucks on those routes then there's not a  
39 problem as far as the NHS is concerned. There would be a problem if the  
40 City of Las Cruces attempted to prohibit trucks on NHS routes. I believe  
41 ultimately, I'm looking at Mr. Doolittle, I believe that would not be allowed.  
42

43 Doolittle: Mr. Chair. That's correct, because again we are not prohibiting.

44

45 Rawson: Thank you Mr. Chairman.

46

1     Eakman:     Thank you. Mr. Wray. At a future meeting could you advise us if there is  
2                   money in the budget for this MPO to hire its own engineering consultants  
3                   to look at the bridges?  
4

5     Wray:       Mr. Chair. I don't believe that there is going to be money in the budget for  
6                   such a thing.  
7

8     Eakman:     Okay. Thank you.  
9

10    Doolittle:   Mr. Chair.  
11

12    Eakman:     Yes Mr. Doolittle.  
13

14    Doolittle:   A couple of comments. I will tell you that although I agree with Andrew I  
15                   think when it comes to the bridges as a State collecting the data that's  
16                   needed to properly analyze is probably a fair and accurate statement.  
17                   I will tell you that I would, I'm going to brag on my bridge engineer  
18                   that we have in our District, I would say that he knows our bridges forward  
19                   and backward. He understands. He has a bridge preservation program.  
20                   He utilizes some of the District money that Andrew was mentioning that's  
21                   not Federal funding. I will tell if specifically Andrew, if you're looking for  
22                   something for our area, if we'll get with Earl he'll know every bridge  
23                   condition. He'll know which one's poor. He'll know why it's poor. He'll  
24                   know what we need to do to fix it. He'll have a plan to fix it. So I would  
25                   say at least come November when we get ready to vote for these  
26                   performance measures, if there's data that you're missing, for the bridges  
27                   specifically, let me know and I will get you what you need. Because Earl,  
28                   he has spreadsheets that'll tell you what color the concrete is, I mean it's  
29                   ridiculous, it's a little overwhelming honestly.  
30

31    Wray:       I would actually very much like to take you up on that. Getting the bridge  
32                   data specifically was very difficult. In fact, we were editing this  
33                   presentation up until this past Monday because we didn't have the bridge  
34                   information available to us when we gave this presentation to TAC last  
35                   week. So if this MPO is to be expected to adopt an independent target,  
36                   which will be the staff's recommendation, I think it is in the best interest of  
37                   this MPO that we have as much information, so I would like to take you up  
38                   on that offer.  
39

40    Doolittle:   Prepare to be overwhelmed.  
41

42    Wray:       I will prepare myself.  
43

44    Doolittle:   Mr. Chair. One more comment that I have. Andrew if you don't mind  
45                   going back to the interstate. Correct. So one thing I just want to point out

1 on this one, so the performance measures or the ratings that Andrew  
2 mentioned earlier were cracking, rutting and.

3  
4 Wray: Do you want me to go back to the table? Yes.

5  
6 Doolittle: So on flexible, it's just cracking and rutting. So on the previous graph that  
7 Andrew showed you it showed that we're doing a very good job and I will  
8 tell you when you ride the surface especially on our interstates they're  
9 smooth and they're holding up. They're 50 years old and I think I've  
10 presented to this Board they are falling apart. So, we're doing what we  
11 can to make them safe and drivable, but we're to the point of, it's about  
12 time to start spending major money reconstructing. So the graph, our  
13 performance measures, I will tell you that we're committed to meeting  
14 those, but as a department we're looking at funding to do a study  
15 specifically on I-10 and from Arizona to Texas to determine what we need  
16 to do to start reconstructing because the top surface is not showing you  
17 what's happening underneath and it's on the verge of failing. Very  
18 specifically if you drive from Arizona to Lordsburg it is falling apart in front  
19 of our eyes very literally. So keep in mind that some of these performance  
20 measures, although that's what we're being rated on, they're not telling the  
21 whole picture. So just keep that in mind as we have these discussions  
22 moving forward. And then the other thing I'll commit to the Board is I'll get  
23 Andrew the information that he needs so that come November you have  
24 the most accurate information you have to vote on our performance  
25 measures.

26  
27 Eakman: Thank you. Board Member Hake.

28  
29 Hakes: Mr. Chair. I have a question. What does it mean to adopt a standard that  
30 is lower or worse than the State? Does that mean we're settling that we're  
31 okay with that? What do we do about the problem rather than worry about  
32 just lowering our standard?

33  
34 Wray: Mr. Chair, Commissioner Hakes. That is a valid concern. Unfortunately,  
35 due to the nature of the Federal legislation, the legislation is all stick and  
36 no carrot. So while it could be viewed that adopting a lower standard is  
37 settling, staff would argue quite fervently in fact that given the nature of the  
38 Federal legislation that we're facing, that it is in the best interest of not just  
39 this MPO, any MPO, any Department of Transportation across the nation,  
40 to be very realistic. Take a very sober look at the conditions. Not just on  
41 this performance measure or any of the three that we're going to talk  
42 about today, but as more come down the road, which they will, this  
43 Committee must be aware of that, there will be more of these performance  
44 measures that are going to come down to us over the years, that it is in  
45 the best interests that a very sober look be taken at the conditions and this  
46 is not a good opportunity to exercise ambition. It is probably the best way

1 that staff can say it and it can seem like settling. I certainly understand  
2 and sympathize with that impulse because that was several years ago  
3 when MAP-21 came out and it was apparent that this would start  
4 happening. There was discussion of "Oh we can set these targets and do  
5 well," but there's really no benefit to you doing so where as if you set  
6 ambitious targets and fail you are punished for doing so. I hope that  
7 explains the position of staff with regards to why we have the attitude that  
8 we do.  
9

10 Hakes: What could we do to be equal with the rest of the State? Why would we  
11 be worse?  
12

13 Wray: Mr. Chair, Commissioner Hakes. It's a problem that is decades long.  
14 Again as Mr. Doolittle just elaborated there are problems underneath the  
15 surface of the roads below what is visible to the naked eye that the District  
16 is aware of, that the people from the State office in Santa Fe who are  
17 much greater experts at this sort of thing along with Mr. Doolittle's staff  
18 they can look at things and see while to the lay-person it looks oh it's  
19 great, they can look at it and see oh it's bad. And the fundamental  
20 problem that it comes down to is one of funding. Is there too much to  
21 have to spread the money over? And it just when you run out of dollars it  
22 just you can't spread it any longer. I don't know if Mr. Doolittle wishes to  
23 speak any further on that, but that's fundamentally the reason why.  
24

25 Doolittle: Mr. Chair, Andrew. Basically what Andrew just explained to you is  
26 accurate. The other thing I'll tell you is we as an agency are currently  
27 going through an asset management, and as an agency we're well below  
28 the Federal requirements for our bridge. We've had a very solid bridge  
29 program, it's been a solid scoring system. Our pavements not so much.  
30 We've had a transition the last couple of years where we're trying to get  
31 better at that. So during our asset management discussion we're actually  
32 talking about moving some money from our bridge program to our  
33 pavement program which you may see a drop in the bridge ratings but an  
34 increase in our pavement. And we're doing that because like Andrew  
35 said, there's just not enough money to go around and we have to meet  
36 these performance measures. So there are going to be some sacrifices  
37 even on our end in order to make sure that we meet these performance  
38 measures because he's right, if we don't, there is no incentive. It's a big  
39 stick.  
40

41 Hakes: But why is our area worse than the overall state? That's the question.  
42

43 Doolittle: Andrew, Mr. Chair. Honestly I don't know that that's the case. I can  
44 certainly try to find out to see how we compare to the other MPOs but I  
45 don't know.  
46

1 Hakes: I thought it was said that we were worse than the State overall. So, the  
2 State doesn't want us to adopt the same target that they have because  
3 we're worse. Why would we be worse than the State overall?  
4

5 Wray: Mr. Chair, Commissioner Hakes. I don't know, I don't have access to all  
6 the available data. I just have access to the data which that State through  
7 their pains-taking process was able to assemble. We're not the only MPO  
8 which the State is going to request to adopt independent standards.  
9 Farmington also as well is going to be asked to adopt independent  
10 standards. The reason why Farmington has issues is because of all the  
11 oil and the freight of shipping the oil in the area just beats the roads up in  
12 northwestern New Mexico. And to some extent, my personal belief, and  
13 please understand this is just an uncritical, unanalyzed, and scientific  
14 opinion, but my personal belief is that we have a major international  
15 border immediately to our south which also has a major interstate  
16 east/west connection to Los Angeles down to Houston that goes through  
17 this MPO area with the accompanying freight movements and the  
18 accompanying damage that that does to the roadways in this area.

19 Now that's for the interstate. As far as why the non-interstate NHS  
20 numbers are poor in this area I really couldn't speculate. That would take  
21 a long period of study and I don't know again I would have to defer to Mr.  
22 Doolittle, I don't know if the State necessarily has developed an  
23 explanation as to why the MPOs that are a little below average as far as  
24 the quality, are below average. I don't know that there is really anymore  
25 information that I can get. These are very good questions, I want to say,  
26 but I just don't really have enough information to give what feels to me like  
27 a good answer to them.  
28

29 Doolittle: Mr Chair. If I may.

30  
31 Eakman: Yes Mr. Doolittle.

32  
33 Doolittle: So, I was looking at some information that I had from a previous  
34 presentation. So Santa Fe currently on non-interstate is currently at 17%  
35 poor. Mid-region which is in Albuquerque is at 8%, Farmington is at  
36 13.8% and El Paso I believe was at 2%, but keep in mind El Paso is a little  
37 bit skewed because a lot of their, we don't have a whole lot of non-  
38 interstate NHS routes in the El Paso MPO area. So you're correct,  
39 comparing statewide, which includes our routes as a DOT, this MPO area  
40 is less, but comparing to the other MPOs, granted Santa Fe and Mesilla  
41 Valley are at both 17%, but part of that is the local roads within the  
42 individual entity's jurisdiction not DOT; so Motel, Avenida de Mesilla,  
43 University, Lohman, Amador, Telshor, all of those are non-interstate NHS  
44 routes. So those are determined as part of this calculation of this 17%.  
45 So part of it is coordination with the DOT, but part of it is also, I don't know  
46 where those routes fit in with the City's priority list for instance because

1 they may have non-NHS routes that are just as important if not more so  
2 than those NHS. So a lot of the determination needs to fall on the  
3 priorities of the individual entity as well.  
4

5 Wray: Mr. Chair. If I may. I didn't really want to delve into what I'm about to say  
6 here, but I think given the conversation that's happened it probably  
7 behooves me to do so. But one of the areas which DOT seems to have  
8 struggled is again it gets back to the lack of clarity on the definition of what  
9 is and is not on the NHS which lends itself to a question of what did or did  
10 not DOT actually look at as far as the non-interstate NHS. And again all  
11 due respect to Mr. Doolittle, all due respect to NMDOT, there seems to  
12 have been some very distinct breakdowns in communication between  
13 different parts of NMDOT that were elaborated to me by Jolene over the  
14 past couple of weeks. Because it seems, and again, I have to apologize  
15 I'm not aware of all of what goes on. I haven't seen all of the data that has  
16 or has not been tracked, there's no way for me to know, but Jolene said  
17 that there has been some differences of opinion I guess if you will so what  
18 has been looked at as far as the matrix. It's my understanding that this is  
19 what has been looked at, but I could not say for 100% sure that that is the  
20 network that was looked at to develop those numbers.  
21

22 Eakman: Mr. Wray. We'll look forward to some clarification on that as best as you  
23 and your team are able. Okay?  
24

25 Wray: Thank you Mr. Chair.  
26

27 Eakman: Please continue.  
28

29 Wray: The final performance measure that has been handed down by the  
30 Federal government relates to system performance. There are two  
31 measures that are analyzing system performance by name. There's  
32 percentage of reliable person miles traveled on the interstate and then  
33 percentage of reliable person miles traveled on the non-interstate NHS. I  
34 have to pause at this point again, and this gets back to the Federal  
35 government, I was informed by Jolene last week at our TAC Meeting that  
36 there is as of right now no good definition for the term "reliable person  
37 miles."  
38

39 She did exactly what I see a number of members of the Committee  
40 doing right now sort of putting hands up in the air. But it is a requirement  
41 that this metric have targets established by the DOTs and by the MPOs.  
42 Lastly there is measure for freight movement, the Truck Travel Time  
43 Reliability Index. There are also three measures that are used to assess  
44 the CMAQ, the Congestion Mitigation and Air Quality Program, but those  
45 will not apply to the Mesilla Valley MPO.  
46

The DOT utilized three different forecast scenarios to develop their  
targets with high growth no-build kind of being the most extreme scenario

1 and then more in line with realistic growth with build and then no-build  
2 scenarios. These are the metrics that NMDOT has put out for themselves,  
3 again this MPO will be asked to establish a performance target for 2021.  
4 As you can see across all three possible scenarios very little change  
5 depending either on really high population growth, no-build or build.

6 And then on the non-interstate NHS system, again very little  
7 change. In fact if you look here along the no-build expected growth line it  
8 stays identical all the way across the board. Then lastly the Truck Travel  
9 Time Reliability Index you can't get more stable than that. No change is  
10 expected regardless of the scenario.

11 The NMDOT target statement is that their target is 95.1% reliable  
12 person miles traveled by 2021, their 2019 is 96.1. Non-interstate reliable  
13 person miles traveled is 90.4 for both 2019 and 2021. And then lastly the  
14 Truck Travel Index is 1.14 for 2019 and 1.15 for 2020.

15 The MPO staff is going to recommend that we adopt the State  
16 targets for the system performance metric, ours are completely in line with  
17 the rest of the State for this measure, so MPO Staff is going to  
18 recommend to this Committee that we adopt the State targets. This MPO  
19 has until November 16th of this year to adopt the targets. The safety  
20 target is a little bit anomalous because it is not required to be done until  
21 February, but MPO Staff would like to establish a practice in this MPO of  
22 adopting all the performance mat the same time of year, because we  
23 believe that will provide more clarity and simplify the burdens of reporting  
24 on staff and on this Committee. And we will be bringing the performance  
25 targets to the Policy Committee at their November meeting. And I will  
26 stand now for any questions.

27  
28 Eakman: If I might Mr. Wray, could you go back to the slide on air quality.

29  
30 Wray: Air quality. We don't have an air quality requirement.

31  
32 Eakman: Well there was a standard there that we're left out of air quality for  
33 whatever reason and according to the metrics Doña Ana County as a  
34 whole is down graded on its health status because of our air quality here.  
35 The measurements there on the U.S. News and World Report survey that  
36 was released earlier this year show that our air quality is eight times worse  
37 than national average. And it seems to me that if anyone is a candidate  
38 for those types of monies for research and what can be done to mitigate  
39 that situation, it would seem like we would be an ideal candidate for that  
40 unlike Las Alamos which their air quality is almost pristine. So I just have  
41 a question that perhaps you can't answer, but I want to make a point of it.  
42 We have a case for being a part of that metric and not being left out of it.

43  
44 Wray: Mr. Chair. I do have a partial answer for that comment. The southern  
45 portion of Doña Ana County is non-attainment for air quality. That portion  
46 of Doña Ana County is within the El Paso MPO. El Paso will have to set



performance targets for the three CMAQ and air quality targets. The northern portion of Doña Ana County is in attainment for air quality, so the problem area is not this MPO, it is the El Paso MPO that has the problem. While that does mean that Doña Ana County as a whole is looked at as a whole entity does have an issue. As far as the division between the MPOs goes, the problem is held by the EPA to be in southern Doña Ana County outside the bounds of this MPO. This MPO is in attainment for air quality.

Eakman: I appreciate that explanation. I'm still going to fight on. Thank you. Other comments? Yes, Councilor Sorg.

Sorg: Thank you Mr. Chairman, I would like to add some additional information to what you just said. The fact of the matter is within the last year and a half the Texas part of the El Paso MPO has been taken off of the non-attainment list and is now in attainment whereas the New Mexico part is still non-attainment due to political actions. Thank you Mr. Chair.

Eakman: Other comments and discussion? Hearing none.

## **8.2 MVMPO 2019 Meeting Calendar Discussion**

Eakman: We'll move forward with the last item.

Wray: Thank you Mr. Chair. As it is November of 2018 staff historically brings the next year's meeting calendar to the Committee for their initial review, excuse me October for potential adoption in November. What you see in your packet today is a draft meeting schedule for 2019, this is just the potential calendar, if no changes are made. Mr. Chair did let MPO staff know that as we did this year, he might like to see the meeting date of the September Policy Committee adjusted around the Dominici Conference. This would be the time to have those conversations as to what this Committee would like the 2019 meeting calendar to look like. So I'll stand for any comments, questions, direction that the Committee may have. This is intended to be an action item at the November meeting.

Eakman: If there are no comments, we'll take up the discussion then at the November meeting.

Wray: Mr. Chair would you like for us to adjust the September 2019 Meeting date away from the 11th to a different date around the Dominici Conference or should we present this calendar as-is to this Committee next month?

Eakman: It's always the same week. It's always that second Wednesday and Thursday of the month of September, so my personal preference would be to move it one week earlier if that and Labor Day might be when then.

fourth, third, second, first. Labor Day would be the first, the second of the Month? So second of September so if there would be no objection could we make that one change? Hearing no objection, please.

Wray: We'll make that addition the 2019 draft to be added to next month's packet.

Eakman: Very good. It's time for comments.

### **8.3 NMDOT update**

Eakman: It's time for comments. Mr. Doolittle.

Doolittle: Thank you Mr. Chair. I really only have an update on one project; it's the Valley Drive and there really hasn't been much change. We're still continuing to work on Phase 1 which is the southbound section. If you've been through there lately, they are starting to work on the roadway typical sections you're seeing some base course and sidewalk. Our biggest problem is the Hadley intersection. We continue to encounter utilities in that area. Recently found a Sprint line that wasn't supposed to be there and we didn't know about so we're waiting on that to be re-located. But we continue to work on Phase 1 and we are making progress. Earlier in the meeting we were talking about timelines. Just so everybody's aware we started that project on June 25th that's a 340-working day project, which is about seventeen months, so just based on a contractor's schedule we're planning to be finished sometime around December of 2019. But I'll continue to keep you updated as we get ready to move to different Phases. Mr. Chair I hope that you're getting what you need from Ryan. Like I said, he's got your number in big letters on his white board so I understand that you're very interested and I will tell you that I continue to hear comments of appreciation for your involvement. It certainly makes our job a little easier, but if there's anything else that I can do to help let me know. But I'll take any questions.

Eakman: If I might, just let me say that as frustrated as some of the business owners are, they are very complimentary of the contractor. Very complimentary of the contract leader because he's square with them. He never tries to run away from an answer. He's right there for them up front and they can rely on what he has to say. So they don't like the answers, that's for sure, but they certainly understand they're hearing it exactly and this construction company I wish could get all of our business. Because they keep to their time commitments and they keep things going and our City departments enjoy the candor that goes with that. We have representatives of about five departments working hand in hand with the project and I just wish we weren't running into things we don't know about, but I guess that's what happens when you renovate. Any other

1                    comments? Does any member of the Policy Board have a comment  
2                    today?  
3  
4     Solis:           Mr. Chair.  
5  
6     Eakman:        Yes.  
7  
8     Solis:           I just want to say congratulations to Andrew. And you've done a fine job  
9                    and we thank you for answering all our questions to the best of your ability  
10                   and I just want to congratulate you on your Interim term.  
11  
12    Wray:            Thank you Madam Commissioner.  
13  
14    Eakman:        Excellent. Vice-Chair Rawson.  
15  
16    Rawson:        Mr. Chair. Would you entertain a motion to reconsider Item 7.1 so we can  
17                    change that three-day to 72 hours?  
18  
19    Eakman:        I would re-open that yes.  
20  
21    Rawson:        I'll make a motion to reconsider Action Item 7.1 Resolution 18-07  
22                    Resolution adopting the Mesilla Valley MPO Public Participation Plan.  
23  
24    Eakman:        Is there a second?  
25  
26    J-Burick:        Second.  
27  
28    Eakman:        Very good. Will we have to amend that motion or will that take care of it in  
29                    your opinion Vice-Chair Rawson?  
30  
31    Rawson:        Mr. Chairman. I believe that now puts item, we would need to take a vote  
32                    and that will allow us to come back to item 7.1 and make an amendment.  
33  
34    Eakman:        Excellent. We will do that at this time if there are no objections. Ms.  
35                    Baum will you take the role.  
36  
37    Baum:            Certainly. Board Member Barraza.  
38  
39    Barraza:        Yes.  
40  
41    Baum:            Board Member Hakes.  
42  
43    Hakes:           Yes.  
44  
45    Baum:            Board Member Doolittle.  
46

1 Doolittle: Yes.  
2  
3 Baum: Board Member Solis.  
4  
5 Solis: Yes.  
6  
7 Baum: Board Member Vasquez.  
8  
9 Vasquez: Yes.  
10  
11 Baum: Board Member Johnson-Burick.  
12  
13 J-Burick: Yes.  
14  
15 Baum: Board Member Sorg.  
16  
17 Sorg: Yes.  
18  
19 Baum: Board Member Rawson.  
20  
21 Rawson: Yes.  
22  
23 Baum: Chairman Eakman.  
24  
25 Eakman: Yes. And now could I hear a motion on this issue.  
26  
27 J-Burick: So moved.  
28  
29 Eakman: Would you feel comfortable stating the motion?  
30  
31 J-Burick: Absolutely. If I can recall it. No I would like to make an amendment to  
32 change in the Public Participation Policy Manual the three-day time notice  
33 to concur to 72 hours as per the Open Meetings Act.  
34  
35 Eakman: Thank you. Is there a second?  
36  
37 Rawson: Mr. Chairman. I second that move to approve of the Participation Plan  
38 with that amendment.  
39  
40 Eakman: Discussion on the amendment? Hearing none. Would you poll the  
41 Board?  
42  
43 Baum: Board Member Barraza.  
44  
45 Barraza: Yes.  
46

1 Baum: Board Member Hakes.  
2  
3 Hakes: Yes.  
4  
5 Baum: Board Member Doolittle.  
6  
7 Doolittle: Yes.  
8  
9 Baum: Board Member Solis.  
10  
11 Solis: Yes.  
12  
13 Baum: Board Member Vasquez.  
14  
15 Vasquez: Yes.  
16  
17 Baum: Board Member Johnson-Burick.  
18  
19 J-Burick: Yes.  
20  
21 Baum: Board Member Sorg.  
22  
23 Sorg: Yes.  
24  
25 Baum: Board Member Rawson.  
26  
27 Rawson: Yes.  
28  
29 Baum: Chairman Eakman.  
30  
31 Eakman: Yes. Thank you so much for your participation today  
32

## 33 9. COMMITTEE AND STAFF COMMENTS 34

35 Eakman: Does staff have any comments?  
36  
37 Wray: Yes Mr. Chair. Thank you. As I alluded to earlier in the meeting we will  
38 be starting the Metropolitan Transportation Plan public involvement  
39 process. Staff is currently eyeing having meetings in the last week of  
40 November and in the early part of December, just as an initial kickoff.  
41 Staff anticipates that this process will stretch across several months into  
42 the first half of next year. While staff does intend to have meetings  
43 especially at the beginning kind of flying the MPO banner of these are our  
44 meetings, the intention of staff throughout this public involvement process  
45 is a bit different from the last time. We really would like to have more of  
46 an emphasis on having the opportunity to go to other organizations

1 meetings and speak to them rather than expecting people to come to us.  
2 So while we certainly will have some meetings, the emphasis this time  
3 around is going to be less on our own meetings and more on trying to go  
4 out and speak to people where they are.

5 You can expect that MPO staff will be contacting your jurisdictions.  
6 We certainly have every interest in and know the City Councilors have  
7 District meetings certainly have every interest if the Councilors want to  
8 have us of course, in speaking to the District meetings. Also same for the  
9 County Commissioners meeting with their constituents. Town of Mesilla, I  
10 know we went and spoke to the Town Board several times and to the  
11 County Commission and also to the City Council. We intend to do that  
12 again. But this is going to be a long process, also it's going to be over a  
13 couple of years. We intend on having three public involvement phases.  
14 This initial one that we're about to begin in a couple months. Then a  
15 second round that's going to be more focused taking in the input that  
16 we've received from the public and from our member jurisdictions, honing  
17 that and then finally a third public involvement process where staff  
18 basically presents the plan to the public saying "This is what we've heard.  
19 This is what our jurisdictions want to do. This is the plan," and then  
20 ultimately bringing it to this Policy Committee for their adoption in 2020.  
21 So MPO Staff has a lot of work ahead of us in the immediate and medium  
22 term.

23 Moving on to the next thing TAP and RTP those open-call for  
24 projects have closed. We will be taking the TAP and RTP applications, we  
25 received four. We'll be taking that to the BPAC next week, then to TAC  
26 the beginning of the next month, and then we'll be bringing those to this  
27 Committee for their approval to submit to NMDOT in November.

28 Then lastly, the open call for projects for CMAQ money has not  
29 closed yet, but due to the requirements of having a project feasibility  
30 meeting with NMDOT, if there's any jurisdiction that has not expressed an  
31 interest or started an application process to get that done you have to do it  
32 right now or there's not going to be time to get that in, because the close  
33 for that is November the 1st to get it in to Staff or we won't be able to  
34 accept it to get it through our committee process and then to DOT in time.  
35 So if any Committee Members have any questions about those items.

36  
37 Eakman: I'm hearing none Mr. Wray.

38  
39 Wray: Thank you Mr. Chair.

40  
41 Eakman: Mr. Nichols, did you have a comment?

42  
43 Nichols: Mr. Chairman and Members of the Committee. Larry Nichols Community  
44 Development. Just as a point of information and for the good of the order.  
45 The Active Transportation Plan that has been an item of study and

research will be coming before the City Council for adoption on October the 15th our next regular scheduled City Council Meeting.

Eakman: Thank you. And Mr. Wray can you tell us if we need to bring our jammies to future meetings or if this was an anomaly?

Wray: I certainly hope that this was an anomaly. I would like to apologize to you Mr. Chair and to the Committee as a whole that this meeting took so long. I knew it was going to be a long one, but this was a bit longer than even I had anticipated.

**10. PUBLIC COMMENT**

**11. ADJOURNMENT (2:58 PM)**

Eakman: Hearing no objection, we stand adjourned.

---

Chairperson

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## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE SPECIAL MEETING OF November 14, 2018**

#### **AGENDA ITEM:**

7.1 Resolution 18-11: A Resolution Adopting the 2018 Annual Listing of Obligated Projects – Consent Agenda

#### **ACTION REQUESTED:**

Approval by MPO Policy Committee

#### **SUPPORT INFORMATION:**

Resolution 18-11: A Resolution Adopting the 2018 Annual Listing of Obligated Projects  
Federal Fiscal Year 2018 Annual Listing of Obligated Projects

#### **DISCUSSION:**

United States Code 23 § 450.332 Annual Listing of Obligated Projects

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 18-11**

**A RESOLUTION ADOPTING THE 2018 ANNUAL LISTING OF  
OBLIGATED PROJECTS**

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

**WHEREAS**, preparation of a financially constrained Transportation Improvement Program (TIP) is a requirement of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and New Mexico Department of Transportation (NMDOT) (U.S.C. 23 § 450.324); and

**WHEREAS**, the Mesilla Valley Metropolitan Planning Organization (MPO) is responsible for the planning and financial reporting of all federally funded and regionally significant transportation-related projects within the MPO Area for the specified fiscal years; and

**WHEREAS**, the Policy Committee adopts a new TIP every two years and TIP Amendments and Administrative Modifications as needed; and

**WHEREAS**, various stakeholders and citizens participate in the TIP process; and

**WHEREAS**, U.S.C. 23 § 450.332 requires the MPO to annually approve the list of projects obligated during the previous federal fiscal year; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of this MPO that this Resolution adopting the 2018 Annual Listing of Obligated Projects be APPROVED.

**NOW, THEREFORE**, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

**(I)**

**THAT** the Mesilla Valley Metropolitan Planning Organization's Federal Fiscal Year 2018 List of Obligated Projects is adopted as shown in Exhibit "A", attached hereto and made part of this resolution.

**(II)**

**THAT** staff is directed to take appropriate and legal actions to implement this Resolution.

**DONE** and **APPROVED** this 14th day of November, 2018.

APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Trustee Johnson-Burick	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	
Councilor Vasquez	

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
City Attorney

2018 Obligated Projects								
MPO #	Control #	Location	Termini	Work Description	Federal	State	Local	Total
<b>Mesilla Valley Metropolitan Planning Organization Lead Projects</b>								
		MPO Region		Planning Funds	\$ 221,058.29		\$ 37,670.92	\$ 258,729.21
		MPO Region		5303 Funds	\$ 108,672.19		\$ 27,168.04	\$ 135,840.23
TOTAL MVMPO LEAD PROJECTS					\$ 329,730.48		\$ 64,838.96	\$ 394,569.44
<b>New Mexico Department of Transportation Lead Projects</b>								
106	LC00250	I-25	Univeristy Interchange	Bridge Replacement, Ramp Modifications, Roadway Recon, & Multiuse path-Design Phase	\$ 37,999,919.00	\$ 6,475,642.00	\$ 1,175,000.00	\$ 45,650,561.00
TOTAL NMDOT LEAD PROJECTS					\$ 37,999,919.00	\$ 6,475,642.00	\$ 1,175,000.00	\$ 45,650,561.00
<b>Doña Ana County Lead Projects</b>								
11	G10040	Soledad Canyon	Dripping Springs to End	Preliminary Engineering, Construction Engineering, Construction	\$ 9,401,700.00		\$ 1,598,300.00	\$ 11,000,000.00
TOTAL DAC LEAD PROJECTS					\$ 9,401,700.00		\$ 1,598,300.00	
<b>RoadRUNNER Transit Lead Projects</b>								
4	TL00100	CLC		RoadRUNNER Transit Operations	\$ 1,720,239.00		\$ 1,720,239.00	\$ 3,440,478.00
6	TL00120	CLC		RoadRUNNER Transit Capital Equipment	\$ 152,000.00		\$ 38,000.00	\$ 190,000.00
TOTAL TRANSIT LEAD PROJECTS					\$ 1,872,239.00		\$ 1,758,239.00	\$ 3,630,478.00
<b>Las Cruces Public Schools Lead Projects</b>								
9	LC00310	LCPS		SRTS Coordinator	\$ 78,604.00		\$ 13,396.00	\$ 92,000.00
TOTAL LCPS LEAD PROJECTS					\$ 78,604.00		\$ 13,396.00	\$ 92,000.00
<b>City of Las Cruces Lead Projects</b>								
No federally-funded projects obligated								\$0.00
TOTAL CLC LEAD PROJECTS					\$0.00	\$0.00	\$0.00	\$0.00
<b>Town of Mesilla Lead Projects</b>								

10	LC00320	Calle del Norte	Multiuse Path	Multiuse Path Construction	\$44,673.00		\$7,613.00	\$52,286.00
TOTAL TOM LEAD PROJECTS					\$44,673.00	\$0.00	\$7,613.00	\$52,286.00
<b>GRAND TOTALS</b>					\$49,682,192.48	\$6,475,642.00	\$3,011,473.96	\$59,169,308.44

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## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mesllavalleympo.org>

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
ACTION FORM FOR THE SPECIAL MEETING OF November 14, 2018**

**AGENDA ITEM:**

7.2 2019 MPO Meeting Schedule – Consent Agenda

**ACTION REQUESTED:**

Approval of 2019 MPO Meeting Schedule

**SUPPORT INFORMATION:**

2019 MPO Schedule of Meetings

**DISCUSSION:**

This item is to adopt the 2019 MPO Meeting Schedule.

At the request of the MPO Policy Committee, the September 2019 Policy Committee meeting has been moved from the second Wednesday of September to the first Wednesday of September.

Due to scheduling conflicts caused by the Veteran's Day holiday in 2019, the November 2019 Policy Committee meeting has been moved from the second Wednesday of November to the first Wednesday of November.

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 18-12**

**A RESOLUTION APPROVING THE 2019 MEETING SCHEDULE**

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

**WHEREAS**, the Mesilla Valley MPO's Policy Committee has the authority to adopt and amend the MPO's schedule of meetings as it deems appropriate; and

**WHEREAS**, the MPO's Bylaws and Open Meetings Resolution have identified the guidelines for regular, special and emergency meetings; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for the 2019 Schedule of Meetings for all MPO Committees to be APPROVED.

**NOW, THEREFORE**, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

**(I)**

**THAT** the proposed 2019 Schedule of Meetings for all MPO committees, attached hereto as Exhibit "A" and made part of this resolution, be APPROVED.

**(II)**

**THAT** staff is directed to take appropriate and legal actions to implement this Resolution.

**DONE** and **APPROVED** this 14th day of November , 2018.



APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Trustee Johnson-Burick	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	
Councilor Vasquez	

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
City Attorney



## METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

PHONE (575) 528-3222 | FAX (575) 528-3155

<http://mesillavalleympo.org>

### DRAFT 2019 Schedule of Meetings

Month	Policy Committee	TAC	BPAC
January	9 <sup>th</sup>	3 <sup>rd</sup>	15 <sup>th</sup> (TIP)
February	13 <sup>th</sup> (TIP)	7 <sup>th</sup> (TIP)	19 <sup>th</sup>
March		7 <sup>th</sup>	
April	10 <sup>th</sup>	4 <sup>th</sup>	16 <sup>th</sup> (TIP)
May	8 <sup>th</sup> (TIP)	2 <sup>nd</sup> (TIP)	21 <sup>st</sup>
June	12 <sup>th</sup>	6 <sup>th</sup>	
July			16 <sup>th</sup> (TIP)
August	14 <sup>th</sup> (TIP)	1 <sup>st</sup> (TIP)	20 <sup>th</sup>
September	4 <sup>th</sup>	5 <sup>th</sup>	
October	9 <sup>th</sup>	3 <sup>rd</sup>	15 <sup>th</sup> (TIP)
November	6 <sup>th</sup> (TIP)	7 <sup>th</sup> (TIP)	19 <sup>th</sup>
December	11 <sup>th</sup>	5 <sup>th</sup>	
January 2020	8 <sup>th</sup>	2 <sup>nd</sup>	21 <sup>st</sup> (TIP)

#### Policy Committee Meetings for January – June 2019 and January 2020

Place: County Commission Chambers, 845 Motel Boulevard

Time: 1:00 p.m. to 3:00 p.m.

#### Policy Committee Meetings for August – December 2019

Place: City Council Chambers, 700 North Main Street

Time: 1:00 p.m. to 3:00 p.m.

#### Technical Advisory Committee (TAC) Meetings for January – June 2019 and January 2020

Place: County Commission Chambers, 845 Motel Boulevard

Time: 4:00 p.m. to 6:00 p.m.

#### Technical Advisory Committee (TAC) Meetings for August – December 2019

Place: City Council Chambers, 700 North Main Street

Time: 4:00 p.m. to 6:00 p.m.

#### Bicycle and Pedestrian Advisory Committee Meetings 2019

Place: County Commission Chambers, 845 Motel Boulevard

Time: 5:00 p.m. to 7:00 p.m.

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## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004  
PHONE (575) 528-3222 | FAX (575) 528-3155  
<http://mesillavalleympo.org>

### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE SPECIAL MEETING OF November 14, 2018**

#### **AGENDA ITEM:**

7.3 Transportation Alternatives Program and Recreational Trails Program Application Recommendations

#### **ACTION REQUESTED:**

Approval of Transportation Alternatives Program and Recreational Trails Program Applications to submit to the New Mexico Department of Transportation

#### **SUPPORT INFORMATION:**

Application from the Las Cruces Public Schools for the Safe Routes to School Coordinator  
Application from the City of Las Cruces for the Walnut Street Improvement Project  
Application from the City of Las Cruces for the Las Cruces Lateral Multi-Use Trail Project  
Application from Doña Ana County for the Elks Drive Connectivity Project

#### **DISCUSSION:**

The Transportation Alternatives Program (TAP) is a Federal reimbursement program originally authorized under section 1122 of the Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21). TAP was reauthorized as a set-aside of the Surface Transportation Block Grant (STBG) program in section 1109 of the Fixing America's Surface Transportation Act (FAST Act) – signed into law in December 2015. Although TAP is not explicitly mentioned in the FAST Act, all of TAP's eligibilities have been preserved and are now codified under Title 23 of the United States Code, sections 133 (h)(3) and 101(a)(29). NMDOT chose to continue to refer to the program as TAP.

The Recreational Trails Program (RTP) is a Federal reimbursement program funded through section 1109 of the FAST Act as codified under Title 23 of the United States Code, sections 133(b)(6), 133(H)(5)(C), and 206.

In New Mexico both programs are administered by the New Mexico Department of Transportation. NMDOT requires that TAP applications for this cycle be submitted no later than November 30, 2018.

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 18-13**

**A RESOLUTION ENDORSING APPLICATIONS TO NMDOT FOR THE  
TRANSPORTATION ALTERNATIVES PROGRAM AND  
RECREATIONAL TRAILS PROGRAM**

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

**WHEREAS**, the New Mexico Department of Transportation has published an Open Call for Projects for the Transportation Alternatives Program (TAP) and the Recreational Trails Program (RTP); and

**WHEREAS**, member jurisdictions of the Mesilla Valley Metropolitan Planning Organization have submitted applications for consideration in the TAP and RTP processes; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for this Resolution recommending to NMDOT that these projects be funded be APPROVED.

**NOW, THEREFORE**, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

**(I)**

**THAT** the Mesilla Valley Metropolitan Planning Organization recommends NMDOT award funding to the projects contained in Exhibit "A", attached hereto and made part of this resolution

**(II)**

**THAT** staff is directed to take appropriate and legal actions to implement this Resolution.

**DONE** and **APPROVED** this 14th day of November, 2018.

APPROVED:

---

Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Trustee Johnson-Burick	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	
Councilor Vasquez	

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
City Attorney



# <NAME> RTPO/MPO PROJECT FEASIBILITY FORM (PFF)

For assistance, contact XXXXX, RPO Planner, at phone number or email

## GENERAL INFORMATION

Preparation Date 9/28/2018 Project Title: Safe Routes to School Coordinator  
 Requesting Entity: Las Cruces Public Schools Governing Body Approval:  
 YES ☐ NO ☐ PENDING ☐  
 Responsible Charge: Todd Gregory Phone: 575-527-6653

## PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):  
 ROADWAY **TRANSPORTATION ALTERNATIVE** BRIDGE SAFETY OTHER

Route Number and/or Street Name: N/A

Project Termini: N/A Beginning Mile point N/A Ending Mile point N/A

Total length of proposed project: N/A

Project Phases to be included in request (Circle/boldface/underline all that apply):  
**PRELIMINARY ENGINEERING** CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

## NATIONAL PERFORMANCE GOALS

**Goals to be addressed (circle/boldface/underline all that apply):**  
System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition  
Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

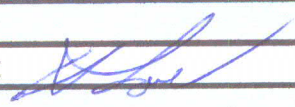
**Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):**

The Safe Routes to School Coordinator is a non-infrastructure project. The program addresses issues of pedestrian and bicycle safety using the 6 Es of the program (engineering, education, encouragement, enforcement, evaluation, equity). The Coordinator works with appropriate municipal departments on infrastructure needs as necessary.

## 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: \$107,728			Total Project Cost: \$
<b>Percentage Estimates:</b>			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	14.56%	\$15,686	
Total Federal Share	85.44%	\$92,042	
	<b>100%</b>		



<b>DISTRICT REVIEW:</b>				
By: 	Date: 9-21-2018	Recommended:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<b>T/LPA REVIEW:</b>				
By:	Date:	Recommended:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Type district comments here. Box will expand as needed.

### 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.
  - Does the T/LPA have an approved plan on file with the NMDOT?
  - If the T/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)?
  - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/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 brands specific items on this project? If so, PIF/certification is required.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind/soft 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 specs 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?



## **PROJECT PROSPECTUS FORM (PPF)**

**INSTRUCTIONS: Please complete all sections thoroughly.  
See the end of this document for required distribution.**

1. **Date of Submittal:** 09/28/2018
  2. **Is this project phased?** No. **If phased:** N/A
  3. **T/LPA Responsible Charge:** Las Cruces Public Schools
  4. **Project Name:** Safe Routes to School Coordinator
  5. **Is the project on the ICIP?** No. **If yes, year and priority #:** N/A
  6. **Is the project in or consistent with any T/LPA planning documents?** Yes.  
**If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.):** Metropolitan Transportation Plan 2015, CLC Comprehensive Plan 2040, DAC Plan2040, CLC Active Transportation Plan 2018
  7. **Is a related project in the STIP?** Yes. **If yes, year(s):** 2018 **Control #:** LC00310
  8. **Is a related project on the MPO TIP/RTPO RTIPR?** Yes. **If yes, which year(s):** 2018  
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.*
- 
9. **T/LPA Person in Responsible Charge:** Todd Gregory
  10. **Address:** 505 S. Main St., Ste 249
  11. **County:** Dona Ana
  12. **Phone:** 575-527-6653
  13. **E-mail:** tgregory@lcps.net
  14. **MPO or RTPO:** Mesilla Valley MPO
  15. **NMDOT District #:** 1
- 

### **Project Description**

**16. In the space below, please provide a narrative describing the Project, its Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

The Safe Routes to School Coordinator will continue the LCPS SRTS program which includes education of students K-8th grades, parents, school staff and community members on safe walking and bicycling, encouragement of walking and bicycling to include weekly, monthly and yearly special events, working with local municipalities on engineering and enforcement needs, all with a perspective of equity and needs of the community.

**17. Select the main project type:** 38 Safety and Education for Pedestrians/Bicyclists  
List additional project types here:

## Project Details (fill out where applicable)

18. Project Scope **LCPS Safe Routes to School Coordinator**

19. Route # (or Street) Name: N/A

20. Length (mi.): N/A

21. Begin mile post/intersection: N/A

22. End mile post/intersect.: N/A

23. Google Maps link (see tutorial), or attach a map: N/A

24. Roadway FHWA Functional Classification(s): N/A

---

## Funding Information

25. Has a related project received Federal funding previously? Yes. If yes, which years? 2008 to present Which funding program(s)? SAFTEA-LU, MAP-21 TAP

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*					
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction					
<b>Totals</b>	92,042	15,868			<b>Project Total</b> 107,728

\* 26. Preliminary Engineering total includes planning, environmental, and design.

\*\* 29. Construction management total includes observation and material testing.

\*\*\* Local funds can be used for match and to increase project total.

**Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.**

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

---

## Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental\*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: N/A

\* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

---

## Performance Measures

**Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries.** For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

**32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets,** i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

The SRTS program, based on the 6 Es address pedestrian and bicycle safety issues from a number of angles. Education of students, schools, staff, families and community members on safe pedestrian and bicycling habits and local laws increases safety. Walking School Buses, Bicycle Trains and general encouragement of students to use active transportation as a viable means of getting to school reduces traffic around schools and raises awareness of multi-modal traffic options. Working with government engineering and traffic divisions, we prioritize safety of pedestrians and bicyclists by suggesting improvements to the built environment, such as sidewalk improvement (including ADA access), bicycle lanes, speed limits, crosswalk painting, and signage. One of our main partners in Law Enforcement. Working together we focus on the safety of our pedestrians and bicyclist and ensure that everyone knows the laws and is following them.

## Project Planning Factors

**Below are the federally mandated planning factors for all transportation projects.** Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

**NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).**

- 33. ☐ **Economic Vitality:**
  - 34. ☐ **Safety for Motorized and Non-motorized Users:**
  - 35. ☐ **Security for Motorized and Non-motorized Users:**
  - 36. ☐ **Accessibility and Mobility of People and Freight:**
  - 37. ☐ **Environment, Energy Conservation, Quality of Life:**
  - 38. ☐ **Integration and Connectivity:**
  - 39. ☐ **System Management and Operation:**
  - 40. ☐ **System Preservation:**
-

## REQUIRED DISTRIBUTION

**The Applicant shall send a completed electronic version** to the **MPO/RTPO**, **District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

## GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



## **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.*

---

#### **Basic Project Information**

A. Select which funding source applying for: TAP

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

B. Date of submittal: September 28, 2018

C. Responsible Charge (Non-profits must partner with a governmental entity): Las Cruces Public Schools

D. Project name: LCPS Safe Routes to School Program Coordinator

E. If located within an RTPO, was the project recommended by the District Representative via the PFF process? Yes (If this means it was approved by NMDOT)

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	46,021	7,843		53,864
Project Year 2	46,021	7,843		53,864
Project Year 3				
Project Year 4				
Please explain project phasing as necessary: Both years request the same funding				

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

Continue the LCPS Safe Routes to School program at elementary and middle schools throughout the school district. The program is based on Education, Encouragement, Engineering, Enforcement, Evaluation, and Equity.

## 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.*

Providing active transportation options (walking and bicycling) can benefit local economies in a variety of ways such as decreased transportation costs, increased property values, decreased health care costs, and increased employment and tourism. <https://www.nctcog.org/trans/plan/bikeped/resources/ebat>  
The USDOT's Federal Highway Administration has a White Paper Evaluating the Economic Benefits of Nonmotorized Transportation:  
[http://www.pedbikeinfo.org/cms/downloads/NTPP\\_Economic\\_Benefits\\_White\\_Paper.pdf](http://www.pedbikeinfo.org/cms/downloads/NTPP_Economic_Benefits_White_Paper.pdf)

A study on Residential Land Values and Walkability:  
<http://www.aresjournals.org/doi/abs/10.5555/jsre.3.1.033722n763487886?code=ares-site>

The Las Cruces Safe Routes to School program is in line with these studies through both the promotion of active transportation and the advocacy of improved infrastructure making walking and biking a safe and fun way for families to navigate their communities.

### 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.*

Safety of children commuting to and from school is our program focus. Concerns include vehicular congestion causing conflicts for all modes of transportation. We address this through our 6 E approach.

Engineering: working with our local governments on infrastructure improvements, including improving sidewalk conditions and connectivity, ADA access, crosswalk painting, speed zones, signage and bicycle access.

We offer bike/ped safety **education** in the classroom. We provide written information and classes to parents, staff and the community. Our goal is for all road users to know the laws, their rights and responsibilities.

We team with law **enforcement** agencies to ensure that pedestrian and bicycle safety is a priority through education, presence, and citations. Officers escort us on many of our weekly Walking School Buses, help with special events such as W2SD and the Family Bike Fiesta.

We **encourage** walking and biking to school as a viable option to increase safety by reducing vehicular traffic. Weekly Walking School Buses take place at 18 schools, and monthly programs at 4.

All elements of our program are **evaluated** regularly. Data is collected with every event.

We ensure that we work **equitably** by working individually with each school to provide them the services that best fit their needs.

#### **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.*

The Las Cruces Active Transportation Plan (2018) includes suggestions to connect multi-use trails, bikes lanes and add missing sidewalks to bring access to schools. Our program will continue work with local municipalities to identify specific needs and opportunities to improve the network. Our goals are to identify walking routes from four directions at all schools and identify how these routes can tie in with the bike/ped network, either current or proposed.

[www.las-cruces.org/en/departments/community-development/planning-and-revitalization/active-transportation-plan](http://www.las-cruces.org/en/departments/community-development/planning-and-revitalization/active-transportation-plan)

#### **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.*

Transportation contributes 27 percent of the nation's greenhouse gas emissions, and saw a greater absolute increase during the period from 1990 to 2013 than any other sector (e.g. industry, commercial, electricity, etc.) (EPA, 2015). The SRTS program encourage students and parents to walk to and from schools which decreases emission from cars around school buildings and the neighborhoods around the schools. Reduced emission provides a healthier environment for children and families. Air pollutants from emissions can be harmful to children's developing respiratory systems. ([www.lung.org/our-initiatives/healthy-air/outdoor/air-pollution/children-and-air-pollution.html](http://www.lung.org/our-initiatives/healthy-air/outdoor/air-pollution/children-and-air-pollution.html)) Walking and biking to

school, combined with reduced traffic can decrease asthma rates in children. For studies and more information see <https://www.saferoutespartnership.org/resources/academic-research/environment>

In addition, students who are active commuters as children, are more likely to be active commuters as adults (<http://www.cpc.unc.edu/projects/nutrans/publications/catrineSportMed2001.pdf>), which indicates a reduction in vehicular traffic in their future.

- 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.*

There are many advantages to being involved with SRTS program.

Kids who walk or bike to school tend to be more alert in the classroom and are better prepared to learn and have a higher ability to concentrate. ([www.citylab.com/transportation/2013/02/kids-who-walk-or-bike-school-concentrate-better-study-shows/4585/](http://www.citylab.com/transportation/2013/02/kids-who-walk-or-bike-school-concentrate-better-study-shows/4585/))

This study determines that walking gives children good life experience, gets them outdoors and provides exercise as well as boosting academic performance: <https://www.treehugger.com/culture/4-reasons-why-walking-school-benefits-kids.html>

Additionally, providing organized opportunities for kids to walk and bike to school allows parents another avenue to become involved in the school. For studies see:

<http://saferoutespartnership.org/sites/default/files/pdf/Webinar-NoraCody.pdf>

Numerous studies identify the quality of life benefits of walking and biking:

<https://ecf.com/news-and-events/news/cycling-indicator-quality-life>.

- 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.*

One of the key factors in Safe Routes to School philosophy is to locate schools in areas that are accessible to multiple modes of transportation, not just convenient for vehicle traffic. Centering schools in neighborhoods, rather than along busy roads allows students to actively commute and has a big impact on health. The CLC Comprehensive Plan 2040 supports this concept and Safe Routes to School. See the attachment, and reference to goal 46, and in specific 46.2a, b & c and 46.10.

National studies on school siting include: <https://muse.jhu.edu/book/13088>

<http://coss.fsu.edu/d6/dmc/content/school-siting-and-healthy-communities-why-where-we-invest-school-facilities-matters>

## **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.*

Performance will be monitored and evaluated by monthly SRTS Coalition meetings and quarterly summary reports. The SRTS Coordinator will provide coordination and technical assistance to schools within LCPS on the development of SRTS programs. The SRTS Coordinator will organize, coordinate and implement Walking School Bus and Bike Train events with frequency determined by the school plus the ability to provide additional school site education on pedestrian and bicycle safety. We will use stipends for school staff to increase our outreach potential at more schools, providing services to more students. The SRTS Coordinator will provide presentations and reports to the LCPS School Board, CLC

and the SRTS Coalition. They will also provide media coverage, educational, and promotional materials for community awareness and health. The SRTS program's efforts will work to improve health and safety of students walking and biking to school.

## **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 LC SRTS program uses current infrastructure such as multi-use trails, sidewalks, crosswalks, signage and ADA access for our walking routes. Routes are chosen with safety and current infrastructure in mind.

The SRTS program is focused on sustainability by getting parents, teachers, and principals involved with the walking/biking programs. PE coaches are presenting the educational curriculum in the classroom during PE. As promoted by the National SRTS Center, International Walk to School Day and National Bike to School Day both educate and encourage the ongoing success of our SRTS program and continues to have participation from 100% of our elementary schools. The Las Cruces SRTS Action Plan outlines long term goals for the program. Monthly meetings of the SRTS coalition continue to garner the investment of supporting entities.

## **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.

## Las Cruces Safe Routes to School

TAP Funding 2020-2022

### Proposed Budget

Item	SRTS Funds per year	SRTS Funds for 2 years
TAP Funding	\$46,021	\$92,042
LCPS Match (14.56%)	\$7,843	\$15,686
<b>TOTAL FUNDING</b>	<b>\$53,864</b>	<b>\$107,728</b>
SRTS Coordinator: \$20/hour x 27 hours/ week x 44 weeks/year	\$23,760	\$47,520
Coordinator benefits (25.69%)	\$6,104	\$12,208
Stipends for LCPS Staff	\$10,000	\$20,000
Educational & encouragement materials	\$12,000	\$24,000
SRTS trainings	\$2,000	\$4,000
<b>Total</b>	<b>\$53,864</b>	<b>\$107,728</b>

#### Budget Explanation:

SRTS Coordinator hours will increase slightly, rate, contract weeks and benefits would remain the same as 2018-2020 funding cycle.

We request the same amount for stipends for LCPS staff as the 2018-2020 budget. The stipends offer \$500 to school staff to take on the responsibilities to run the weekly walking school bus/ bike train programs at each school.

The cost of our incentive items (charm tokens) has increased, and we have increased number of participants at weekly schools, as well as having 4 schools that participate monthly. We would like to be able to purchase incentive items for the end of the semester to increase consistency with weekly walkers.

Our request for SRTS trainings remains the same.

PLEASE LEAVE ATTACHED FOR SUPERINTENDENT'S REVIEW

LCPS FINANCE DEPARTMENT  
GRANT PROPOSAL/APPLICATION REVIEW SHEET

Project Title: Las Cruces Public Schools Safe Routes to School Program Period: 2020-2022 <sup>WMM</sup>  
Funding Source: State Direct – New Mexico Department of Transportation Proposed Budget: \$107,728  
Contact: Todd Gregory Phone: 575-527-6653 School/Dept: Safety & Security  
Application Due Date: 9/28/2018

Project Description: This project will continue to develop and promote active transportation options to benefit students, staff, and the community through education and activities.

	AMOUNT	FTE
SALARIES:	67,520	
BENEFITS:	12,208	
FIXED ASSETS > \$5,000 :		
SUPPLY ASSETS < \$5,000:		
OPERATIONS/MAINTENANCE:		
SUPPLIES & MATERIALS:	24,000	
SOFTWARE:		
PURCHASED SERVICES:		
EMPLOYEE TRAVEL:		
PROFESSIONAL DEVELOPMENT:	4,000	
STUDENT TRAVEL:		
OTHER CHARGES:		
TRANSPORTATION:		
INDIRECT COSTS:		
TOTAL:	107,728	
MATCHING/IN-KIND: \$7,843 each year for a total of \$15,686		
NOTES:		

This application has been reviewed and accepted by:

Finance/Operations [Signature] Date 9/25/18 Purchasing [Signature] Date 9/27/2018

Instruction \_\_\_\_\_ Date \_\_\_\_\_ Superintendent [Signature] Date 9/26/18

AFTER FINAL REVIEW, PLEASE RETURN TO: **Marlena Metzgar**

Separate Agenda Item ☐

Finance Consent Item ☒

RECEIVED: 9/14/18 REVIEWED: 9/24/18 RETURNED: 9/27/18



# Las Cruces



## ACTIVE TRANSPORTATION PLAN





# Chapter 1: Introduction

Las Cruces is a mid-sized city of just over 100,000 people, situated in the arid desert of southern New Mexico. The city's stunning scenery, mild weather, and recreational opportunities have attracted an influx of residents including many retirees, while New Mexico State University contributes to an annual ebb and flow of college students. Las Cruces is becoming home to more and more people who have fallen in love with the city's history, culture, and identity.

Complementing its goals to improve quality of life and provide transportation options for its residents, the City of Las Cruces has set in motion several efforts to emphasize healthy living. This includes updating the goals and policies in its Comprehensive Plan to create a healthy community, partnering with the New Mexico Department of Health to promote healthy eating and physical activity for children,

and sustaining a robust Safe Routes to School program that has become a model for similar communities. The City has also established an agreement with the Elephant Butte Irrigation District (EBID) to allow Las Cruces to use certain EBID canals and laterals for walking and bicycling.

Through programs, policies, and infrastructure, the City of Las Cruces can encourage more Las Cruces to use active transportation, which includes bicycling and walking. The Las Cruces Active Transportation Plan (ATP) provides a vision and framework to make Las Cruces more livable for all its residents and visitors. It leverages existing initiatives and identifies major opportunities for the City to improve conditions for pedestrians and bicyclists. Strategic investments in walking and bicycling will be critical to Las Cruces becoming a safer, healthier, and more connected community.<sup>1</sup>



Public art in downtown Las Cruces

<sup>1</sup> Active Living Research, The Role of Transportation in Promoting Physical Activity, [https://activelivingresearch.org/sites/default/files/styles/blog\\_page\\_images/public/ALR\\_Infographic\\_Transportation\\_July2012.jpg](https://activelivingresearch.org/sites/default/files/styles/blog_page_images/public/ALR_Infographic_Transportation_July2012.jpg)



## Stakeholder & Public Engagement

Stakeholder and public engagement was critical to the development of the Las Cruces Active Transportation Plan. Residents, business owners, employers, and local agencies provided input that collectively influenced the recommendations of the Las Cruces ATP. A detailed summary of the ATP's public engagement efforts is included in Appendix A.

### Internal Steering Committee

The role of the Internal Stakeholder Committee (ISC) was to oversee the direction of the ATP's development and provide input at key decision points. The ISC comprised representation from the City of Las Cruces' Community Development, Economic Development, Public Works, Parks & Recreation, Quality of Life, Fire, Police, Transit, Utilities, Legal, and Administration departments; Doña Ana County; Mesilla Valley Metropolitan Planning Organization; New Mexico Department of Transportation; South Central Regional Transit District; and Bureau of Land Management. The ISC convened four times throughout the development of the ATP. While developing the ATP, the ISC participated in exercises to help build more institutional capacity for completing state-of-the-art active transportation projects.

### External Advisory Committee

The External Advisory Committee (EAC) was made up of representatives from the City of Las Cruces, Doña Ana County, Mesilla Valley Metropolitan Planning Organization and its Bicycle and Pedestrian Facilities Advisory

Committee, South Central Regional Transit District, Las Cruces Hispanic Chamber, Las Cruces Public Schools and its Safe Routes to School program, Elephant Butte Irrigation District, New Mexico State University, Doña Ana Communities United, Doña Ana County Health and Human Services, Southern New Mexico Trail Alliance, New Mexico Department of Health, American Association of Retired Persons, Red Mesa Design and Development, Las Cruces Association of Realtors, Las Cruces Greater Chamber of Commerce, Las Cruces Green Chamber of Commerce, Community Action Agency of Southern New Mexico, Mesilla Valley Community of Hope, VeloCruces, and Las Cruces Homebuilders Association. The EAC provided feedback to the planning process through two formal meetings.

### Focus Groups

A critical part of the public engagement for the ATP was to meet with focus groups representing New Mexico State University faculty, staff, and students; youth participating in an after-school program; and transit riders. Each of the focus groups communicated desires for a more bikeable and walkable Las Cruces, but cited concerns regarding redevelopment encroaching into the University Avenue two-way separated bike lane, overcrowding of the Triviz Drive Trail, auto-centric street design, and the lack of safe pedestrian infrastructure along transit routes. Hearing from these specific groups of people helped ensure that the ATP's recommendations were well-informed and equitable.

### Community Events

Project team members took part in the Las Cruces Farmers & Crafts Market and the City's Neighborhood Leadership Academy and asked attendees to complete a visioning survey. Respondents stated that walking and bicycling in Las Cruces today is hot, dangerous, difficult, and scary. When asked about what they hope walking and bicycling in Las Cruces to be, respondents indicated their desire for Las Cruces to be safe, connected, and complete.

### Visioning Workshop

The Visioning Workshop provided community representatives, advocates, and stakeholders the opportunity to discuss the challenges of bicycling and walking in Las Cruces and to craft the vision for bicycling and walking in the future. Workshop attendees noted that Las Cruces' existing bicycle and pedestrian networks are disconnected and dangerous while optimistically pointing to the city's potential for positive change. This workshop informed the creation of the Las Cruces ATP's goals and objectives.



Residents describe their vision for walking and biking in Las Cruces

## Chapter 2: Policies & Programs

Policies and programs that ensure streets are designed, constructed, and improved for people of all ages and abilities are essential to Las Cruces becoming a safer and more comfortable city for people on foot and on bike. The City of Las Cruces has been recognized by the League of American Bicyclists as a Bronze-Level Bicycle Friendly Community, and the Safe Routes to School National Partnership highlighted Las Cruces as a community that has seen success from its commitment to making it easier and safer for children to walk or bike to school. Based on feedback from the League of American Bicyclists, Las Cruces updated its bicycle ordinances in 2012. The update prohibits parking in bike lanes, requires a passing clearance of three feet for passenger cars and six feet for trucks, and eliminates mandatory bicycle registration.

### Recommendations

Specific policy and program recommendations are grouped into three categories below: Build Institutional Capacity; Update Standards, Policies, & Codes; and Improve Data Collection & Sharing. Attendees at the ATP's public meeting stated that the most important actions the City of Las Cruces can take are hiring an active transportation coordinator (71 percent), including bicyclists and pedestrians in traffic signal design and operation (64 percent), and developing a comprehensive bicycle parking policy (54 percent).



Las Cruces provide feedback on the ATP's recommendations

**Table 1. Build Institutional Capacity**

Action	Description
Hire an active transportation coordinator	Hire a transportation planner or engineer to focus on coordinating and implementing active transportation projects.
Ensure high priority of the Elephant Butte Irrigation District (EBID) facilities can be used by pedestrians and bicyclists	Update the existing Memorandum of Understanding, or create a new one, to ensure that high-priority EBID facilities can be used by pedestrians and bicyclists.
Integrate the Safe Routes to School program with planning and engineering projects	Include planning and engineering staff in the Safe Routes to School (SRTS) Coalition, which currently includes crossing guards, the Department of Health, the Police Department, the City of Las Cruces, Doña Ana County, and the Mesilla Valley Metropolitan Planning Organization. Look for opportunities to make SRTS infrastructure changes through related City projects.
Expand the Neighborhood Traffic Calming Program	Modify the City's Neighborhood Traffic Calming Program to regularly coordinate with the Planning Division, consider traffic calming on more types of streets, and prioritize traffic calming on proposed neighborhood bikeway routes.
Support a planned bike share system	Support bike sharing in Las Cruces, anticipated to begin soon via dockless bike share providers, by considering wayfinding signs and bicycle route improvement, as appropriate.



# COMPREHENSIVE PLAN

## Administrative Update 2040



- 46.4 Encourage all schools to submit for City review and input regarding proposals for school site design and location. To the extent possible, the city, schools, the State Land Office of New Mexico, and the Bureau of Land Management will collaborate to insure that future school sites can be acquired and reserved in the most optimal locations by sharing relevant information in addition to the cost of infrastructure being appropriately provided.
- 46.5 Support the efforts of New Mexico State University, Doña Ana Community College, and the Las Cruces Public Schools to provide training and education to those in the community.
- 46.6 Work cooperatively with local schools, New Mexico State University, clubs, individuals, businesses, religious organizations, neighborhood groups and other similar organizations on the design, creation, connectivity, use and maintenance of trails, parks, facilities and open space.
- 46.7 Strengthen the cooperative joint-use agreement with the school district involving the creation of playgrounds, parks and the use of auditoriums and classrooms as a means of conserving money, reducing the demand for open space and parks, and supporting outreach efforts regarding community issues.
- 46.8 Support the growth and expansion of existing higher educational schools like NMSU, the Doña Ana Community College, and other satellite higher education branches throughout the county, including workforce development training.
- 46.9 Pursue cooperative agreements between owners of large industrially zoned property, including a possible joint venture between the City's West Mesa Industrial Park and NMSU's Arrowhead Research Park that will support research and development activities at Arrowhead and the creation of full scale production industries at the West Mesa.
- 46.10 As a measure of ensuring safe walkways for school age children, continue to participate in the Metropolitan Planning Organization's Safe Routes to School Program to aid in the determination of safe school routes and identification of related facilities in need of improvement.





# PLAN 2040

Comprehensive Plan

Doña Ana County, New Mexico



*Image Credit: NMSU*

Values | Why

Aspirations for our future

Decisions | What

Balancing the tradeoffs

Strategies | How

Implementing the vision

AUGUST 25

2015



## STRATEGIES | HOW



### Strategy 2: Broaden Economic Opportunity

81

#### Defining Opportunity

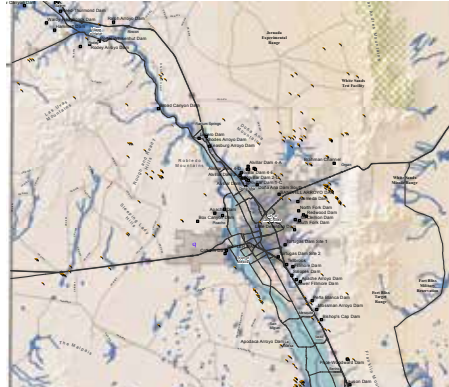
Deliberate, planned actions that result in an increased production of goods and services.

82

#### Economic Objectives

How to increase the net value that benefits all residents and businesses

- Goals & Actions



### Strategy 3: Prioritize Infrastructure

99

#### Water Matters

- Rethinking Water
- Flooding & Hydrology
- Water Supply
- Water Quality
- A Systems Approach
- Goals & Actions

110

#### Transportation

- Traffic Demand Management
- The Thoroughfare Network
- Vehicle Miles Traveled
- Public vs. Private Roads
- Border Crossings & Spaceport
- Other Transportation Modes
  - Active Transportation
  - Transit
  - Air and Rail
- Goals & Actions



### Strategy 4: Enhance Public Services

122

#### Public Safety

- Sheriff
- Fire and EMS
- Goals & Actions

130

#### Health

- The Health Scorecard
- Connections
  - Access to Services
  - Health Care
  - Healthy Food
- Goals & Actions

140

#### Education

- Grading Education
- School Sizing and Siting
- Safe Routes to Schools
- Goals & Actions

## OTHER TRANSPORTATION MODES

Doña Ana County has diverse modes of transportation even though most of the existing infrastructure is in service to the automobile. Cycling is popular in the region and transit exists in the urban areas. The extensive Union Pacific facility in Santa Teresa is a major multi-modal hub for international freight, and the two small regional airports at Las Cruces and Santa Teresa have capacity to grow.

While the diversity of the transportation options are great, pedestrian and bicycle facilities are constrained, and transit is very limited because of the rural environment. Coordination across jurisdictions and state and international borders will be necessary to maximize the potential at Santa Teresa at the regional level. And the recommended Infrastructure Asset Management Plan will also focus on the small scale community needs.

## ACTIVE TRANSPORTATION

As noted in Civic, Agricultural, and Natural Lands on p. 60, the New Mexico Comprehensive Outdoor Recreation Plan (New Mexico Energy, Minerals and Natural Resources Department, 2009) states that sedentary lifestyles are worsening health outcomes for New Mexicans. Biking and walking have health benefits, but just as importantly they can reduce dependence on driving, along with transit. This Plan calls for walking, biking, and transit throughout — but this requires coordination through an Infrastructure Asset Management Plan which accounts

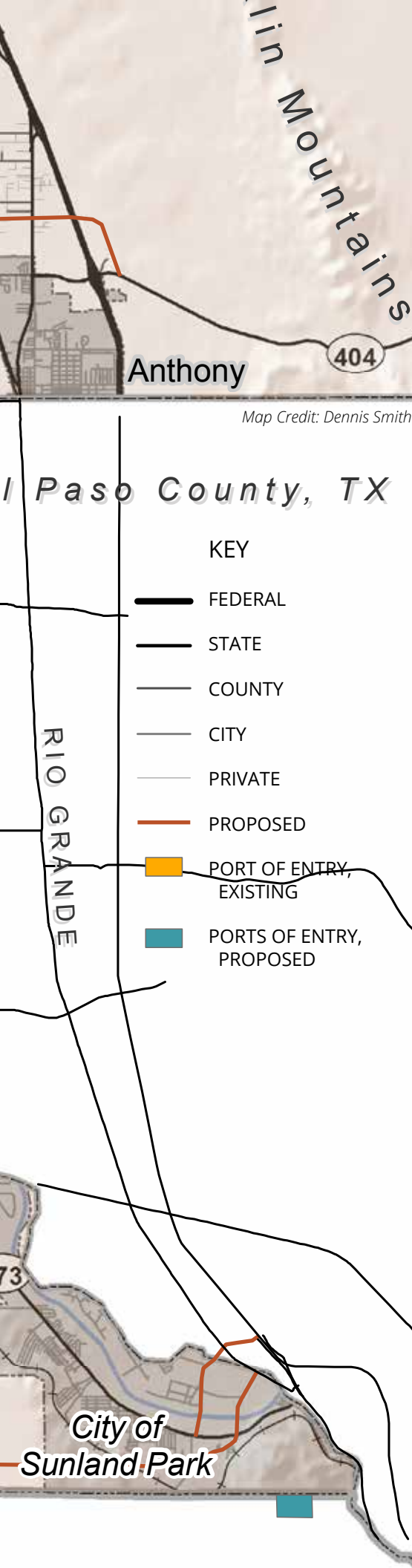
for how close destinations are to each other, and how direct the routes are. Usually, the best walking and cycling routes will be via main thoroughfares. The Infrastructure Asset Management Plan would map not just which routes have sidewalks and bicycle lanes, for example, but which routes are the most logical for upgrades. These routes would likely be the routes most appropriate for Safe Routes to School programs. This map should guide decisions about where to site schools. See p. 142 School Sizing and Siting.

## TRANSIT

The County has only two fixed-route transit providers, and some provided by work destinations. The South Central Regional Transit District (SCRTD) will begin providing service in September of 2015. These systems can be better coordinated, and interlinked to form a more comprehensive network via the SCRTD Coordinated Mobility Action Plan.

Doña Ana County's public transit offerings are limited: nine fixed routes provided within Las Cruces by RoadRUNNER, and a single line running into Sunland Park from El Paso by Sun Metro. RoadRUNNER had almost 700,000

annual riders in 2012. RoadRUNNER provides some Dial-A-Ride service in rural areas, and estimates this has increased to 60,000 annual riders in 2013. Sun Metro had over 160,000 riders into Sunland Park in 2014. Ben Archer provides "on-demand" transit service from Hatch to Las Cruces. New Mexico State University students have enjoyed fair-free bus service since 2012, and ridership numbers have increased by about 10%. (Viva Doña Ana, 2013) The SCRTD service will add seven additional fixed routes with two service hubs in Las Cruces and Anthony.



# EDUCATION

## GOALS | ACTIONS

## GOALS



### G11.2 Ensure Communities Have Safe Routes to Schools

New Mexico has funded more than 50 local SRTS projects and the Las Cruces MPO was a leader in developing local safe routes. The County work to ensure children can safely use active modes of transportation to increase health, educational attainment, community engagement, and traffic management.

## ACTIONS



### A11.2 Work with Local Government to Develop Action Plans

Doña Ana County should work with the MPOs and municipalities to develop location specific Safe Routes to Schools Action Plans to leverage federal, state and non-profit funding sources.

## LIVABILITY PRINCIPLES



Provide More Transportation Choice

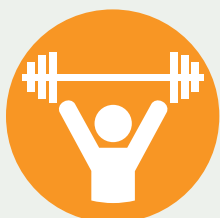


Promote Affordable Communities



Support Existing Communities

## RESPONSIBLE



### Responsible Entities

Metropolitan Planning Organizations (MPO)  
Community Development Department (CDD)  
Engineering/Roads Department (ERD)  
Regional Metropolitan Planning Organizations (MPOs)  
Local Governments



**Transport 2040**  
**Metropolitan Transportation Plan Update**  
**Mesilla Valley Metropolitan Planning Organization**







Also noted in Chapter 2, there are transportation security issues in the MPO area. The MPO is an active participant with the Doña Ana County-City of Las Cruces Local Emergency Planning Committee (LEPC), particularly with the Natural Hazards Committee. The LEPC maintains the All Hazards Mitigation Plan that discusses emergency evacuations, contingency measures, and communications interoperability. The MPO will continue to participate with the LEPC and provide assistance with developing an emergency evacuation route plan. Additionally, the MPO will, through these established coordination efforts, assist with developing and implementing transportation projects, strategies, and services.

In order to minimize congestion and plan for future traffic impacts, the MPO is developing work items to assist the local jurisdictions with analyzing their traffic demand and help identify mitigation opportunities and funding. Some of the work items that need to be addressed are as follows:

- Planning and Environmental Linkages
- Parking Management Plan
- Transportation Demand Management Plan
- Safe Routes to School

### **Planning and Environmental Linkages**

Planning and Environmental Linkages offer a coordinated approach between system level planning, project level decisions, community needs, and sensitivity to historical, cultural, and environmental concerns. The Metropolitan Transportation Plan provides system level planning for the region which may include conceptual design, identifying project locations, and analyzing land use patterns and other cultural and natural resources. Project level decisions are made through the study corridor process where community needs and historical, cultural, and environmental concerns are gathered through the MPO's public participation process.

#### **Associated Policies:**

- support the National Environmental Protection Agency (NEPA) process through well-coordinated land use and transportation planning and the five

core MPO functions

#### **Performance Outcomes:**

- develop a map that illustrates historical, cultural, and environmental areas of importance and their relationship to the transportation system
- cooperate with One Valley, One Vision efforts on a view shed analysis

### **Access Management Plan**

According to the Transportation Research Board (TRB), access management is the systematic control of the location, spacing, design and operation of driveways, median openings, interchanges, and street connections. It also encompasses roadway design treatments such as medians and auxiliary lanes, and the appropriate spacing of traffic signals. By managing roadway access, local governments can improve public safety, reduce traffic congestion, support multimodal transportation, and improve the appearance and quality of the built environment. In addition, access management can reduce the need and cost of widening roadways and reduce the number of conflicts between automobiles and pedestrians. In November 2012, the Mesilla Valley MPO adopted a set of Access Management Guidelines. Since that time MPO staff has been supporting access management improvements throughout the MPO area.

#### **Associated Policies:**

- encourage local entities to promote shared access for commercial development

#### **Performance Outcomes:**

- focus on implementation of the adopted Mesilla Valley MPO Access Management Guidelines
- assist local jurisdictions in developing Access Management plans
- begin inventory of traffic signal spacing

### **Transportation Asset and Safety Management Plan (TASM Plan)**

The Mesilla Valley MPO adopted a TASM Plan in August 2014. The purpose of the TASM Plan is to prioritize allocation of resources to support cost-effective



performance measures. These issues are examined through various means related to the Why, When, and Where people travel for each mode, shown in Figure 4-6. The Why addresses a person's purpose for travel; the When addresses the time of travel (particularly comparing peak and off-peak hours); and the Where addresses whether the travel destination is local or regional. Finally, considering the recent population growth in the region and the continuation of this trend despite difficult economic times, TDM offers a diverse set of solutions to manage expected growth and the resulting transportation demands.

Some solutions might include construction projects that add vehicle capacity (e.g. toll roads), adding modal or temporal variety to travel options, and diversifying land use patterns. Adding vehicular or public transportation capacity may require roadway widening, improving connectivity, or applying Intelligent Transportation Systems (ITS) technology. Innovative ITS solutions can assist agencies with responding to and clearing crashes, improving traffic signal timing, and offering traveler information. Improving connectivity by adding a short section of roadway or trail is a simple, low-cost project that can be rapidly constructed and may have broad public support.

Time management solutions could include employers offering flexible work hours or telecommuting opportunities to help decrease peak hour traffic. In smaller urban areas, like Las Cruces, key activity centers will experience a reasonable level of congestion; but congestion does not occur throughout the day. It is not possible, nor an efficient use of resources, to eliminate all congestion in all locations. Prioritizing projects through citizen and stakeholder input is vital to applying limited funds to projects that meet regional goals. In all cases, the solutions need to work together to provide an interconnected network of transportation services.

#### **Associated Policies:**

- provide a balanced and diversified approach to manage transportation
- provide solutions to change the travel time usage

patterns

- provide a variety mode choices
- support diversifying and well-distributed development patterns
- utilize technology to improve the efficiency of maintenance and operations for existing infrastructure and transportation systems
- support the improvement of existing traffic flow by applying demand management solutions before adding lane capacity
- strategically add auto and transit capacity in congested corridors

#### **Performance Outcome:**

- develop a transportation demand management plan with local jurisdictions

#### **Safe Routes to School Program**

Safe Routes to School (SRTS) programs examine conditions around schools using the "5 E's" of engineering, education, encouragement, enforcement, evaluation. The program pursues projects and activities that improve safety and reduce traffic in the vicinity of schools. As a result, these programs make bicycling and walking to school a safer and more appealing transportation choice thus encouraging a healthy and active lifestyle from an early age. Physical improvements that make it safer for kids to walk and bike benefit the community as a whole, providing opportunities for people of all ages to become more active. Safe Routes to School efforts are sustained by parents, schools, community leaders and local, state, tribal, and federal governments to improve the health and well-being of children by enabling and encouraging them to walk and bicycle to school.

#### **Associated Policies:**

- Continue to support the Safe Routes to School program

#### **Performance Outcome:**

- update the district-wide SRTS action plan



## Introduction

Through an extensive public input process, the MPO has developed priority plans to support the implementation of complete networks and a safer transportation system. The Prioritized Plans and Projects should also align with the Transportation Principles laid out in Chapter 3, restated here :

- Maintain and improve the existing transportation system, first and foremost.
- Connect people to jobs, goods, services, education, and recreational opportunities.
- Preserve natural, cultural, historical, and agricultural resources.
- Promote and design healthy and livable communities.
- Provide and improve multi-modal and intermodal options for all users.
- Increase transportation safety for all users, starting with the most vulnerable modes.

Pedestrian safety is emphasized because all modes have a pedestrian component. For example, when driving to a shopping center, one portion of the trip includes a safe and convenient walk from the parking lot. In addition, disabled persons and seniors rely on having quality pedestrian facilities connecting to public transportation in order to access goods and services on a daily basis.

The following system priority plan maps provide guidance on identifying, developing, and implementing projects, as well as a system for evaluating projects for inclusion in the Transportation Improvement Program (TIP). For example, a project will get more points if it is identified on multiple priority plans. Also, in an effort to preserve and maintain the existing transportation infrastructure, the MPO supports new and innovative funding mechanisms for implementing these priorities, and expanding the current unfunded illustrative project list.

Finally, each plan consists of a map identifying important components of the priorities plan and informational text on the sidebar. These maps are readily available on the web, and will be emailed or printed by request.

## Pedestrian System Priorities Plan

The Pedestrian System Priorities Plan is a map that identifies crucial pedestrian corridors, intersections, and regional area destinations that need infrastructure. The numbered corridors, intersections, and areas were identified not only through this MTP update, but were also identified with the development of the MPO Pedestrian Plan and incorporated into this document.

### Associated Tasks:

- Develop pedestrian projects task force with local jurisdictions
- Continue to support the Safe Routes to School program
- Provide a crash and proximity analysis for County areas

## Public Transportation System Priorities Plan

The Public Transportation System Priorities Plan is a description of the future transit system. It is envisioned that the future transit system will be better coordinated with activity centers in order to support transit-oriented development opportunities. The future transit system should be based on establishing bi-directional express service corridors to encourage regional trips, and provide neighborhood circulator systems that feed into the stations along those express corridors. Examples of corridors that would benefit from express service are Lohman/Amador and Main Street. The Mobility Zone areas should provide the framework within which the circulator systems operate.

Expansion of public transportation should also include the introduction of new types of systems such as Bus Rapid Transit (BRT). Connecting the urban system to rural and regional systems, such as the New Mexico Department of Transportation Gold (connecting Las Cruces-Anthony-El Paso) and Silver (connecting Las Cruces-White Sands) bus routes are vital to the success of public transportation in the region. A proposed commuter rail link between Las Cruces and El Paso is being discussed by the South Central Regional Transit



**<NAME> RTPO/MPO**  
**PROJECT FEASIBILITY FORM (PFF)**  
For assistance, contact XXXXX, RPO Planner, at phone number or email

**GENERAL INFORMATION**

Preparation Date 08/06/18 Project Title: \_\_\_\_\_  
Requesting Entity: City of Las Cruces Governing Body Approval:  
YES NO PENDING X  
Responsible Charge: Stephen Pacheco Phone: 575-528-3479

TAP

- on ATP network  
- October 15

- Apodaca blueprint  
- adopted

**PROJECT DESCRIPTION**

Project Type (Circle/boldface/underline all that apply):  
ROADWAY TRANSPORTATION ALTERNATIVE BRIDGE SAFETY OTHER

Route Number and/or Street Name: Walnut St.-Kilmer St.-Poplar Ave.-Evelyn St.-E. Madrid Ave.

Project Termini: Intersection of Margaret St. and E. Madrid Ave.  
Beginning Mile point 32.3188 Lat, -106.7575 Long Ending Mile point 32.3316 Lat, -106.7699 Long

- ADA transition  
plan

Total length of proposed project: 1.528 Miles

no design

Project Phases to be included in request (Circle/boldface/underline all that apply):  
PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

**NATIONAL PERFORMANCE GOALS**

Goals to be addressed (circle/boldface/underline all that apply):  
System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition  
Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

- in house

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

This project will complete the Walnut Street Improvement project by addressing ADA deficiencies, creating a corridor for pedestrians, including student that walk to and from school. The cross section of the street will be modified to include in road bicycle facilities. This project will provide a more pedestrian and bicycle friendly corridor for those that walk and bicycle to and from parks, recreational, and school facilities in this area.

The project will provide improvement of the bike lane/designation marking from Spruce Ave. to Kilmer St. to Popular Ave. to Madrid Ave. to Margaret Street. This project creates a connected, comfortable, and attractive bicycle network by improving maintenance of the surface and markings of existing bike lanes, creating high-comfort bikeways that connect to each other and to major destinations. The projects are in alignment with the Las Cruces Active Transportation plan as well as the strategic plan for projects on the list of priorities.

all City owned ROW  
MAP funds payed for one portion



### 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: \$561,134.32 <i>- check</i>			Total Project Cost: \$		
<b>Percentage Estimates:</b>			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	%	\$81,701.16			
Total Federal Share	%	\$479,433.16			
	<b>100%</b>				

DISTRICT REVIEW:				
By: <i>[Signature]</i>	Date: <i>9-21-2018</i>	Recommended:	<input checked="" type="radio"/> Yes	<input type="radio"/> No
T/LPA REVIEW:				
By:	Date:	Recommended:	<input type="radio"/> Yes	<input type="radio"/> No

Type district comments here. Box will expand as needed.

### 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.
  - Does the T/LPA have an approved plan on file with the NMDOT?
  - If the T/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)?
  - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/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?



## **PROJECT PROSPECTUS FORM (PPF)**

**INSTRUCTIONS: Please complete all sections thoroughly.  
See the end of this document for required distribution.**

1. **Date of Submittal:** September 28, 2018
  2. **Is this project phased? No. If phased:** Enter phase number and total # of phases
  3. **T/LPA Responsible Charge:** Steven Pacheco
  4. **Project Name:** Bicycle/Pedestrian Transportation Improvement
  5. **Is the project on the ICIP? No. If yes, year and priority #:** Year, priority # (if available)
  6. **Is the project in or consistent with any T/LPA planning documents? Yes.**  
**If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.):** Active Transportation Plan, 2018;  
MPO Bicycle System Priorities Plan, 2016
  7. **Is a related project in the STIP? No. If yes, year(s):** Enter year(s) **Control #:** Enter CN
  8. **Is a related project on the MPO TIP/RTPO RTIPR? Yes. If yes, which year(s):** 2018-2023  
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.*
- 
9. **T/LPA Person in Responsible Charge:** Stephen Pacheco
  10. **Address:** 700 N. Main St. Las Cruces, NM 88001      11. **County:** Doña Ana
  12. **Phone:** (575) 541-3479      13. **E-mail:** stpacheco@las-cruces.org
  14. **MPO or RTPO:** Mesilla Valley MPO      15. **NMDOT District #:** 1
- 

### **Project Description**

**16. In the space below, please provide a narrative describing the Project, its Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This project will complete the Walnut Street Improvement project by addressing ADA deficiencies, creating a corridor for pedestrians, including students that walk to and from school. The cross section of the street will be modified to include in road bicycle facilities. The project will provide a more pedestrian and bicycle friendly corridor for those that walk and bicycle to and from parks, recreational, and school facilities in this area. The project will provide improvements of the bike lane/designation marking streets beginning on Walnut St. from Hadley Dr. and continuing north to Spruce Ave., then along Kilmer St., Poplar Ave., Evelyn St., and E. Madrid Ave. to Solano Dr. This project creates a connected, comfortable, and attractive bicycle network by improving maintenance of the surface and markings of existing bike lanes, creating high-comfort bikeways that connect to each other and to major destinations. The projects are in alignment with the Las Cruces Active Transportation plan as well as the strategic plan for projects on the list of priorities.

**17. Select the main project type: 28 Facilities for Pedestrians, Bicycles**

List additional project types here: Safety and Roadway



### Project Details (fill out where applicable)

**18. Project Scope** To plan, design, construct, and install a pedestrian and bicycle friendly corridor including, but not exclusive to: mill/overlay asphalt on Walnut St. and E. Madrid Ave. with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, striping, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the improvements. These streets are City of Las Cruces' right of way. The project will include planning, permit application, design, construction, material testing, and project closeout of improvements for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the improvements and safe crossing of streets, as needed.

**19. Route # (or Street) Name:** Walnut St.-Kilmer St.-Poplar Ave.-Evelyn St.-E. Madrid Ave

**20. Length (mi.):** 2.25 Miles

**21. Begin mile post/intersection:** 32.3162 Lat, -106.7674 Long

**22. End mile post/intersect.:** 32.3277 Lat, -106.7788 Long

**23. Google Maps link (see tutorial), or attach a map:** See Attached

**24. Roadway FHWA Functional Classification(s):** Walnut St.-Major Collector, Kilmer St.-Local Roadway, Poplar Ave.-Local Roadway, Evelyn St.-Minor Collector, E. Madrid Ave.-Major Collector

### Funding Information

**25. Has a related project received Federal funding previously? No. If yes, which years?** Enter year(s) **Which funding program(s)?** Enter program(s)

**In the table below, please itemize the total project cost by type and funding source.** (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	\$85,988.35	\$14,653.44			
27. Utilities	0	unknown			
28. Right-of-Way	0	0			
29. Construction Management**	\$60,191.84	\$10,257.41			
30. Construction	\$853,467.81	\$145,441.15			
<b>Totals</b>	<b>\$999,648.00</b>	<b>\$170,352.00</b>			<b>Project Total</b>
					<b>\$1,170,000.00</b>

\* 26. Preliminary Engineering total includes planning, environmental, and design.

\*\* 29. Construction management total includes observation and material testing.

\*\*\* Local funds can be used for match and to increase project total.

**Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.**

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).



## Project Readiness

**List any certifications, clearances and other processes** that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental\*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

**31. Clearances and/or Certifications:** Streets are City of Las Cruces right of way. No Certs or Clearances.

\* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

## Performance Measures

**Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries.** For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

**32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets**, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

Project will assist in meeting Safety Targets developed in coordination with the Mesilla Valley Metropolitan Planning Organization. To reduce fatalities, serious injuries, and the number of non-motorized fatality/serious injuries with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, striping, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the improvements.

## Project Planning Factors

**Below are the federally mandated planning factors for all transportation projects.** Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

**NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).**

- 33. ☐ **Economic Vitality:** Type explanation.
- 34. ☐ **Safety for Motorized and Non-motorized Users:** Type explanation.
- 35. ☐ **Security for Motorized and Non-motorized Users:** Type explanation.
- 36. ☐ **Accessibility and Mobility of People and Freight:** Type explanation.
- 37. ☐ **Environment, Energy Conservation, Quality of Life:** Type explanation.
- 38. ☐ **Integration and Connectivity:** Type explanation.

39. ☐ **System Management and Operation:** Type explanation.

40. ☐ **System Preservation:** Type explanation.

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### REQUIRED DISTRIBUTION

**The Applicant shall send a completed electronic version** to the MPO/RTPO, District Staff and NMDOT Planning Liaison. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

## GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.





## **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.*

#### **Basic Project Information**

A. Select which funding source applying for: NM Transportation Alternatives Program (TAP)

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

B. Date of submittal: September 28, 2018

C. Responsible Charge (Non-profits must partner with a governmental entity): Stephen Pacheco

D. Project name: Bicycle/Pedestrian Transportation Improvement

E. If located within an RTPO, was the project recommended by the District Representative via the PFF process?

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	999,648.00	170,352.00		\$1,170,000.00
Project Year 2				
Project Year 3				
Project Year 4				
Please explain project phasing as necessary:				

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

To plan, design, construct, and install a pedestrian and bicycle friendly corridor including, but not exclusive to: mill/overlay asphalt on Walnut St. and E. Madrid Ave. with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, striping, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the improvements. The project will include planning, permit application, design, construction, material testing, and project closeout for improvements for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the improvements and safe crossing of streets, as needed.

## **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.*

Our pedestrian and bicycle friendly corridor are made up of sidewalks, on-street bike lanes, paved shoulders, and shared streets where bicyclists and motorists share the available space. Making bicycling and walking attractive options for both new residents and long-time Las Cruces of all ages can help to attract and retain a robust workforce. Encouraging residents and visitors to travel by foot or by bike in Las Cruces can also support the City's promotion of economic activity. (Active Transportation Plan, 2018).



### **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.*

Traffic Safety: According to data analyzed from the City of Las Cruces and the New Mexico Department of Transportation, 284 crashes involving bicyclists and pedestrians were reported from 2011 to 2015, including four pedestrian fatalities and one bicyclist fatality. The City's existing design standards can be updated to include safe and comfortable active transportation facilities and other complete street elements, improving safety for all Las Cruces who walk, bike, take the bus, or drive.

### **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.*

Our pedestrian and bicycle friendly corridor will increase accessibility and mobility by establishing a greater capacity in our bikeway network. Our ATP's Proposed Bikeway Network includes key connections facilitated by EBID laterals, such as the Armijo Lateral. New shared use paths along EBID laterals may or may not include paved paths, but each improved lateral should include informational wayfinding signs and provide barrier-free connections to the City's street network. The Las Cruces ATP recommends an additional 98 miles of bikeways, leveraging Las Cruces' existing 113 miles of on- and off-street bikeways. The final completed network would include 212 miles of both existing and proposed facilities (Active Transportation Plan, 2018).

### **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.*

Our pedestrian and bicycle friendly corridor will protect the environment by allowing more users to leave their motorized vehicles and still get to where they need to go, thereby reducing the amount of pollution from motorized vehicles from entering the air and waterways. The reduction in the number of trips made by motorized vehicles will also result in energy conservation. Reduced fossil fuel use will result from reduced motorize vehicle use due to increased availability of non-motorized routes. In addition, the quality of life for residents of and visitors to Las Cruces will be increased.

*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.*

These improvements can potentially have a lasting impact of the future of public health. The number of pedestrian and bicycle friendly corridors established within a community is associated with increased activity levels. The quality of life is influenced by physical and mental health, familial and other relationships, education and employment, and built and natural environments. Decreasing dependency on automobiles can lead to improved air quality, less traffic noise, and fewer and less severe traffic collisions. Bicycling and walking can also strengthen the sense of community by increasing opportunities for spontaneous interactions between residents.

- 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.*

The City of Las Cruces Comprehensive Plan includes the goals of maximizing public transportation availability, increasing mobility options and connectivity, making walking and bicycling safe and convenient, and enhancing infrastructure to attract and retain citizens and tourists. The Comprehensive Plan provides a long-term vision and sets a foundation for the development of the Las Cruces ATP. Our pedestrian and bicycle friendly corridor ties directly into these goals.

## **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.*

Our pedestrian and bicycle friendly corridor will allow users to utilize the bike lanes as an alternative route for daily transportation needs, thereby relieving wear and tear from vehicles on the roadway surface. This will reduce the need for maintenance and operational attention.

## **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.*

Reduced wear and tear on area roads will result from implementation of this project. By sharing lanes on existing roads, it saves the need for right of way acquisition.

## **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.



**RESOLUTION NO. 19-045**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$1,150,000.00 GRANT APPLICATION FOR THE TRANSPORTATION ALTERNATIVES PROGRAM (TAP), AND APPROVING THE REQUIRED CASH MATCH OF \$287,500.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) ACTIVE TRANSPORTATION AND RECREATION PROGRAMS GRANT.**

The City Council is informed that:

**WHEREAS**, the City of Las Cruces (City) Public Works and Community Developments are committed to providing infrastructure improvements to the City's transportation system; and

**WHEREAS**, the City will apply to the New Mexico Department of Transportation (NMDOT) for the Transportation Alternatives Program funding; and

**WHEREAS**, the project is a continuation of the ADA and sidewalk improvements started under the Municipal Arterial Program on Walnut St. from Hadley Ave. to Lohman Ave.; and

**WHEREAS**, the proposed improvements will provide bike lane/designation markings on Walnut St. from Hadley Ave. to Spruce Ave.; on Kilmer St from Spruce Ave. to Popular Ave.; on Popular Ave. from Kilmer St. to Evelyn St; on Evelyn St. from Popular Ave. to E. Madrid Ave.; on E. Madrid from Evelyn St. to Solano Dr., as shown in the phased vicinity map in Attachment "A", and

**WHEREAS**, the requested funded amount of \$1,150,000.00 and the grant requires a 14.56% cash match of \$287,500.00; with a total project cost estimated at \$1,437,500.00.

**NOW, THEREFORE**, Be it Resolved by the Governing Body of the City of Las Cruces:



**(I)**

**THAT** the City hereby demonstrates its support for infrastructure improvements, better access to transit, and other infrastructure improvements to the City's transportation system.

**(II)**

**THAT** the City hereby authorizes the City Manager to submit a grant application for \$1,150,000.00, with a required cash match of \$287,500.00, on the City's behalf to the NMDOT TAP funding.

**(III)**

**THAT** the City approves the cash match commitment for the grant application in the amount of \$287,500.00 from the General Fund line item designated for Grant Match, as shown in the Proposed Source of Matching Funds Summary in Exhibit "A", attached hereto and made a part of this Resolution.

**(IV)**

**THAT** the City Manager will execute the grant agreement should the grant be awarded and ensure the requirements of NMDOT are met.

**(V)**

**THAT** the City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

**DONE AND APPROVED** this 17 day of September, 2018.

APPROVED:

Bill M. Sorg  
Mayor Pro-tem

ATTEST:

[Signature]  
City Clerk

(SEAL)

Moved by Smith

Seconded by Gandara

APPROVED AS TO FORM:

[Signature]  
City Attorney

VOTE:

Mayor Miyagishima:	<u>Absent</u>
Councillor Gandara:	<u>Aye</u>
Councillor Smith:	<u>Aye</u>
Councillor Vasquez:	<u>Aye</u>
Councillor Eakman:	<u>Aye</u>
Councillor Sorg:	<u>Aye</u>
Councillor Flores:	<u>Aye</u>



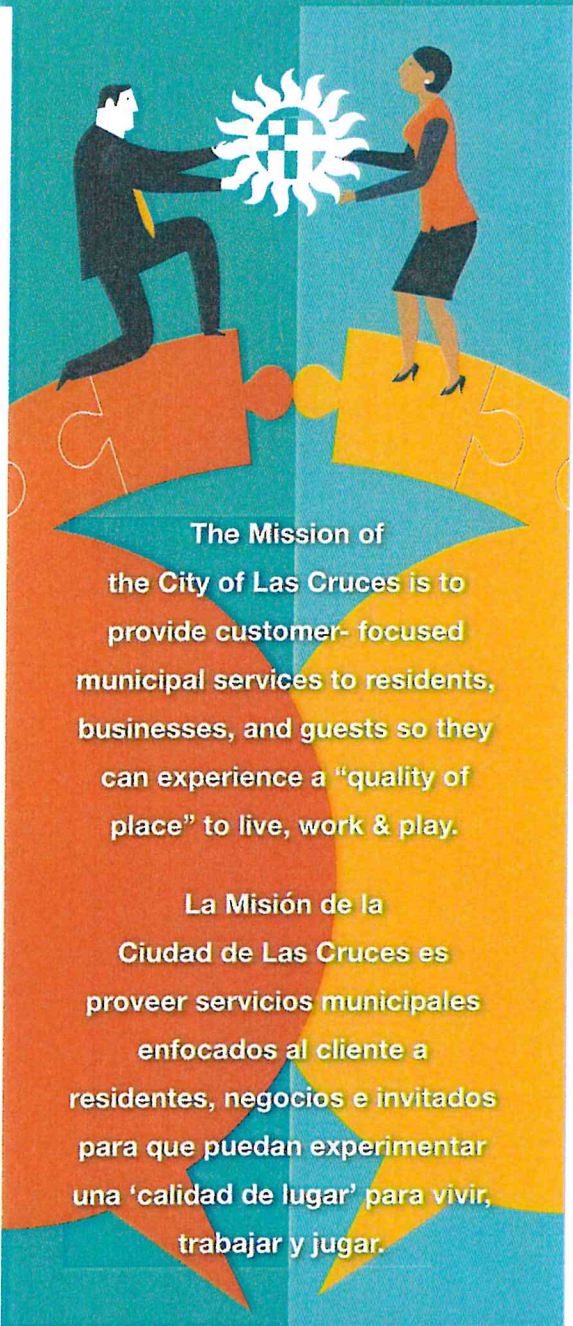


**City of Las Cruces**  
PEOPLE HELPING PEOPLE

# STRATEGIC PLAN

2017 - 2022





The Mission of the City of Las Cruces is to provide customer- focused municipal services to residents, businesses, and guests so they can experience a "quality of place" to live, work & play.

La Misión de la Ciudad de Las Cruces es proveer servicios municipales enfocados al cliente a residentes, negocios e invitados para que puedan experimentar una 'calidad de lugar' para vivir, trabajar y jugar.

## OUR MISSION

# IN 2018

## 03 | JAN. 1, 2018

The City will offer internships, apprenticeships, and mentorship programs to the Community. (EDUC)

## 04 | JULY 1, 2018

The community will have City-approved results-oriented plans for sidewalks, parks, median landscaping, and facilities. (CI&I)

## 05 | JULY 1, 2018

Information & referral services for families with young children will be integrated into all appropriate city services. (EDUC)

## 06 | JULY 1, 2018

Las Cruces City Government will be managing for results for customers as evidenced by:

- Department business plans;
- Performance based budgets,
- Performance Reports,
- Performance Dashboards,
- Employee performance alignment, and Performance contracting. (COMM&INV)

## 07 | THE END OF 2018

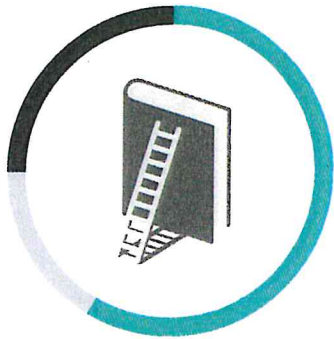
18 City-led sponsored events will be held downtown. (E&CD – DOWNTOWN)

## 08 | DEC. 31, 2018

Las Cruces businesses will be able to access all permitting and licensing services in an efficient, effective, customer-service focused one-stop shop. (E&CD – ONE-STOP SHOP)



# 2019 THROUGH 2021



## 09 | IN 2019

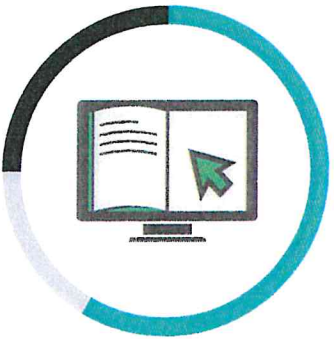
The relationship between the business community and the City will be strengthened as evidenced by:

- A one-stop shop for licensing and permitting;
- More small businesses locating downtown;
- Jointly sponsored events and educational programs;
- More businesses locating in the West Mesa Industrial Park;
- Percentage of high school and university graduates staying locally;
- Increased local contracting for City services and products; and
- Workforce education and development. **(COMM&INV)**



**10 |** Working with our partners, the community will have access to engaging public transportation connecting downtown, the University, and the Convention Center. **(CI&I)**

**11 |** Viewing internet access as a utility, by 2019, fiber optic broadband access will be available to businesses in the West Mesa Industrial Park. **(E&CD)**



**12 |** Working with the schools, the community will experience greater access to services and facilities by way of the City and Las Cruces Public Schools' shared services. **(EDUC)**

## 13 | IN 2020

Wi-fi will be available in the downtown, plaza, and Mesquite neighborhood. **(E&CD – DOWNTOWN)**

## 14 | DEC. 31, 2021

City employees will experience safe working conditions and city vehicles & equipment will be maintained in a cost effective, centralized service center. **(CI&I)**

### THEME KEY:

Capital Improvements  
& Infrastructure **(CI&I)**

Communication, Involvement  
& Follow-up **(COMM&INV)**

Economic & Community  
Development **(E&CD)**

Education **(EDUC)**

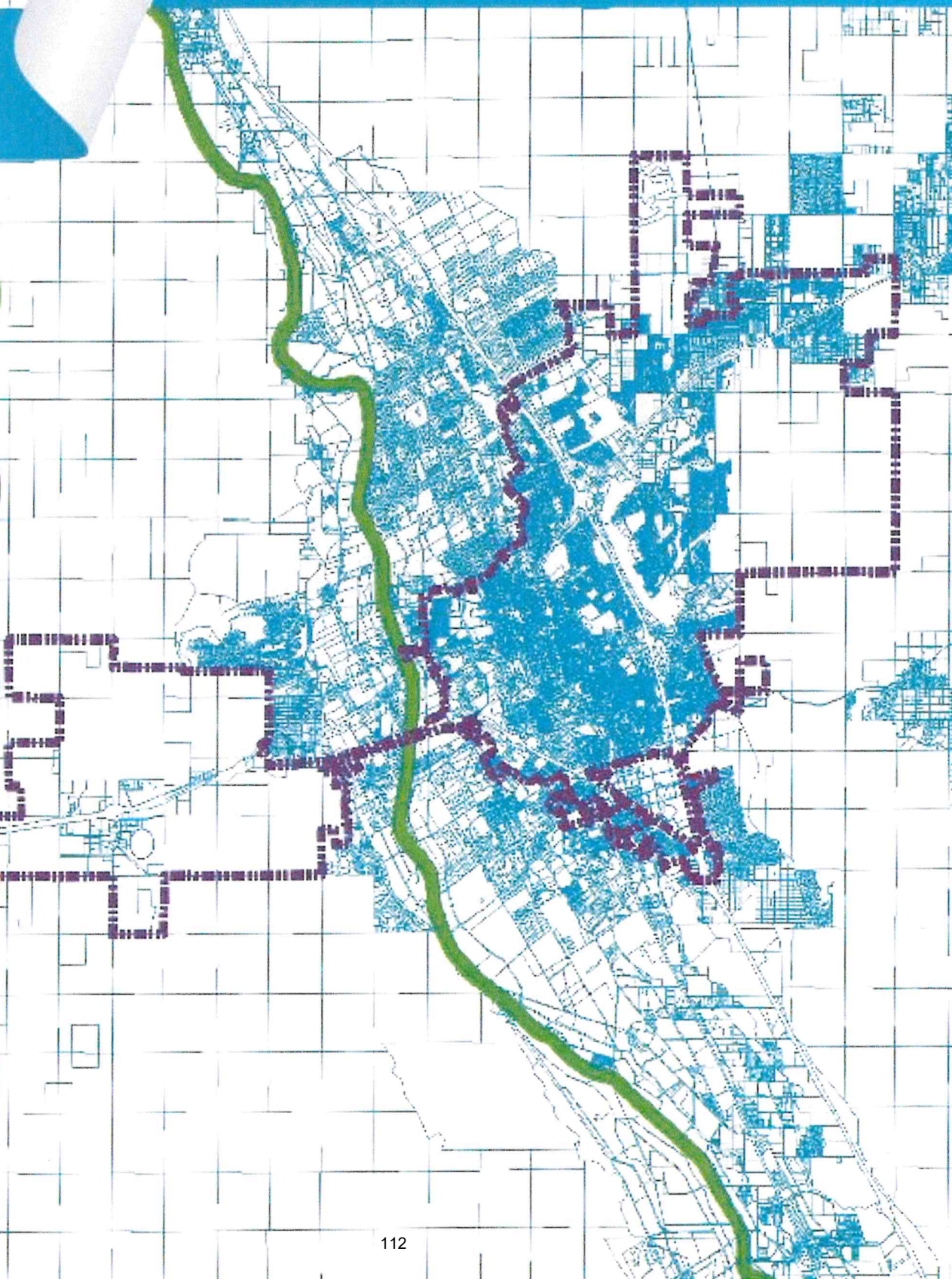




City of Las Cruces

# COMPREHENSIVE PLAN

## Administrative Update 2040





- f. Neighborhood commercial development generally do not locate within one-quarter (¼) mile of one another, but are encouraged to locate adjacent to community building, parks and schools.
- g. The City shall pursue multi-modal access standards of auto, bicycle, pedestrian, and transit for neighborhood commercial uses.
- h. Neighborhood commercial development shall address urban design criteria of compatibility to adjacent development in terms of architectural design, height/density, and the provision of landscaping for site screening, parking and loading areas.
- i. Adequate space for functional circulation shall be provided for parking and service areas.
- j. The City encourages the development of neighborhood commercial uses to allow for maximum shopping convenience to the neighborhood they serve with minimal traffic and encroachment-related conflicts to adjacent uses.

32.2 Community commercial uses shall be defined as those medium intensity commercial uses which provide an array of goods and services geared toward the daily and occasional needs of the community and associated neighborhoods. Community commercial uses generally serve the needs of between 2,000 to 8,000 households within a service radius of one to four miles and should be established according to the following criteria:

- a. Generally speaking, individual community uses contain between 3,000 to 30,000 gross square feet. Centers style arrangements, ranging from 45,000 to 200,000 gross square feet may also be considered community commercial.
- b. A single community commercial business may apply for a special use when said business is greater than 30,000 gross square feet, but may not exceed 75,000 square feet total.
- c. Single community commercial uses shall be located on collector or higher designated streets or at intersections of streets with the same or higher classification and may further be situated at the entrance of two or more neighborhoods. Centers should be located at the intersection of streets with at least one such street equal to an arterial designation and the other classified as a collector at minimum. Mid-block locations for single uses should be considered on a case-by-case basis: criteria should include street capacity, distance from an intersection where appropriate, multi-modal accessibility and shared vehicular access with other uses where appropriate, consideration of traffic and environmental impacts.





# Las Cruces



## ACTIVE TRANSPORTATION PLAN





## Proposed Bikeway Network

The Las Cruces ATP recommends an additional 98 miles of bikeways, leveraging Las Cruces' existing 113 miles of on- and off-street bikeways. The final completed network would include 212 miles of both existing and proposed facilities, distributed as shown in Figure 6 below. When completely built out, the Proposed Bikeway Network will make bicycling for recreation and transportation more safe, comfortable, and convenient for everyone. Figure 7 shows the Proposed Bikeway Network recommended by the ATP.

As with any master plan, the proposed networks and projects identified in the ATP were analyzed at a planning level and *do not represent detailed, site-specific study*. While the bicycle facility type defined for each alignment in the network is established as the City's goal, different decisions might be made as each project advances—based on important factors such as right-of-way, public support, construction cost, and overall mobility goals. That said, the

City should seek to provide the most comfortable and safe bicycle facility possible for each alignment, consistent with the Walkway & Bikeway Toolkit in this ATP.

Key features of the Proposed Bikeway Network include:

- A branded, high quality shared use path loop around the city—the Las Cruces Loop—that includes the Triviz Drive Trail, Outfall Channel Trail, and La Llorona shared use path;
- Connections to downtown, the Mesilla Valley Intermodal Transit Terminal, New Mexico State University, parks, schools, and commercial and employment centers;
- Retrofitting and expanding the University Avenue separated bike lane into a shared use path; and
- A core network of low-stress facilities including separated bike lanes, buffered bike lanes, and bike boulevards.

Figure 6. Bikeway Network Mileage, Existing and Proposed

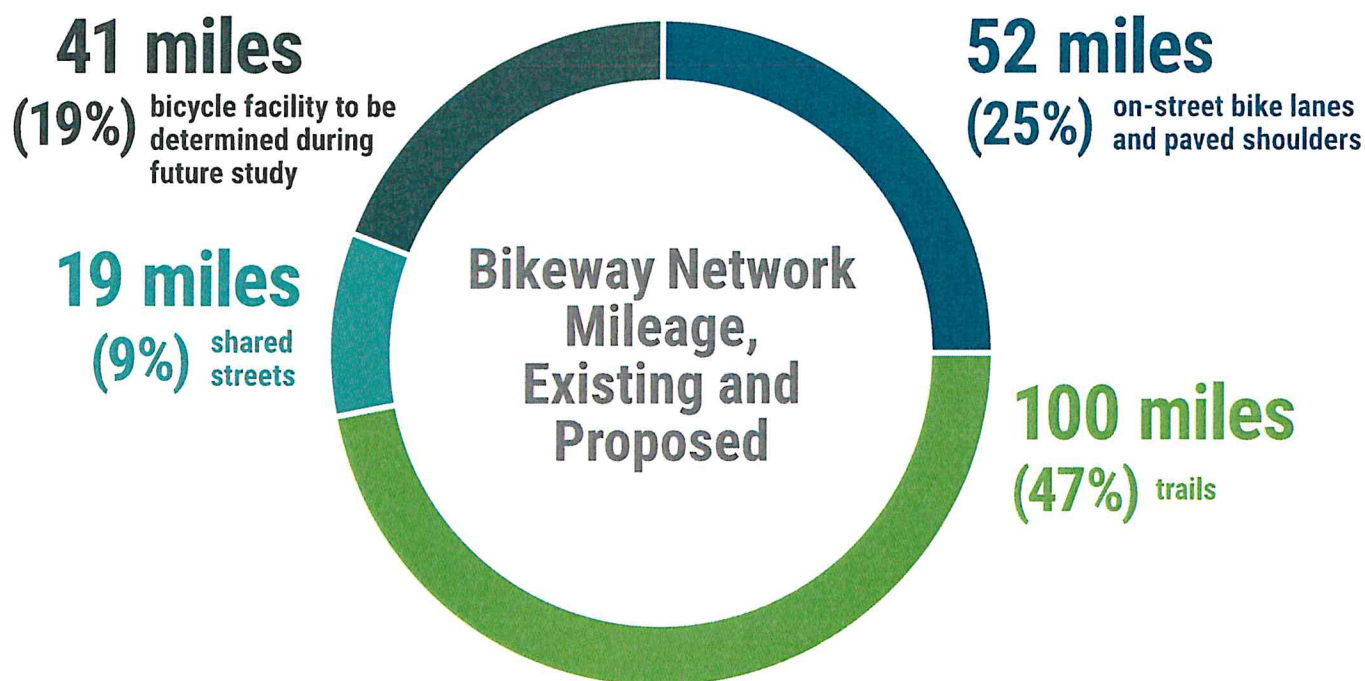
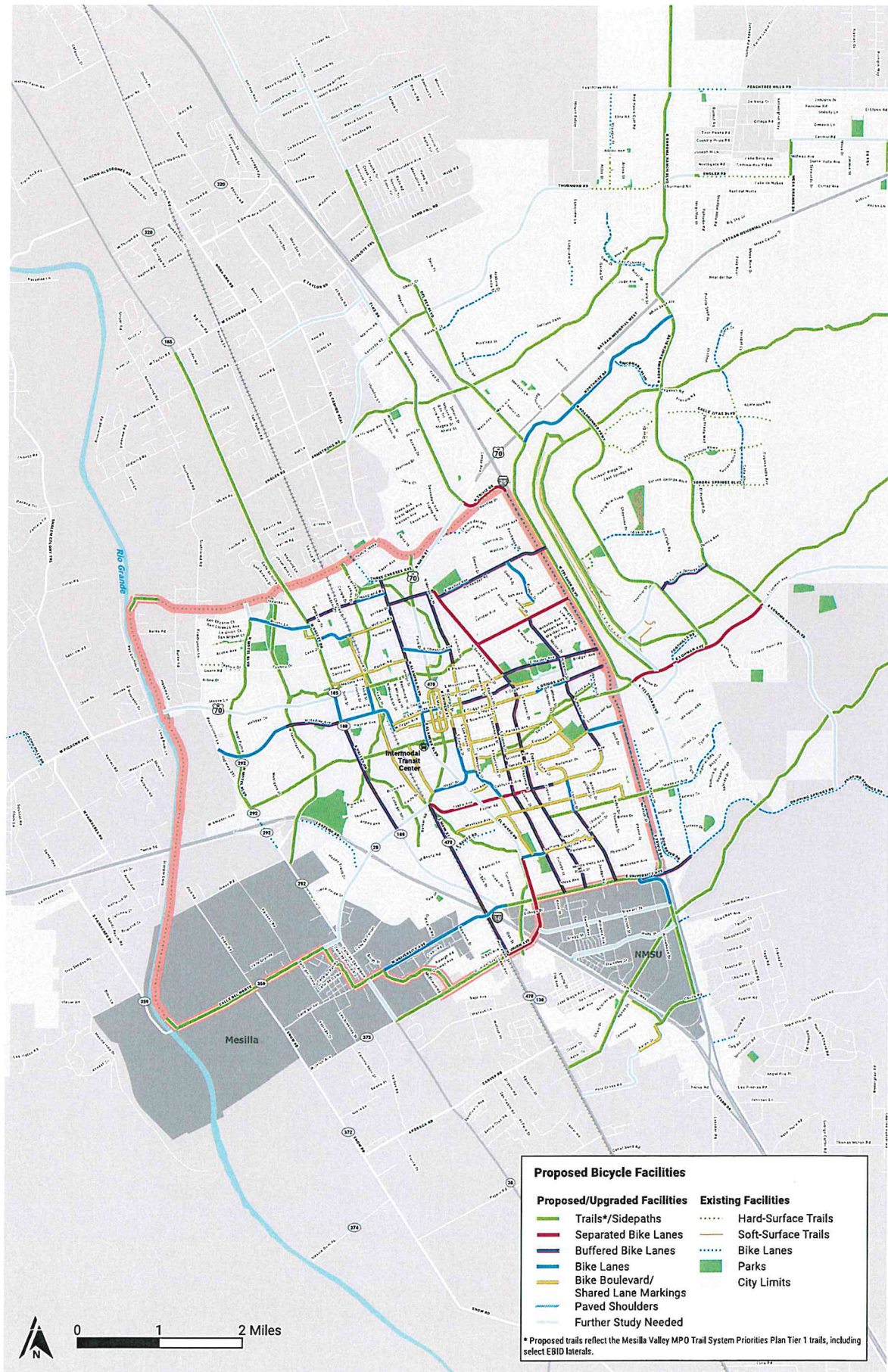




Figure 7. Proposed Bikeway Network











Resolution  
for match

<NAME> RTPO/MPO  
PROJECT FEASIBILITY FORM (PFF)  
For assistance, contact XXXXX, RPO Planner, at phone number or email

GENERAL INFORMATION

ETP

Preparation Date August 2, 2018

Project Title: Multi-Use Trail – Convention Center to  
Idaho Ave at S Main St on the Las Cruces Lateral

Requesting Entity: City of Las Cruces

Governing Body Approval:  
YES \_\_\_ NO \_\_\_ PENDING X

Responsible Charge: Catherine Burr Mathews

Phone: (575) 541-2592

PROJECT DESCRIPTION

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

ROADWAY TRANSPORTATION ALTERNATIVE BRIDGE SAFETY OTHER

Route Number and/or Street Name: Las Cruces Lateral between University Ave and S Main St

Project Termini: Las Cruces Lateral

Beginning Mile point: N/A

Ending Mile point: N/A

Total length of proposed project: 1.65 miles

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

PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

NATIONAL PERFORMANCE GOALS

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

System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure Condition | Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

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

This project will fill in part of a missing portion of the Las Cruces Loop Trail. The multi-use trail will connect the bike trail on University Ave to a new in-road bicycle facility/bike land on S Main St (soon to be completed).

The project will provide an off-street bicycle and pedestrian facility to minimize conflicts between vehicles and bicycles or pedestrians. It will serve as a major travel route between S Main St or Las Cruces High School and New Mexico State University.

The project will encourage non-motorized, non-polluting modes of transportation (bicycle and walking). It will make these modes of transportation more attractive to residents, students, and visitors by providing a safe, cool, easy, and connected route for them to travel.

paved, width

EBID property, don't have an easement or permit

this could be an issue

### 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: \$ 504,000 - <i>check</i>			Total Project Cost: \$		
<b>Percentage Estimates:</b>			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	14.56 %	\$ 73,383			
Total Federal Share	85.44 %	\$ 430,617			
	<b>100%</b>				

DISTRICT REVIEW:				
By: <i>[Signature]</i>	Date: 7-21-2018	Recommended:	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
T/LPA REVIEW:				
By:	Date:	Recommended:	<input type="checkbox"/> Yes	<input type="checkbox"/> No

Type district comments here. Box will expand as needed.

### 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.
  - Does the T/LPA have an approved plan on file with the NMDOT?
  - If the T/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)?
  - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/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?





## **PROJECT PROSPECTUS FORM (PPF)**

**INSTRUCTIONS: Please complete all sections thoroughly.  
See the end of this document for required distribution.**

1. **Date of Submittal:** September 28, 2018
  2. **Is this project phased?** No. **If phased:** 1
  3. **T/LPA Responsible Charge:** Catherine Mathews
  4. **Project Name:** Multi-Use Trail – Convention Center to Idaho Ave at S Main St on the Las Cruces Lateral
  5. **Is the project on the ICIP?** No. **If yes, year and priority #:** N/A
  6. **Is the project in or consistent with any T/LPA planning documents?** Yes.  
**If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.):** Active Transportation Plan, 2018;  
MPO Trail System Priorities Plan, 2016
  7. **Is a related project in the STIP?** No. **If yes, year(s):** N/A **Control #:** N/A
  8. **Is a related project on the MPO TIP/RTPO RTIPR?** No. **If yes, which year(s):** N/A  
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.*
- 
9. **T/LPA Person in Responsible Charge:** Catherine Mathews
  10. **Address:** 700 N. Main St. Las Cruces, NM 88001      11. **County:** Doña Ana
  12. **Phone:** (575) 541-2592      13. **E-mail:** cmathews@las-cruces.org
  14. **MPO or RTPO:** Mesilla Valley MPO      15. **NMDOT District #:** 1
- 

### **Project Description**

**16. In the space below, please provide a narrative describing the Project, its Purpose and Need:**  
i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

This project will fill in part of a missing portion of the Las Cruces Loop Trail. The multi-use trail will connect the bike trail on University Ave to a new in-road bicycle facility/bike lane on S. Main St. (soon to be completed). The project will provide an off-street bicycle and pedestrian facility to minimize conflicts between vehicles and bicycles or pedestrians. It will serve as a major travel route between S. Main St. or Las Cruces High School and New Mexico State University. The project will encourage non-motorized, non-polluting modes of transportation (bicycle and walking). It will make these modes of transportation more attractive to residents, students, and visitors by providing a safe, cool, easy, and connected route for them to travel. The multi-use trail will be constructed on one side of the Las Cruces Lateral as it runs between University Ave. and the intersection of E. Idaho Ave. and S. Main St.

**17. Select the main project type: 28 Facilities for Pedestrians, Bicycles**  
List additional project types here: Preliminary Engineering, Construction Engineering

## Project Details (fill out where applicable)

**18. Project Scope** To plan, design, construct, and install a multi-use trail along the Las Cruces Lateral including, but not exclusive to: an asphalt paved trail with appropriate ADA compliant access; appropriate pedestrian street crossing signals, signage, and markings; appropriate traffic control to exclude vehicles; site furnishings; and other necessary items to ensure full functionality of the trail. The Las Cruces Lateral is a facility belonging to the Elephant Butte Irrigation District which runs between the Las Cruces Convention Center and the intersection of E. Idaho Ave. and S. Main St. The project will include planning, permit application, design, construction, material testing, and project closeout for a trail for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the trail and safe crossing of streets, as needed.

**19. Route # (or Street) Name:** N/A

**20. Length (mi.):** 1.65 mi.

**21. Begin mile post/intersection:** N/A

**22. End mile post/intersect.:** N/A

**23. Google Maps link (see tutorial), or attach a map:** attached

**24. Roadway FHWA Functional Classification(s):** N/A

---

## Funding Information

**25. Has a related project received Federal funding previously? No. If yes, which years?** N/A **Which funding program(s)?** N/A

**In the table below, please itemize the total project cost by type and funding source.** (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	34,450	5,870			
27. Utilities	0	0			
28. Right-of-Way	0	0			
29. Construction Management**	5,973	1,018			
30. Construction	390,195	66,494			<b>Project Total</b>
<b>Totals</b>	<b>430,618</b>	<b>73,382</b>			<b>504,000</b>

\* 26. Preliminary Engineering total includes planning, environmental, and design.

\*\* 29. Construction management total includes observation and material testing.

\*\*\* Local funds can be used for match and to increase project total.

**Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.**

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

---

## Project Readiness

**List any certifications, clearances and other processes** that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental\*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

**31. Clearances and/or Certifications:** N/A

\* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

---

## Performance Measures

**Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries.** For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

**32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets**, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

Project will assist in meeting Safety Targets developed in coordination with the Mesilla Valley Metropolitan Planning Organization. To reduce fatalities, serious injuries, and the number of non-motorized fatality/serious injuries by providing an off-street bicycle and pedestrian facility to minimize on-street conflicts between vehicles and bicycles or pedestrians.

## Project Planning Factors

**Below are the federally mandated planning factors for all transportation projects.** Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

**NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).**

33. ☐ **Economic Vitality:**

34. ☐ **Safety for Motorized and Non-Motorized Users:**

35. ☐ **Security for Motorized and Non-Motorized Users:** N/A

36. ☐ **Accessibility and Mobility of People and Freight:**

37. ☐ **Environment, Energy Conservation, Quality of Life:**



38. ☐ **Integration and Connectivity:**
39. ☐ **System Management and Operation:**
40. ☐ **System Preservation:**
- 

### REQUIRED DISTRIBUTION

**The Applicant shall send a completed electronic version** to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

## GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



## **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.*

---

#### **Basic Project Information**

A. Select which funding source applying for:

*Recreational Trails Program-Category 2: Non-motorized, diverse use.*

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

B. Date of submittal: September 28, 2018

C. Responsible Charge (Non-profits must partner with a governmental entity): Catherine Mathews

D. Project name: Multi-Use Trail – Convention Center to Idaho Ave. at S. Main St. on the Las Cruces Lateral

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	\$43,062.00	\$7,338.00		\$50,400.00
Project Year 2	\$387,556.00	\$66,044.00		453,600.00
Project Year 3				
Project Year 4				



Please explain project phasing as necessary: During the Project Year 1 the work will consist of conducting site and conditions analyses, developing any needed studies and reports, and working on design and construction document production. The work for Project Year 2 will consist of construction through closeout activities, including any materials testing, inspections, and project acceptance.

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

To plan, design, and construct a multi-use trail along the Las Cruces Lateral, a facility belonging to the Elephant Butte Irrigation District, between the Las Cruces Convention Center and the intersection of E. Idaho Ave. and S. Main St. The project will include planning, permit application, design, construction, material testing, and project closeout for a trail for use by pedestrians, bicyclists, and users of other non-motorized modes of transportation. Signs, signals, bollards, and other measures may be included to ensure safe use of the trail and safe crossing of streets, as needed.

### **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.*

#### **2. Your responses are *limited to 1, Economic Vitality***

**000 characters** for each question below.

*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.*

New Mexico's outdoor recreation industry annually generates \$9.9 billion in spending, \$2.8 billion in wages, \$623 million in tax revenue, and supports 99,000 jobs across New Mexico. In addition, outdoor recreation yields improved physical fitness, increased confidence and creativity, and reduced stress and anxiety. Access to high quality public lands serves as an incentive for businesses and employees to

locate near trails. Sixty-five percent of New Mexicans participate in outdoor recreation activities, like camping, hiking, biking, horseback riding, hunting and fishing, and take pride in conserving and enjoying public lands. The City has benefitted greatly by its proximity to National Monuments, State Parks, and many outdoor recreation opportunities. The city experienced an increase in business activity connected to the Organ Mountains-Desert Peaks National Monument, including the formation of new businesses, Monument-connected brands, tours, and increased tourism. For all these reasons, both the City and State of New Mexico have an opportunity to expand economic development related to high quality natural areas and cultural facilities (EBID).

<https://nmwild.org/images/our-work/pecos/EconBenefitsofNMPProtectedLands.pdf>.

<https://outdoorindustry.org/resource/new-mexico-outdoor-recreation-economy-report/>. Companion Report A: Outdoor Recreation in New Mexico – Influences and Assets, New Mexico Statewide Comprehensive Outdoor Recreation Plan (Aug 2015).

### **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.*

El Paseo Rd. is classified as an arterial road. According the study, Dangerous by Design 2014, (Smart Growth America and National Complete Streets Coalition), “people on foot were most often killed on higher capacity and higher speed roads classified as arterial” (p. 11) as determined from the Fatality Analysis Reporting System (FARS). More than half of the pedestrian deaths over the last decade occurred on arterial roadways. A potential way to address this alarming number of deaths, and the injuries that do not result in death, is to provide a route for pedestrians separate from the route for vehicles. The multi-use trail will provide an off-street facility for bicyclists and pedestrians. This off-street facility will allow for non-motorized users to travel separately from motorized users. Conflicts among these types of users will be reduced and the rate of conflicts will be reduced. Also, the project will design, construct, and install safer facilities for non-motorized users to cross streets along the length of the multi-use trail. Signals, signs, and street markings will encourage motorized users of the streets to be more aware of non-motorized users.

### **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.*

In the recently adopted Active Transportation Plan (2018), the City of Las Cruces identifies the stretch of El Paseo Rd. between University Ave. and Idaho Ave. as a Pedestrian Focus Area. In addition, the project site, the irrigation system lateral, is identified in the plan as a Proposed Bicycle Network Trail/Sidepath. As the Proposed Bikeway Network map indicates, the multi-use trail will increase connectivity of non-motorized routes within the city limits and will link a heavily used segment of the Las Cruces Loop Trail with an important travel route, S. Main St. The multi-use trail will provide another option for the non-motorized user to travel, move along an important route, and safely reach their destinations.

Accessibility and mobility of people will be increased by this project by providing an off-street travel route for people to use. Wherever the project trail crosses existing city streets, ADA compliant facilities will be constructed as part of the project to ensure accessibility of the trail to all potential users.



## 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.*

The multi-use trail will provide a safe, accessible, and easy route for non-motorized users to access recreation opportunities and travel routes. The trail will protect the environment by allowing more users to leave their motorized vehicles and still get to where they need to go, thereby reducing the amount of pollution from motorized vehicles from entering the air and waterways. The reduction in the number of trips made by motorized vehicles will also result in energy conservation. Reduced fossil fuel use will result from reduced motorized vehicle use due to increased availability of non-motorized routes. For every mile a person travels by walking or bicycling, an average of 423 grams of carbon dioxide is saved from entering the atmosphere.

(EPA Fact Sheet; Greenhouse Gas Emissions from a Typical Passenger Vehicle).

- 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.*

The quality of life for residents of and visitors to Las Cruces will be increased by providing this multi-use trail. According to the National Recreation and Park Association publication "Parks & Recreation in Underserved Areas – A Public Health Perspective", facilities such as trails encourage higher levels of physical activity. These facilities can potentially have a lasting impact on the future of public health. The number of parks and recreation facilities, such as trails, established within a community is associated with increased activity levels. Park users engage in higher levels of physical activity in parks that have trails. The same should hold true even for trails not directly associated with parks. The Las Cruces Loop Trail, and this proposed segment will contribute to the quality of life in Las Cruces, by increasing recreational opportunities and serving to help make connections to local business, the greater Las Cruces area, and eventually, to the Rio Grande Trail which will allow connections to the wider county and state.

- 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.*

The multi-use trail in this project will increase the integration of the Las Cruces Loop Trail with the broader non-motorized user transit system of bicycle and pedestrian routes throughout the city. By linking the S. Main St. area with University Ave., connectivity will be provided for bicyclists and pedestrians between the New Mexico State University campus and the wider Las Cruces community. Residents of apartment complexes located on Montana Ave, duplexes located on Bon Burt Lane and Burley Court, and other housing options located all along the route will have better off-street bicycle and pedestrian access to the NMSU campus, to Las Cruces High School, and to area businesses. This project supports the goals outlined in the Active Transportation Plan (2018); the Mesilla Valley MPO Transportation Priorities Plan, Bicycle System Priorities Plan, Trail System Plan, and Pedestrian System Priorities Plan; and the Plan 4 Las Cruces.

## 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.*

Reduced wear and tear on area roads will result from implementation of this project. The Public Works Department uses pavement management software to systematically and scientifically evaluate streets to determine need, priority, and appropriate maintenance treatment. It is anticipated that the multi-use trail will reduce the number of vehicles traveling on El Paseo Rd. which may reduce the frequency of required maintenance, which will allow travelers and creators to choose the trail as an alternative route for daily transportation needs.

McPherson, E. Gregory and Muchnick, Jules (2005) Effects of Street Tree Shade on Asphalt Concrete Pavement Performance, *Journal of Arboriculture*, 31(6), 303 – 310.

## **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 multi-use trail will allow users to choose the trail as an alternative route for daily transportation needs, thereby relieving the surrounding roads of that amount of traffic and reducing the need for system preservation inputs. In addition, trees and shrubs will be planted, where possible and safe, along the trail and at intersections of the trail with streets. Shade from the trees and shrubs will reduce the pavement fatigue cracking, rutting, shoving, and other distress on the streets.

McPherson, E. Gregory and Muchnick, Jules (2005) Effects of Street Tree Shade on Asphalt Concrete Pavement Performance, *Journal of Arboriculture*, 31(6), 303 – 310.

## **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.

<https://nmwild.org/images/our-work/pecos/EconBenefitsofNMProtectedLands.pdf>.

<https://outdoorindustry.org/resource/new-mexico-outdoor-recreation-economy-report/>.

Companion Report A: Outdoor Recreation in New Mexico – Influences and Assets, New Mexico Statewide Comprehensive Outdoor Recreation Plan (Aug 2015).

Dangerous by Design 2014, (Smart Growth America and National Complete Streets Coalition)

Active Transportation Plan (2018)

EPA Fact Sheet: Greenhouse Gas Emissions from a Typical Passenger Vehicle

National Recreation and Park Association publication "Parks & Recreation in Underserved Areas – A Public Health Perspective"

Mesilla Valley MPO Transportation Priorities Plan

Mesilla Valley MPO Bicycle System Priorities Plan

Mesilla Valley MPO Trail System Plan

Mesilla Valley MPO Pedestrian System Priorities Plan

Plan 4 Las Cruces

McPherson, E. Gregory and Muchnick, Jules (2005) Effects of Street Tree Shade on Asphalt Concrete Pavement Performance, *Journal of Arboriculture*, 31(6), 303 – 310.



**RESOLUTION NO. 19-043**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$504,000.00 GRANT APPLICATION FOR THE RECREATION TRAILS PROGRAM (RTP), WITH A REQUIRED CASH MATCH OF \$73,383.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) ACTIVE TRANSPORTATION AND RECREATION PROGRAMS GRANT.**

The City Council is informed that:

**WHEREAS**, the City of Las Cruces Parks & Recreation (P&R) Department is committed to developing and maintaining recreational trails throughout the Las Cruces community; and

**WHEREAS**, the City of Las Cruces (City) will apply to the New Mexico Department of Transportation (NMDOT) for the Recreational Trails Program funding; and

**WHEREAS**, funding will support planning, design, and construction of an off-street multi-use trail along the Las Cruces Lateral, a facility belonging to the Elephant Butte Irrigation District, between the Las Cruces Convention Center and the intersection of E. Idaho Ave. and S. Main St.; and

**WHEREAS**, the requested funding amount is \$504,000.00 and the grant requires a 14.56% cash match of \$73,383.00; with a total project cost estimated at \$577,383.00.

**NOW, THEREFORE**, Be it Resolved by the Governing Body of the City of Las Cruces:

**(I)**

**THAT** the City hereby demonstrates its support to provide an off-street bicycle and pedestrian trail to separate vehicles from bicyclists/pedestrians along the Las Cruces Lateral.

(II)

**THAT** the City hereby authorizes the City Manager to submit the grant application for \$504,000.00, with a required cash match \$73,383.00, on the City's behalf.

(III)

**THAT** the cash match commitment for the grant application in the amount of \$73,383.00 will come from the General Fund line item designated for Grant Match, as shown in the Proposed Source of Matching Funds Summary in Exhibit "A", attached hereto and made a part of this Resolution.

(IV)

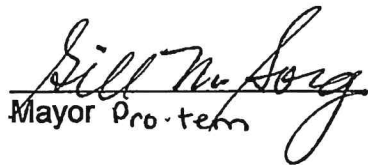
**THAT** the City Manager will execute the grant agreement, should the grant be awarded, and ensure the requirements of NMDOT are met.

(V)

**THAT** the City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

**DONE AND APPROVED** this 17 day of September, 2018.

APPROVED:

  
\_\_\_\_\_  
Mayor Pro-tem

ATTEST:

  
\_\_\_\_\_  
City Clerk

(SEAL)

VOTE:

Mayor Miyagishima:	<u>Absent</u>
Councillor Gandara:	<u>Aye</u>
Councillor Smith:	<u>Aye</u>
Councillor Vasquez:	<u>Aye</u>
Councillor Eakman:	<u>Aye</u>
Councillor Sorg:	<u>Aye</u>
Councillor Flores:	<u>Aye</u>

Moved by Smith

Seconded by Gandara

APPROVED AS TO FORM:

  
\_\_\_\_\_  
City Attorney





**City of Las Cruces**  
PEOPLE HELPING PEOPLE

# STRATEGIC PLAN

2017 - 2022



# IN 2018

## 03 | JAN. 1, 2018

The City will offer internships, apprenticeships, and mentorship programs to the Community. **(EDUC)**

## 04 | JULY 1, 2018

The community will have City-approved results-oriented plans for sidewalks, parks, median landscaping, and facilities. **(CI&I)**

## 05 | JULY 1, 2018

Information & referral services for families with young children will be integrated into all appropriate city services. **(EDUC)**

## 06 | JULY 1, 2018

Las Cruces City Government will be managing for results for customers as evidenced by:

- Department business plans;
- Performance based budgets,
- Performance Reports,
- Performance Dashboards,
- Employee performance alignment, and Performance contracting. **(COMM&INV)**

## 07 | THE END OF 2018

18 City-led sponsored events will be held downtown. **(E&CD – DOWNTOWN)**

## 08 | DEC. 31, 2018

Las Cruces businesses will be able to access all permitting and licensing services in an efficient, effective, customer-service focused one-stop shop. **(E&CD – ONE-STOP SHOP)**



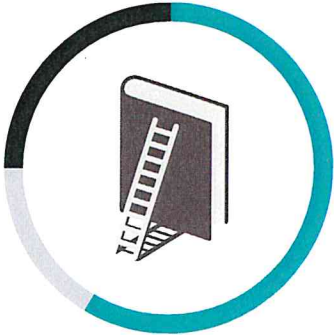
The Mission of  
the City of Las Cruces is to  
provide customer- focused  
municipal services to residents,  
businesses, and guests so they  
can experience a “quality of  
place” to live, work & play.

La Misión de la  
Ciudad de Las Cruces es  
proveer servicios municipales  
enfocados al cliente a  
residentes, negocios e invitados  
para que puedan experimentar  
una ‘calidad de lugar’ para vivir,  
trabajar y jugar.

# OUR MISSION



# 2019 THROUGH 2021



## 09 | IN 2019

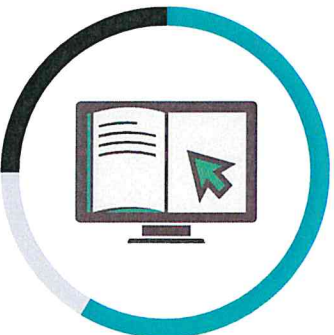
The relationship between the business community and the City will be strengthened as evidenced by:

- A one-stop shop for licensing and permitting;
- More small businesses locating downtown;
- Jointly sponsored events and educational programs;
- More businesses locating in the West Mesa Industrial Park;
- Percentage of high school and university graduates staying locally;
- Increased local contracting for City services and products; and
- Workforce education and development. **(COMM&INV)**



**10 |** Working with our partners, the community will have access to engaging public transportation connecting downtown, the University, and the Convention Center. **(CI&I)**

**11 |** Viewing internet access as a utility, by 2019, fiber optic broadband access will be available to businesses in the West Mesa Industrial Park. **(E&CD)**



**12 |** Working with the schools, the community will experience greater access to services and facilities by way of the City and Las Cruces Public Schools' shared services. **(EDUC)**

## 13 | IN 2020

Wi-fi will be available in the downtown, plaza, and Mesquite neighborhood. **(E&CD – DOWNTOWN)**

## 14 | DEC. 31, 2021

City employees will experience safe working conditions and city vehicles & equipment will be maintained in a cost effective, centralized service center. **(CI&I)**

### THEME KEY:

Capital Improvements  
& Infrastructure **(CI&I)**

Communication, Involvement  
& Follow-up **(COMM&INV)**

Economic & Community  
Development **(E&CD)**

Education **(EDUC)**

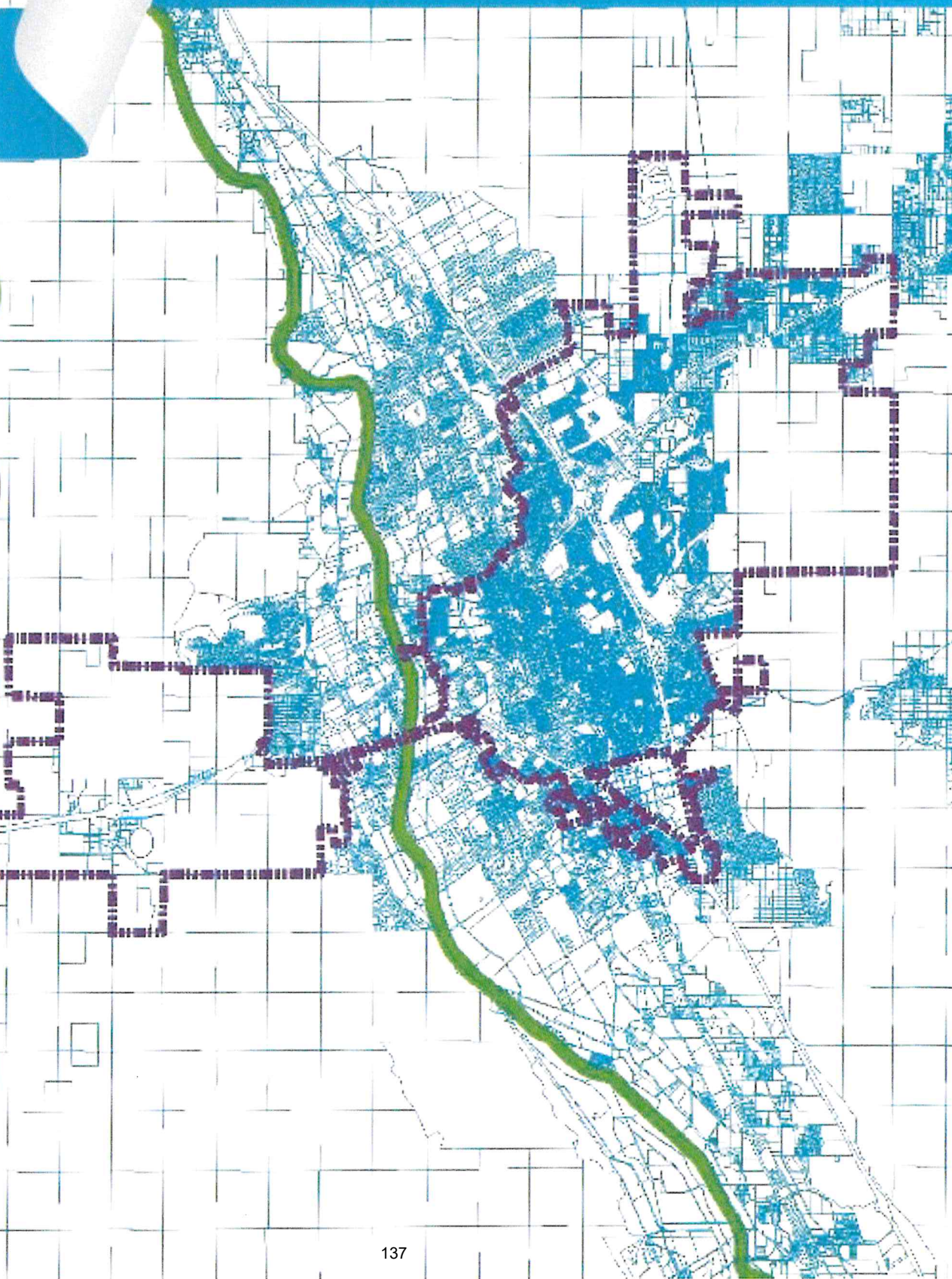




City of Las Cruces

# COMPREHENSIVE PLAN

## Administrative Update 2040





#### 4.1 PURPOSE

This chapter provides guidance on matters that affect health and well-being. Las Cruces will be a healthy community when it balances resources with growth and flourishes on all levels of health: physical, mental, social, economic, and environmental.

It is important to make suitable housing opportunities available for all socioeconomic levels. As the city grows, greater diversity in the composition and socioeconomic characteristics of families will take place, creating a greater demand for a variety of suitable housing. Therefore, addressing housing from various perspectives such as availability, choice, quality, and neighborhood preservation will be necessary in order to meet the housing needs of all Las Cruces citizens now and in the future.

#### 4.2 GOALS & POLICIES

This chapter supports all the principles in this Comprehensive Plan and the housing goals of the City of Las Cruces Consolidated Plan. In particular, it directly relates to three principles, 'Provide high quality parks, recreation, open space amenities and community services to promote healthy lifestyles and overall community wellbeing,' 'Provide a range of housing alternatives within neighborhoods that are safe, well built, clean, comfortable and affordable at varying economic levels to promote equity and choice,' and 'Provide for a safe, efficient, effective, convenient and connected multi-modal transportation system which promotes healthy living and provides mobility alternatives.'

There are five sub-themes:

- **BALANCED DEVELOPMENT:** Addresses integration of different land uses that support active living, choices in housing and development to support socio-economic diversity, and agricultural use policies to support healthy lifestyles.
- **GREAT PARKS & RECREATION:** Provides guidance on creating a resource-efficient system of parks, programs and associated facilities to meet the recreational, cultural, health and educational needs of all ages and activity levels.





- **WIDE-RANGING COMMUNITY FACILITIES & SERVICES:** Addresses facilities and services needed to serve different demographic groups. It also provides guidance on effective use of facilities and identifies programs/services that enhance quality of life in Las Cruces.
- **MULTIPLE MOBILITY OPTIONS & CONNECTIONS:** Identifies ways to plan complete transportation infrastructure and systems to meet the needs of different users.
- **HEALTHY & SAFE ENVIRONMENT:** Provides guidance on general welfare and safety and maintaining the quality of air, water and overall natural environment in the city.

## BALANCED DEVELOPMENT

### GOAL 1: Encourage mixed use development.

#### Policies:

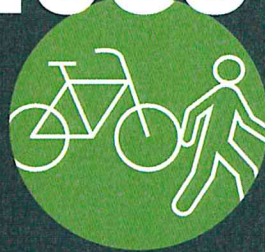
- 1.1 Encourage development using the mixed use concept of this Comprehensive Plan, such as developing compatible non-residential uses within walking distance of existing residential areas.
- 1.2 Development-related requests, such as, site plans, master plans, zoning, and planned unit developments shall adhere to the City's mixed use development concept of this Comprehensive Plan where such adherence lends to the support and enhancement of the character of the Planning Area in which the development takes place.
- 1.3 Criteria such as existing land use distribution and their integration within adjacent areas shall be considered when determining a proposal's significance in providing a mixed use, sustainable and reasonable distribution of land uses. In general, a minimum ratio of 40% single family residential, 10% multi-family, 20% non-residential (office, commercial, and industrial), and 30% miscellaneous (residential, non-residential, public and quasi-public) within the "study area" should be achieved. The "study area" shall include all parcels within a one (1) mile radius of the proposed limits of the site plan proposal. When a "study area" reflects a deficiency with the established land use ratio, the proposal's location with regards to its overall compatibility to the surrounding area shall be taken into consideration to see if application of the land use ratio is feasible. Lower level plans identified in the Planning Framework and/or specific overlay zones may be exempt from the City's mixed-use development policy.
- 1.4 Encourage a balance of land uses as a means of providing convenience and functionality to those who may live and work in one area of the community, particularly in designated Infill areas or where city services exist or are planned to support mixed use development.







# Las Cruces



## ACTIVE TRANSPORTATION PLAN



FINAL DRAFT August 2018



## Proposed Pedestrian Approach

The network planning process identified several focus areas in Las Cruces for pedestrian improvements, shown in Figure 8. The pedestrian focus areas highlight locations that should be prioritized for investment in safe and comfortable pedestrian infrastructure such as sidewalks, crosswalks, trails, and street trees. As previously noted, the pedestrian high-crash corridors often overlap with transit routes, so these focus areas also address the need for safe access to transit with an emphasis on streets with a history of crashes.

## Overall Approach

As project opportunities arise and funding becomes available, the City should use the following approach to improve the pedestrian environment in Las Cruces:

1. Review pedestrian focus areas to inform capital and in-house projects.
2. Close sidewalk gaps, first in the pedestrian focus areas and then citywide as opportunities arise.
  - a. Leverage opportunities through private development, public utilities projects, and major roadway projects to construct or reconstruct sidewalks.
  - b. Identify and fill sidewalk gaps that don't require detailed engineering, major grading or clearing of vegetation, or right-of-way acquisition.
3. Improve pedestrian crossings using the ATP's Walkway & Bikeway Toolkit, first in the pedestrian focus areas and then citywide as opportunities arise.
4. Add street trees and other Cool Corridor features to select streets in the pedestrian focus areas.
5. Implement context-specific enhancements, especially around schools and within transit corridors as described in the following sections.

By implementing many of the policy recommendations in Chapter 2—such as including pedestrians in traffic signal design and operation; updating the City's design standards to match best practices, embracing land use policies that encourage active transportation; developing a street tree ordinance; and developing pedestrian crossing guidelines—the City will lay the groundwork to improve the comfort and safety of walking in Las Cruces.



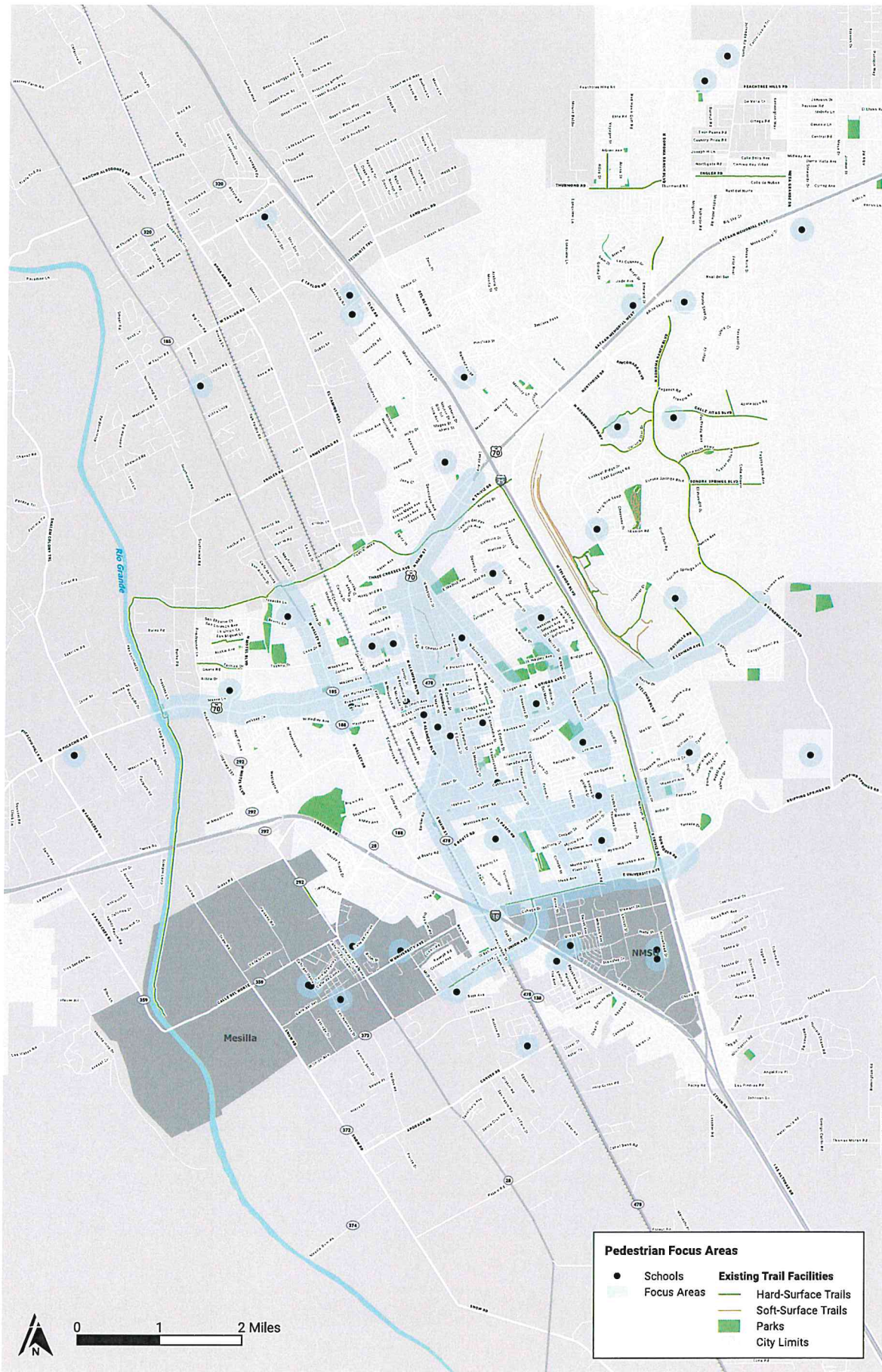
Pedestrians enjoying Plaza De Las Cruces



Pedestrians crossing Main Street in downtown Las Cruces





Figure 8. Proposed Pedestrian Focus Areas

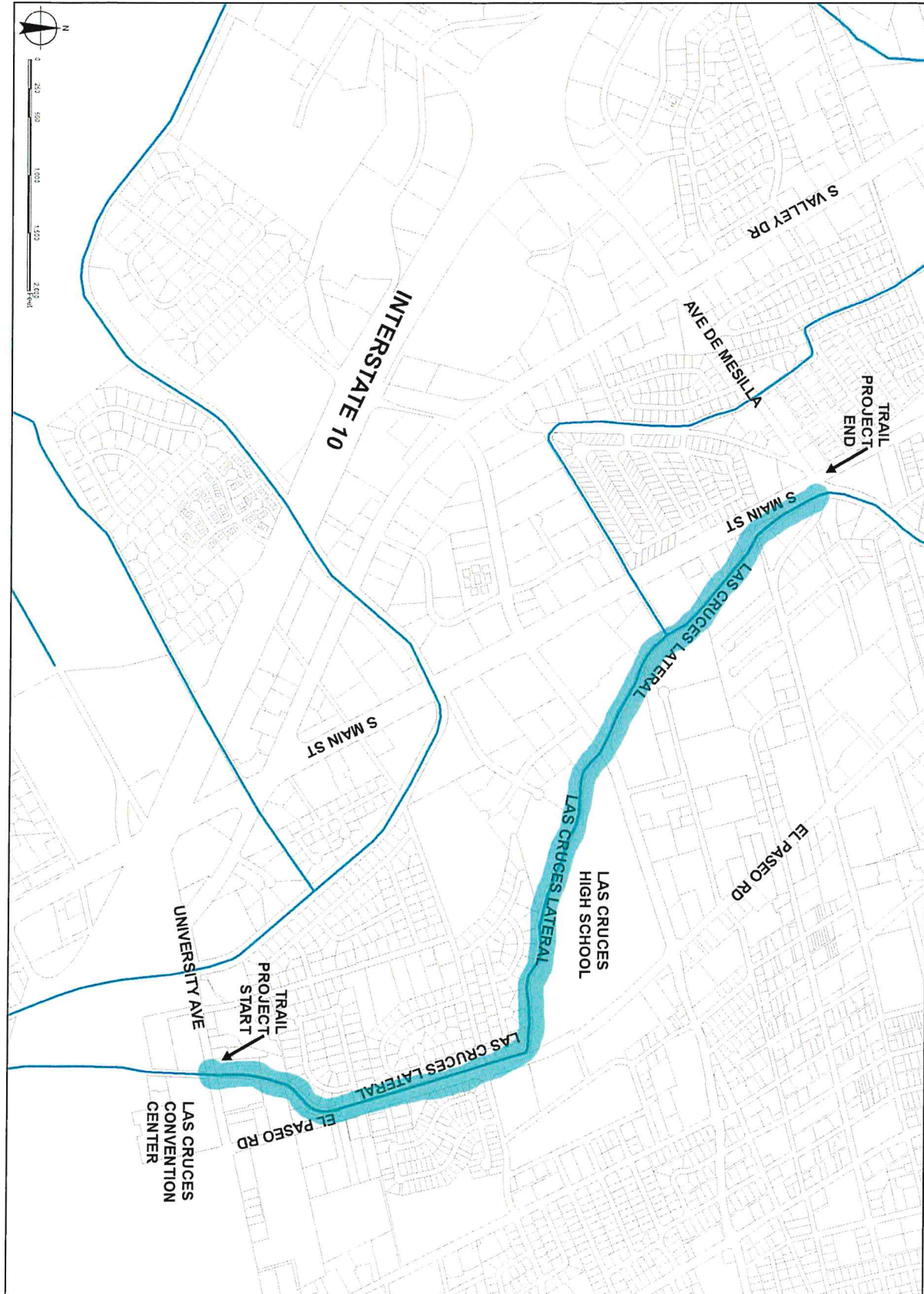




# RTP Grant Project Map

CITY OF LAS CRUCES  
PARKS AND REC DEPT  
1501 E HADLEY AVE  
LAS CRUCES, NM 88001

**Legend**  
 40' R/W  
 Over-Region





## MESILLA VALLEY /MPO

### PROJECT FEASIBILITY FORM (PFF)

For assistance, contact XXXXX, RPO Planner, at phone number or email

#### GENERAL INFORMATION

Preparation Date 08/03/18

Project Title: Elks Drive Connectivity Project

Requesting Entity: Doña Ana County

Governing Body Approval:  
YES \_\_\_ NO \_\_\_ PENDING \_\_\_

Responsible Charge: Samuel Paz

Phone: 575-525-6103

#### PROJECT DESCRIPTION

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

ROADWAY **TRANSPORTATION ALTERNATIVE** BRIDGE SAFETY OTHER

Route Number and/or Street Name: Elks Drive

Project Termini: Elks/DA School Road to Elks/Columbia North Driveway Beginning Mile point \_\_\_ Ending Mile point \_\_\_

Total length of proposed project: 1.15 miles

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

**PRELIMINARY ENGINEERING** **CONSTRUCTION** **CONSTRUCTION MANAGEMENT & TESTING**

#### NATIONAL PERFORMANCE GOALS

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

System Reliability | Freight Movement & Economic Vitality | **System Connectivity** | **Infrastructure Condition**  
**Safety** | Congestion Reduction | **Environmental Sustainability** | Reduced Project Delivery Delays

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

System Connectivity and Infrastructure Condition Safety: The Elks Drive Connectivity Project aims to increase system connectivity by enhancing existing networks, providing access to both amenities and transit, and by strengthening existing flood prevention systems. The project also promotes non-motorized accessibility by integrating components of the Doña Ana Master Drainage Plan to reduce flooding and by providing additional stormwater management along Elks Road. As a result, this multi-use path will showcase and incorporate cost efficient methods to provide connectivity by mitigating storm and flood concerns, while integrating multi-disciplinary approaches such as Green Infrastructure and related best management practices.

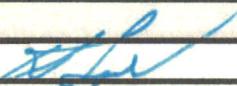
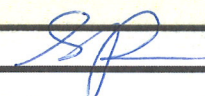


Environmental Sustainability: This Project incorporates features which provide protection and enhancement of the environment along a segment of a busy corridor in the Doña Ana community. The project integrates Green Infrastructure methods, as featured in Dona Ana County's comprehensive plan-Plan 2040 and proposed in the Unified Development Code. Green Infrastructure methods includes alternate stormwater management techniques such as water storage and filtration using natural and bio-engineered systems. Green Infrastructure also provides aesthetics, natural and economic benefits by incorporating integrated design features in this project thus providing pedestrian connectivity, while aligning assets with existing local natural systems. The project will promote environmental conservation by enhancing drainage control features in coordination with the recent Doña Ana Master Drainage Plan. The project design and function will minimize the risk of pond failure, reduce risks associated with standing water caused by surface run-off from nearby streets and corridors, thus protecting the environment as well as providing non-motorized public pedestrian connectivity.

- May need retaining wall along sections - potential ROW issues  
 - limited activities SRTS - 8' trail

### 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: \$			Total Project Cost: <b>950,699</b> \$
<b>Percentage Estimates:</b>			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	%14.56	\$138,421	
Total Federal Share	%84.44	\$ 812,278	
	<b>100%</b>	<b>950,699</b>	

DISTRICT REVIEW:			
By: 	Date: 9/12/2018	Recommended: <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
T/LPA REVIEW:			
By: 	Date: 9-27-18	Recommended: <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

Type district comments here. Box will expand as needed.

### 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.

## **PROJECT PROSPECTUS FORM (PPF)**

**INSTRUCTIONS: Please complete all sections thoroughly.  
See the end of this document for required distribution.**

1. **Date of Submittal:** 09/28/2018
  2. **Is this project phased? No.** If phased: Enter phase number and total # of phases
  3. **T/LPA Responsible Charge:** Samuel Paz
  4. **Project Name:** Elks Drive Connectivity Project
  5. **Is the project on the ICIP? No.** If yes, year and priority #: Year, priority # (if available)
  6. **Is the project in or consistent with any T/LPA planning documents? Yes.**  
If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.): DAC Comprehensive Plan
  7. **Is a related project in the STIP? No.** If yes, year(s): NA Control #: NA
  8. **Is a related project on the MPO TIP/RTPO RTIPR? No** If yes, which year(s): Enter year(s)  
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is, please include the first page and the page on which the project is listed for any relevant documents.*
  9. **T/LPA Person in Responsible Charge:** Samuel Paz
  10. **Address:** 845 N. Motel Blvd., Las Cruces, NM 88007-8100 11. **County:** Doña Ana
  12. **Phone:** (575)525-6103 13. **E-mail:** samuelp@donaanacounty.org
- 
14. **MPO or RTPO:** Mesilla Valley MPO 15. **NMDOT District #:** 1

### **Project Description**

16. **In the space below, please provide a narrative describing the Project, its Purpose and Need:** i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the description below should match the NEPA description as closely as possible.*

The “Elks Drive Connectivity Project”, is a proposed 1.15 mile multi-purpose path that aligns with the Livability Principles of Doña Ana County’s Comprehensive Plan-Plan 2040 adopted in 2015. The project specifically supports the Livability Principles by “Supporting Existing Communities, Providing More Transportation Choice and by Coordinating Policies and Investment”-Plan2040. These principles are simultaneously supported by funding established communities through active transportation facilities. This project improves community connectivity by: providing a safe and accessible pedestrian through separation of motorist and pedestrians, providing facilities for pedestrians, bicyclists and other non-motorized forms of transportation, and promoting healthy active lifestyles by enhancing pedestrian access to community facilities. This project showcases an integrated and multi-disciplinary approaches to improve communities. The “Elks Road Connectivity Project” represents the next step to



advancing County planning initiatives, leveraging county resources to improve connectivity and flood protection of County communities. This project leverages limited county resources into a collaborative State and multi-department County effort. The project will also position the County to target funding for specific plan elements as future funding from numerous sources becomes available. DAC is also providing a combined match of \$143,518 comprised of \$114,296 cash and \$29,222 of in-kind services.

**17. Select the main project type: 28 Facilities for Pedestrians, Bicycles**

List additional project types here: **Multi-use trail**

## Project Details (fill out where applicable)

18. Project Scope **Multi-use trail adjacent to Elks Road, east of road, within County ROW**

19. Route # (or Street) Name: Elks Drive 20. Length (mi.): 1.15

21. Begin mile post/intersection: Elks Drive/Dona School Road 22. End mile post/intersect.: Elks Road/Columbia North Driveway

23. Google Maps link (see tutorial), or attach a map: <https://www.google.com/maps/@32.3784342,-106.8048096,3478m/data=!3m1!1e3>

24. Roadway FHWA Functional Classification(s): Minor Arterial

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## Funding Information

25. Has a related project received Federal funding previously? No. If yes, which years? **Enter year(s)** Which funding program(s)? **Enter program(s)**

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*	106,500	29,222			
27. Utilities					
28. Right-of-Way					
29. Construction Management**	65,360				
30. Construction	670,321	114,296			
<b>Totals</b>	<b>\$842,181</b>	<b>\$143,518</b>			<b>\$985,699</b>

\* 26. Preliminary Engineering total includes planning, environmental, and design.

\*\* 29. Construction management total includes observation and material testing.

\*\*\* Local funds can be used for match and to increase project total.

**Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.**

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

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## Project Readiness

List any certifications, clearances and other processes that have been obtained for this project.

Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental\*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

**31. Clearances and/or Certifications:** Project is within DAC ROW, adjacent to NMDOT State Highway ROW. DAC anticipates minimal clearances and a Categorical Exclusion to be obtained as this areas is previously disturbed.

\* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

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## Performance Measures

**Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries.** For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

**32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets,** i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

The “Elks Drive Connectivity Project”, is a proposed 1.15 mile phased multi-purpose path that aligns with the Livability Principles of Doña Ana County’s Comprehensive Plan-Plan 2040 adopted in 2015. Plan 2040 was jointly funded by the Sustainable Communities Initiative which is comprised of a partnership including the EPA, HUD and the DOT. While the project doesn’t directly respond to NMDOT safety targets, it does however responds to community concerns of safety, lack of infrastructure, accessibility to recreation and healthy lifestyle choices in rural communities.

## Project Planning Factors

**Below are the federally mandated planning factors for all transportation projects.** Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

**NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).**

**33. ☒ Economic Vitality:**

This project provides economic vitality by increasing accessibility along Elks Drive. By providing active transportation facilities along this corridor, this project will indirectly reduce cost associated with accessing public amenities and regional transportation in rural communities. The project promotes community features which may offset the high cost of living experienced by rural residents; “households in DAC spend 60% of income on housing and transportation, compared to the 45% level considered affordable” -Plan 2040. Active transportation project will provide 25 estimated direct short-term local jobs through a contractor for project construction.

**34. ☒ Safety for Motorized and Non-motorized Users:**

Elks Drive is a minor arterial route (FHWA\*) and positioned at the nexus of both Motorized and Non-Motorized Users. This project responds to the lack of issues connectivity, stormwater and roadway drainage. Documented community feedback reveals that “Residents strongly supported actions to manage flood and improvements to roads, sidewalk and lighting, especially in underserved areas” -Plan 2040. This project will incorporate safety features including motorist and pedestrian separation, and safety features at street and driveway access points.

**35. ☐ Security for Motorized and Non-motorized Users:**

Elks Drive is a corridor connecting the rural Doña Ana Colonia. As previously stated “Residents strongly supported actions to manage flood and improvements to roads, sidewalk and lighting, especially in underserved areas” -Plan 2040. The project includes an extra level of safety by integrating Green Infrastructure (GI) as part of flood control. GI systems provide a level of stormwater protection by reducing flood water and by providing areas for infiltration to occur. Although GI systems don’t directly impact Motorized and Non-Motorized Users, they do influence behavior and reduce conflicts associated with flooding in the roadway and ROW.

**36. ☒ Accessibility and Mobility of People and Freight:**

Throughout Doña Ana County, rural communities have valid concerns regarding road safety, pedestrian connectivity and stormwater management. Many challenges faced by rural communities are the result of limited resources and inadequate infrastructure. This project provides an integrated response to both the limited resources and to the trade-offs emphasized in Plan 2040. The project aims to increase accessibility and mobility by enhancing existing networks, providing access to transit and by adding capacity to existing infrastructure systems. Specific added capacity of accessibility and mobility of people include providing accessibility to both Roadrunner Transit Users and school children and parents.

**37. ☒ Environment, Energy Conservation, Quality of Life:**

“The single greatest concern of residents in every region of the County is flood management”-Plan 2040. This project incorporates features which provide protection of the environment and support improving the quality of life for County residents. The project integrates GI methods, as featured in Plan 2040 and included within the Unified Development Code. GI methods includes alternate stormwater management techniques such as water storage and filtration using natural and bio-engineered systems via bio-swale. GI also provides aesthetics, natural and economic benefits by aligning with existing natural systems. The project promotes environmental conservation by enhancing drainage control features in harmony with adjacent drainage structures which minimizes the risk of pond failure, reduce risks associated with standing water caused by surface run-off of nearby streets and corridors, thus protecting the environment. Additional environment protection and quality of life are achieved through enhanced dust control, drainage, and erosion issues adjacent to Elks Drive.



38. ☒ **Integration and Connectivity:**

Throughout the County “households in DAC drove 20,000 miles in 2011, more than households in walkable areas with transportation options” -Plan 2040. This project provides integration and connectivity by connecting schools, parks and transit. This project provides pedestrian connections to both the Roadrunner transit services and students and parents to active transportation facilities. The project increases access to existing recreation facilities-Doña Ana Park thus promoting healthy active lifestyle choices.

39. ☐ **System Management and Operation:**

This project improves the efficiency, safety and operation of public amenities along Elks Drive. Local schools will be provided with a multi-use trail to connect both parents and students with nearby amenities before and after school. As a result of increased activity, park safety, surveillance and integrated maintenance efforts will be provided by the project. Transit service safety and efficiency is collectively improved by the integration of infrastructure, amenities and roadway management. Additional system management and operation improvements are added specifically by decreasing the maintenance needed for erosion sediment control and roadway and ROW stormwater control.

40. ☒ **System Preservation:**

This project supports system preservation by aligning with the Livability Principals and the community's desired land use as specified in the goals and actions of Plan 2040. The preferred land use goals included within the Unified Development Code, which provides the framework for development. Plan 2040 supports land use and development patterns with the following goals; “Preserving and completing existing places, “Encouraging development near transit-intense enough to support it”, “Enabling development to occur in the form of complete neighborhoods”-Plan 2040. Plan 2040 also identifies action to support goals including to “Increase services to Colonias and other Rural Areas” -Plan 2040. Enhancing existing connectivity and intensity along Elks Road achieves the goals and action specified in Plan 2040. The project also maximize the efficient use of County ROW which abuts NMDOT Highway ROW.

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## REQUIRED DISTRIBUTION

**The Applicant shall send a completed electronic version** to the **MPO/RTPO, District Staff** and **NMDOT Planning Liaison**. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

## 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.*

#### **Basic Project Information**

A. Select which funding source applying for:

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

B. Date of submittal: **09/28/18**

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

D. Project name: **Elks Drive Connectivity Project (EDCP)**

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
<b>Project Year 1</b>	106,500	29,222		135,722
<b>Project Year 2</b>	735,681	114,296		849,977
<b>Project Year 3</b>				
<b>Project Year 4</b>				
Please explain project phasing as necessary: PY1 is to fund Design/PE for EDCP PY 2 for construction for EDCP FY21/22				

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

## **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.*

The “Elks Drive Connectivity Project” (EDCP) provides economic vitality by increasing accessibility along Elks Drive and by reducing cost of transportation in rural communities. Increasing accessibility activates economies by connecting public amenities and regional transportation. The project encourages neighborhood connectivity along Elks Drive, thereby aiding local economic development. The project promotes community features which may offset the high cost of living experienced by rural residents; “households in DAC spend 60% of income on housing and transportation, compared to the 45% level considered affordable”<sup>1</sup>, “households in DAC drove 20,000 miles in 2011, more than households in walkable areas with transportation options” –Plan-2040<sup>2</sup>. Construction activities of this projects will provide 25 estimated direct short-term local jobs through a contractor for project construction

### **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.*

Elks Drive is a minor arterial route (FHWA<sup>1</sup>) and serves as a corridor to nearby amenities, flood control systems and local transportation routes. The EDCP responds to issues of traffic and pedestrian safety, connectivity, and stormwater and roadway drainage. Documented community feedback reveals that “Residents strongly supported actions to manage flood and improvements to roads, sidewalk and lighting, especially in underserved areas”-Plan 2040<sup>2</sup>. This project will incorporate safety features including motorist and pedestrian separation, and safety features at street and driveway access points. The project includes an extra level of safety by integrating Green Infrastructure (GI) as part of flood control. GI systems provide a level of stormwater protection by reducing flood water and by providing areas for infiltration to occur. Project location is at a key position to showcase how safety concerns, stormwater and drainage can be incorporated into an integrated connectivity project.

#### **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.*

Throughout Doña Ana County, rural communities have expressed valid concerns regarding road safety, pedestrian connectivity and stormwater management. Many challenges faced by rural communities are the result of limited resources and inadequate infrastructure. The EDCP provides an integrated response to both the limited resources and to the trade-offs emphasized in Plan 2040<sup>1</sup>. The project aims to increase accessibility and mobility by enhancing existing networks, providing access to transit and by strengthening existing flood systems. The project also promotes accessibility by integrating components of the Doña Ana Master Drainage Plan to reduce flooding and provide additional stormwater management along Elks Drive. As a result, this combined multi-use trail will showcase and incorporate cost efficient methods to mitigate community concerns, while integrating multi-disciplinary approaches such as GI and related best management practices.



## 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.*

The EDCP incorporates features which provide protection and enhancement of the environment. The project integrates GI methods, as featured in Plan 2040<sup>1</sup> and included within the Unified Development Code<sup>2</sup>. GI methods includes alternate stormwater management techniques such as water storage and filtration using natural and bio-engineered systems. GI also provides aesthetics, natural and economic benefits by incorporating integrated design features in projects thus providing pedestrian connectivity, while aligning assets with existing local natural systems. The project promotes environmental conservation by enhancing drainage control features in harmony with Doña Ana Master Drainage Plan. The project design and function minimizes the risk of pond failure, reduce risks associated with standing water caused by surface run-off of nearby streets and corridors, thus protecting the environment.

- 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.*

The EDCP improves the quality of life residents and adds value to the existing community by improving connectivity to nearby transit and public amenities while enhancing natural drainage systems. Quality of life is improved for residents by providing pedestrian connections to both the Roadrunner transit services and active transportation systems. The project increases access to Doña Ana Park and both elementary and middle school thus promoting healthy active transportation and recreation. Additional improvements are achieved through enhanced dust control, drainage, and vector control issues adjacent to Elks Drive. Throughout the County “The single greatest concern of residents in every region of the County is flood management”-Plan 2040<sup>1</sup>. Simultaneously the project showcases integrated small-scale GI methods while demonstrating effective use of resources to serve as both a catalytic and pilot project positively impacting quality of life. This is also supported by Doña Ana County's Health Impact Assessment which indicates rural communities participate in physical activity less than those who live in urbanized areas.

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.*

The EDCP aligns with the Livability Principals and the community's desired land use as specified in the goals and actions of Plan 2040. The preferred land use goals are supported by the proposed Unified Development Code<sup>1</sup>, which provides the framework for development. Plan 2040 supports land use and development patterns with the following goals; "Preserving and completing existing places, "Encouraging development near transit-intense enough to support it", "Enabling development to occur in the form of complete neighborhoods"-Plan 2040<sup>2</sup>. Plan 2040 also identifies action to support goals including to "Increase services to Colonias and other Rural Areas"<sup>3</sup>. Enhancing existing connectivity and intensity along Elks Drive achieves the goals and action specified in Plan 2040. The project also integrates with recommended flood and ponding components as identified in the Doña Ana Master Drainage Plan completed by the Doña Ana County Flood Commission.

## **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.*

The EDCP improves the efficiency, safety and use of public amenities along Elks Drive, by activating existing uses and by integrating connectivity within future infrastructure projects. Local schools will be provided with a multi-use trail to connect both parents and students with nearby amenities before and after school. As a result of increased activity, park safety, surveillance and integrated maintenance efforts will be provided by the project. Roadway weather management will also continue to be improved by the numerous planned infrastructure projects along or adjacent to Doña Ana School Road and Elks Drive including on-going improvements at Doña Ana School Road. Transit service safety and efficiency is collectively improved by the integration of infrastructure, amenities and roadway management.

## **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 EDCP aligns with the goals and actions of Plan 2040, specifically relating to “Implementing Multiple Solutions for Water Use”<sup>1</sup>. The project utilizes existing county systems to promote efficient system management and operations by incorporating GI system components, flood systems and roadway drainage into integrated community projects. By utilizing GI methods, the proposed project provides natural erosion management and cost reduction associated with stormwater control as well as maintenance costs associated with roadway drainage and related right-of-way. The proposed project maximizes the use of the local transit system, promotes walking and biking and reduces pedestrian and motor vehicle conflicts. This project also maximizes the use of county right-of-way which abuts state right-of-way. A long-term sustainable approach is showcased by this project, and is an effective option is proactively address roadway issues and community concerns with an integrated design approach rather than crisis management response.

### **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.

### **Referenced Planning Documents and Narratives**

*Comprehensive Plan-Plan 2040*

Adopted by Doña Ana County in 2015, Plan 2040 frames the community based “Livability Principles” to guide future development, and directs both the proposed Unified Development Code (UDC) and Colonia Community Plans (CCP). The “Elks Drive Connectivity Project” aligns with key Livability Principles of Plan 2040 including 1) supporting existing communities, and 2) expanding transportation choices.

<http://www.vivadonaanaudc.org/comp-plan-drafts/>

#### *Unified Development Code (UDC)*

The UDC encourages better development by using specific types of zoning districts. The UDC will provide zoning and development regulations to enhance existing communities, as well as providing policies to allow for various development patterns to occur. Project proposal intends to expand upon on best management techniques of the UDC including Low Impact Development and Green Infrastructure techniques.

<https://www.donaanacounty.org/UDC>

#### *Colonia Community Plans (CCP)*

The County is further developing the Colonia Community Plans as community based strategies of Plan 2040. CCP aims to advance concepts and principles showcased in Plan 2040, specifically showcasing community based interventions. CCP aims to provide a series of approaches and concepts as a toolbox for the 37 other colonias to reference. Many of the proposed concepts and projects showcase integrated community concepts, leveraging funding sources and interdisciplinary approaches to connectivity, transportation and environmental conditions.

<http://www.vivadonaana.org/colonia.php>

#### *Health Impact Assessment*

Conducted by PLACE MATTERS in 2015, this HIA highlights the importance of active transportation and community connectivity to parks with an emphasis on health, equity and access.

#### **Citations by Category**

##### 2. Economic Vitality

<sup>1</sup> Comprehensive Plan-Plan 2040, pg. 36

<sup>2</sup> Comprehensive Plan-Plan 2040, pg. 35

##### 3. Safety and Security

<sup>1</sup> NMDOT FHWA Approved Functional Class 2015,

[http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT\\_FC\\_Map.pdf](http://dot.state.nm.us/content/dam/nmdot/planning/NMDOT_FC_Map.pdf)

<sup>2</sup> Comprehensive Plan-Plan 2040, pg. 111

##### 4. Accessibility and Mobility through Integration and Connectivity.

<sup>1</sup>Comprehensive Plan-Plan 2040, pg. 32

##### 5. Protection and Enhancement of the Environment

A.

<sup>1</sup>Comprehensive Plan-Plan 2040- pg. 99,104

<sup>2</sup> Unified Development Code Draft-Development Standards and Zoning requirements. Pgs. 230, 231, 247, 317, 321, 323, 324.



B.

<sup>1</sup>Comprehensive Plan- Plan 2040, pg. 100

C.

<sup>1</sup> Unified Development Code Draft -Sector Map

<sup>2</sup>Comprehensive Plan-Plan 2040, pg. 75

<sup>3</sup>Comprehensive Plan-Plan 2040, pg.79

6. Efficient System Management and Operation

7. Efficient System Management and Operation

<sup>1</sup> Comprehensive Plan-Plan 2040, pg. 108

# LIVABILITY

## PRINCIPLE:

## TRANSPORTATION

## CHOICE



### Goals:

Develop safe, reliable, and affordable transportation choices to decrease household transportation costs, improve air quality, reduce greenhouse gas emissions, and promote public health.

### Measurement:

Share of workers not driving alone to work

The share of Doña Ana County workers biking, walking or taking transit to work remained steady from 2010 to 2012, but carpooling and working from home fell slightly, so the overall share of workers not driving alone fell from 20% to 18%.

Workers with transportation choices other than driving alone can save time and money while reducing congestion and pollution.

### Measurement:

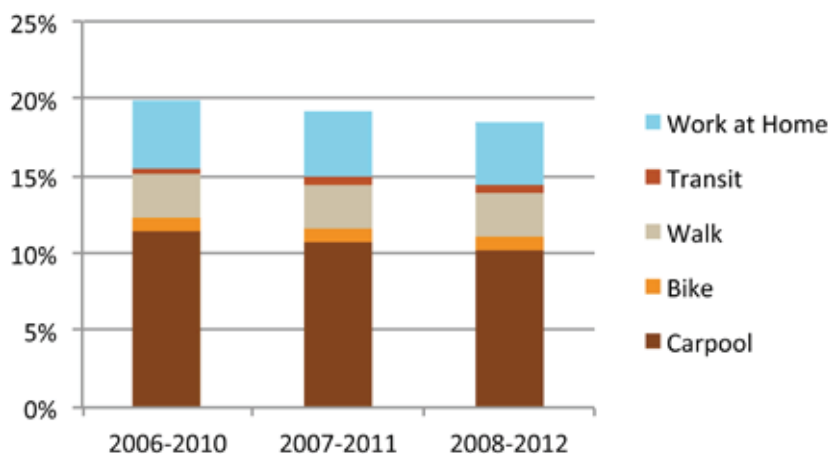
Vehicle Miles Traveled Per Household

A typical regional household living in Doña Ana County drove 20,000 miles in 2011, much more than households living in walkable areas with transportation options.

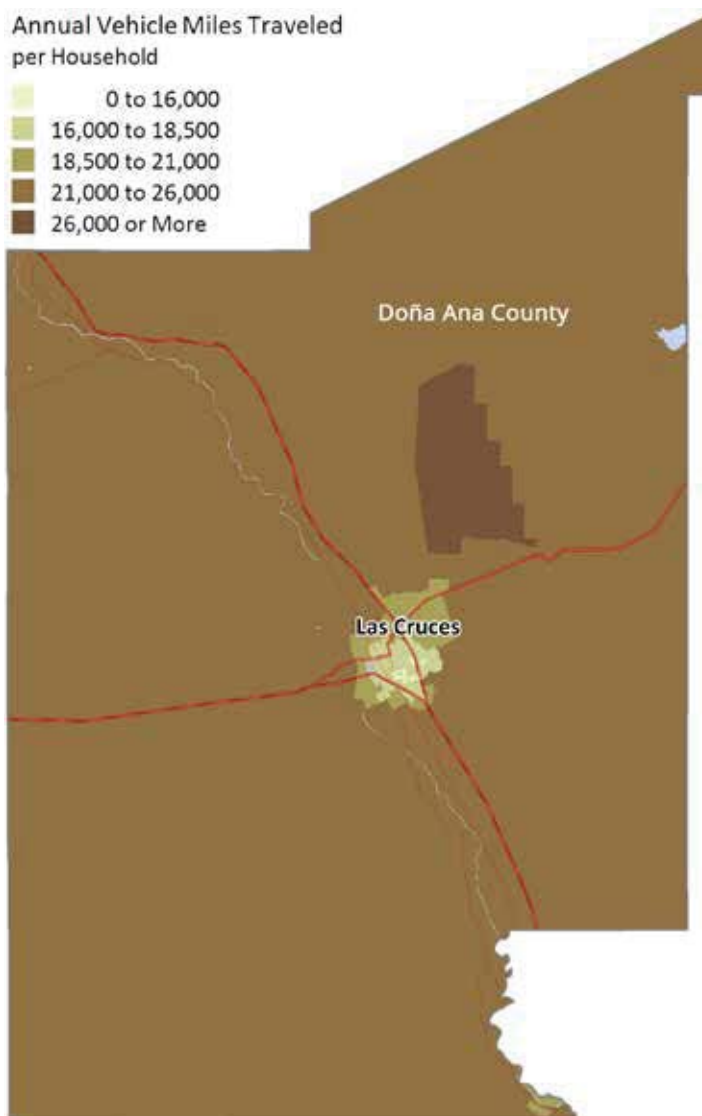
### Other Measurements:

- **Transit Connectivity Index:** Transit access in Doña Ana County is very limited, scoring just a 3 on a scale of 0 to 100.
- **Metric Tons of Carbon Dioxide from Household Driving:** Households in Doña Ana County emitted 646,000 metric tons of the greenhouse gas carbon dioxide in 2011 by driving.

### SHARE OF WORKERS NOT DRIVING ALONE TO WORK



### Annual Vehicle Miles Traveled per Household



Source: Center for Neighborhood Technology, 2015

# LIVABILITY PRINCIPLE: COMMUNITY AFFORDABILITY



## Goals:

Make decisions that support more diverse and affordable communities across the region.

## Measurement:

Median monthly housing costs

Median monthly housing costs in Doña Ana County grew 7% from 2001 to 2012 from \$674 to \$718, but remain lower than the New Mexico median of \$771.

## Other Measurements:

- **Residential Density:** Doña Ana County has only 1.6 households per residential acre, a much lower density than Las Cruces (2.7) or

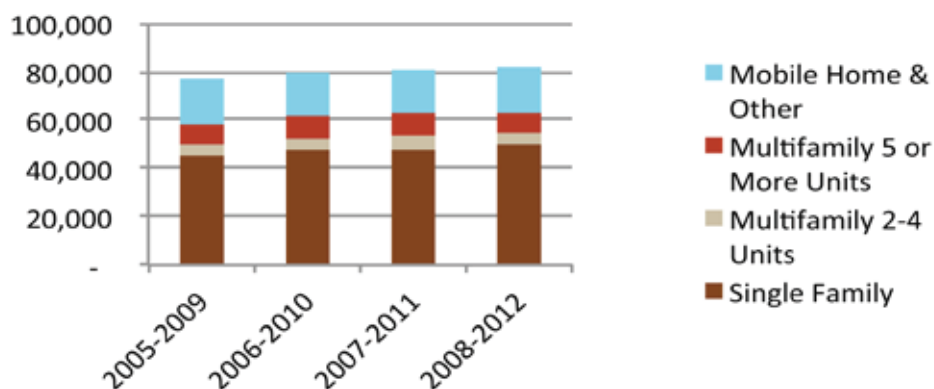
Albuquerque (4.3).

- **Housing + Transportation Costs as Share of Regional Median Income:** A typical household in Doña Ana County spends 60% of their income on housing and transportation combined, much higher than the 45% level considered affordable.
- **Diversity of Housing Types:** The types of housing in Doña Ana County became slightly less di-

verse between 2009 and 2012, with growth focused in single family homes.

- **Other affordable communities indicators:** Affordability has other elements for which data are not yet available on a county wide basis, but would be worth tracking, including affordable housing developments, workforce housing near jobs, utility costs, and infrastructure costs.

## DIVERSITY OF HOUSING TYPES



Source: U.S. Census



Image Credit: Andrew von Maur

# TRANSPORTATION PLANNING

The New Mexico Department of Transportation, Doña Ana County, and the local municipalities manage the transportation system within Doña Ana County. The Mesilla Valley Metropolitan Planning Organization, the El Paso Metropolitan Planning Organization, and the South Central Council of Governments provide planning support — but they have complex responsibilities too.

There are approximately 11,000 commuters traveling from Doña Ana County to El Paso and 8,000 people commuting from El Paso to Doña Ana County for employment. (United States Census, n.d.). Within Doña Ana County, the average commuter drives for 21 minutes. This produced approximately 646,000 metric tons of greenhouse gas in 2011, compromising health issues and accelerating climate change. Not only does the goal of reducing vehicle miles traveled help make it easier to get to work and school, but it would also help align the County with any forthcoming Greenhouse Gas targets – and funding as it becomes available. (Viva Doña Ana, 2013)

## TRAFFIC DEMAND MANAGEMENT

The scenario-modeling tool predicts that the Business as Usual Scenario will generate 19,900 vehicle miles traveled per household per year while the Conservative Preferred Scenario will generate only 15,920 vehicle miles traveled per household per year. This reduction in VMT is supported by the table on p. 114 from a 2005 study by Todd Litman of the Victoria Transport Policy Institute. It demonstrates why compact urban form is an effective way to reduce traffic volumes, helping to negate the need for more traffic lanes even while adding more population density. This approach is applied throughout this Plan.

### Emergency Response

In addition to the observations of the Public Services section, emergency response improves when the service area of stations is compact. This reduces driving times, and there is a trade-off between the walkable streets and smaller service areas enabled by a fine-grained thoroughfare network and the wide streets that many fire departments require for fighting fires.

## THE THOROUGHFARE NETWORK

Many of the areas that are most pivotal for regional economic growth are not readily accessible. The thoroughfare network extends primarily north and south, with inadequate east/west linkages. The network does not serve the new Santa Teresa industrial area adequately, nor the other proposed Ports of Entry. In the north, there is no direct connection to Spaceport America.

Residents strongly supported actions to manage flooding and improvement to roads, sidewalks, and lighting, especially in underserved areas.

# VEHICLE MILES TRAVELED

In transportation, Levels of Service (LOS) give letter grades for the degree of congestion, which is to say the degree to which drivers must slow and interact with other vehicles. Simply by placing the free flow of vehicles at the top of the LOS hierarchy and labeling it with them “A” grade like a school assignment, this privileges rural locations and overbuilt roads. California provides a case study for changing the traffic generation criteria for a project from LOS to Vehicle Miles Travelled (VMT).

When a transportation project's impacts are judged against delay rather than vehicle miles traveled, it is harder to justify environmental goals. When LOS is the main criterion, it is usually easier and cheaper to build projects in outlying areas where individual intersections would show less delay resulting from new development. At the same time, LOS usually makes it much harder and more expensive to build in dense areas where there is already a lot of traffic. However, using VMT as a criterion, locations where higher density would make transit, walking, and bicycling viable, projects can often easily justify themselves. While much of the debate between LOS and VMT occurs in engineering terms, it has significant implications for a place like Doña Ana County — which needs to grow together rather than apart.





Image Credit: Andrew von Maur

## ACKNOWLEDGING THE TRADEOFFS

Generally, the final scenarios perform well across the Livability Principles. But they also demonstrate unavoidable trade-offs.

Higher growth in jobs and population numbers might allow for expanded transportation choices and a broader range of housing, neighborhoods and communities. But accelerated growth would also challenge the preservation of community character and the allocation of scarce resources (such as water).

Livability Principle scoring for both preferred scenarios do not achieve a perfect score due to the following:

- **Supporting Existing Communities:** A lack of walkability and population diversity holds this score back. Despite a significant amount of infill development, the majority of the County would remain tied to automobiles for their daily needs, again because of the region's rural character.
- **Preserving Heritage:** The preservation of rural view sheds scores lowest of the heritage metrics due to anticipated growth in Sunland Park, Santa Teresa and around Chaparral. Because public participants deemed development in these locations desirable, the lower score on this metric is acceptable.
- **Transportation Choice:** Despite growth in infill areas and policy addressing transportation access, a significant percentage of the population will continue living in areas not well transit served. This is simply a reflection of Doña Ana County's rural character.
- **Community Affordability:** Similar to transportation choice, affordability may be improved by regional policy, but new growth cannot correct existing conditions. Transportation costs associated with living in a rural environment as well as the limited housing types that are available in the rural setting constrain community affordability.
- **Economic Opportunity:** Access to employment significantly increases due to intensive growth at Santa Teresa and resulting from transportation investments connecting the southern sub-region with Las Cruces but could be threatened by the concentration in the government and education sectors.

# WATER MATTERS

**Infrastructure and flood management was the highest priority in every region of the County.**

## RETHINKING WATER

**G**reen infrastructure uses natural systems to provide service in an economically efficient manner, compared to conventionally engineered infrastructure. For years rigid solutions dominated infrastructure and we are now realizing that greener infrastructure is more appropriate. A major shift is occurring on this subject in the US, and Doña Ana County could benefit by participating in it.

Green infrastructure is a holistic approach aimed at addressing climate resiliency on a county-wide scale by:

- Keeping natural lands preserved;
- Protecting rivers, arroyos, irrigation channels, and flood control systems;
- Continued stewardship of agricultural lands;
- Parks and community gardens that serve multiple uses;
- Integrated rainwater management, rain harvesting, and water reuse into a balanced water cycle;
- Providing multiple benefits through green streets and roads that include street trees, bioswales and raingardens; and providing for renewable energy production.

Green infrastructure provides for human benefits such as better quality open spaces, increased health benefits, cleaner water, improved recreation and connected shade and amenities in our County's spaces.

*Image Credit: Dennis Quintana*

# WATER MATTERS

## GOALS | ACTIONS

## GOALS



### G7.1 Coordinate the Many Silos of Water Management

The County has numerous agencies and entities that manage water supply and flood control. Each has its own focus and priorities, but the goal of the various agencies is the reduction of flood hazards and control of stormwater and flooding affecting community and urban infrastructure and agriculture. A coordinated effort could reduce redundancy, inefficiencies, and stretch limited funds.

## ACTIONS



### A7.1 Create a Regional Water Resources and Flood Control Coordinator

Doña Ana County should create a Regional Water Resources and Flood Controls Coordinator (RWRF-CC) to coordinate the cross-agency efforts to capture and manage rainfall in a more holistic way so that it does not cause damage either to agriculture or community, and so that it can be used in multiple ways. It should also address water conservation and reuse in a comprehensive manner.

## LIVABILITY PRINCIPLES



Coordinate Policies and Investments



Preserve Heritage

## RESPONSIBLE



### Responsible Entities

Board of County Commissioners (BOCC)  
Office of the Flood Commission (FC)  
U.S. International Boundary & Water Commission (IBWC)  
Elephant Butte Irrigation District (EBID)  
Soil and Water Conservation Districts  
NM State Land Office  
NM Office of the State Engineer  
U.S. Department of the Interior Bureau of Land Management (BLM)  
U.S. Army Corps of Engineers

**6.1.6. Erosion Control Best Management Practices**

- a.. Description. Best practice will integrate project features that emphasize protection of watershed function through replication of pre-development runoff patterns (rate, volume, duration).
- b. Method. Best practice will integrate construction methods and engineering practices. Best practice will include natural features of the landscape and engineered solutions (e.g. infiltration and water storage) to treat, manage, and control storm water on-site to reduce erosion. Best practices will be designed in collaboration with ESD and CDD staff.

**6.1.7 Floodplain Development Permit**

A Floodplain Development Permit may be required if the proposed development is all or partially located within a FEMA Special Flood Hazard Area as defined in Section 6.4. The Flood Commission Director shall determine if a Floodplain Development Permit is required and shall appoint a Floodplain Administrator to review and Building Services shall issue Flood Plain Development Permits.

- a. Permit application forms. Application for a development permit shall be presented to the Building Services on forms furnished by Building Services and shall include:
  - i. Plans in duplicate drawn to scale showing the location.
  - ii. Dimensions.
  - iii. Elevation of proposed landscape alterations.
  - iv. Existing and proposed structures, including the placement of manufactured homes.
  - v. Location of the foregoing in relation to areas of special flood hazard.
  - vi. Elevation (in relation to mean sea level) of the lowest floor (including basement) of all new and substantially improved structures.
  - vii. Elevation in relation to mean sea level to which any nonresidential structure shall be floodproofed.
  - viii. A certificate from a registered professional engineer or surveyor that the nonresidential floodproofed structure shall meet the floodproofing criteria of subsection 6.4.7.b.
  - ix. Description of the extent to which any watercourse or natural drainage will be altered or relocated as a result of proposed development or description of alternative integrated methods considering natural and built drainage systems.
- b. Application review procedures. The review period begins with the acceptance of a complete permit application by the Floodplain Administrator or designee. A record of all information shall be maintained. Approval or denial of a development permit by the



Floodplain Administrator shall be based on all of the provisions of this Article and the following relevant factors:

- i. The danger to life and property due to flooding or erosion damage.
- ii. The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner.
- iii. The danger that material may be swept onto other lands to the injury of others.
- iv. The compatibility of the proposed use with existing and anticipated development.
- v. The safety of access to the property in times of flood for ordinary and emergency vehicles.
- vi. The costs of providing governmental services during and after flood conditions, including maintenance and repair of thoroughfares and bridges, and public utilities and facilities such as sewer, gas, electrical and water systems.
- vii. The expected heights, velocity, duration, rate of rise and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site.
- viii. The necessity to the facility of a waterfront location, where applicable.
- ix. The availability of alternative locations, not subject to flooding or erosion damage, for the proposed use.
- x. The relationship of the proposed use to the Comprehensive Plan, all other relevant drainage plans and Master Plans for that area.

**c. Grading and Pre-Development Best Management Practices**

- i. **Description.** Best practice will preserve existing natural features to reduce cost associated with erosion, revegetation, and dust control.
- ii. **Methods.** Best practice will include natural drainage, topography, rock outcroppings, and native plant areas which can be preserved, and serve as detention areas to promote on-site benefits of water resources. Best practices will be designed in collaboration with EDS and CDD staff.

**6.1.8 Grading Permit**

Any person, required under this Article, to submit a grading permit, shall apply to the County prior to the issuance of a building or construction permit by an appropriately licensed contractor in the State of New Mexico and shall meet the minimum requirements of this Article, as determined by ESD. The application will be signed by the owner of the property where the work is to be performed or by his/her duly authorized representative. The applicant shall ensure that all application data is correct. Any falsification of application data shall invalidate the permit.

- a. **Permit application.** A grading permit shall be issued by the County based

- (a) Provide substantially equivalent street capacities based on the street classifications;
- (b) Are based on generally accepted traffic engineering design principles;
- (c) Provide equivalent accommodations for all transportation modes, as appropriate;
- (d) Address emergency vehicle access requirements as determined by the County Fire Chief; and
- (e) Are recommended for approval by the County Engineer and the Zoning Administrator or their designee.

OR

- iii. Based on an alternative hierarchy of streets that includes, at a minimum, street classifications per Table 6.4 Thoroughfare Classification Context; and:
  - (a) Are based on generally accepted traffic engineering design principles;
  - (b) Provide equivalent accommodations for all transportation modes, as appropriate;
  - (c) Address emergency vehicle access requirements as determined by the Fire Chief; and
  - (d) Are recommended for approval by the County Engineer and the Zoning Administrator or their designee.

g.

#### Road and Thoroughfares Best Management Practices.

- i. Description. Best practice will integrate road and thoroughfare features within multi-modal areas, supporting pedestrian and landscape requirements.
- ii. Methods. Best practice will include Active Landscape Features combined with road and thoroughfare components to create complete and connected amenities (e.g. walkable and accessible routes). Methods will include chicanes, curb cuts, bio-swales, and other Active Landscape Features. Best practices will be designed in collaboration with EDS and CDD staff.

#### h. Community Type and Transect Zone Thoroughfare Cross Sections.

- i. If the right-of-way needed for complete roadway construction is constrained, the cross section should be reduced in the following order:
  - (a) Planting strip
  - (b) Sidewalk width to five feet minimum
  - (c) Bicycle lane to five feet minimum

- (b) Inlets. Culvert inlets shall be designed to minimize entrance and friction losses. Inlets shall be either flared-end sections or headwalls with wing walls. Projecting ends will not be acceptable. Provisions shall be made to resist possible structural failure due to hydrostatic uplift forces.
- (c) Outlets. Culvert outlets shall be designed to avoid sedimentation, undermining the culvert or erosion of the downstream channel. Outlets shall be either flared-end sections or headwalls with wing walls. Additional outlet control in the form of rip-rap, channel shaping, etc., may be required where excessively high discharge velocities occur.
- (d) Slopes. Culvert slopes shall not allow silting, excessive velocities or scour. The minimum slope of culverts shall be limited to 0.5%.
- (e) Headwater. The headwater-to-diameter ratios should not exceed the criteria in Table 6.20 Recommended Maximum Headwater-to-Diameter Ratios. Any ponding above culvert entrances is unacceptable. Such ponding may cause property or roadway damage, culvert clogging, saturation of fills, detrimental upstream deposits, or inundate existing or future utilities or structures.

**Table 6.20 Recommended Maximum Headwater-to-Diameter Ratios**

Storm Frequency	HW/D
10-year	<b>1.0</b>
100-year	<b>1.25</b>

- (f) Tailwater. The height of tailwater at outlets shall have a headwater-to-diameter ratio of less than 1.0.
- (g) Dip section and low water crossings shall be concrete and designed in accordance with the criteria in Table 6.15 Street Capacity Criteria, and shall provide for erosion protection at the edges of pavement.

- e. **Roadway Drainage Best Management Practices**
  - i. **Description. Best practice will infiltrate storm water into plantings and soil, and safely release remaining water.**
  - ii. **Methods. Best practice will filter storm water through soil media and plant roots, then release treated storm water runoff into the landscape (e.g. pasture, native vegetation areas, plantings, and permeable areas) and storm drain system. Best practices will be designed in collaboration with EDS and CDD staff.**

- representative soil borings shall be required to characterize the infiltration capacity of the soils located at the pond bottom.
- iv. An operation and maintenance plan acceptable to the County shall be submitted for ponds that do not drain within 72 hours.
  - v. The banks of any pond shall be no steeper than a 4H:1V slope unless an access ramp for vehicles is provided and measures are taken to provide erosion protection of the banks. Any deviation from side slope standards shall be justified by a geotechnical analysis and shall be approved by the County Engineer.
  - vi. All detention or retention facilities shall be provided with a minimum twenty-foot access easement for operation and maintenance of the facility. The minimum freeboard shall be one foot. The pond shall be located a minimum of five feet from property lines and 10 feet from any structures.
- b. The construction plans shall show the locations of all structures and how the required volume will be controlled on site. Details on walls and berms to control or direct runoff, asphalt and lot grades, dimension and method of overflow of the storage area shall also be depicted. The following are acceptable types of drainage structures:
- i. Open ponds offer the maximum amount of storage for a given land area and are recommended in areas having good percolation of water into the soil. Open ponds shall have a minimum depth of 18 inches, with the top of the pond located no closer than five feet to the property lines and 10 feet to structures. An operation and maintenance plan acceptable to the County shall be submitted for ponds that do not drain within 72 hours. Pond bottoms shall not be located in poor percolation rate layers such as clay soil types.
  - ii. French drains are acceptable in areas with poor percolation rates and shall only be used to provide increased percolation rates. French drains shall have an open pond above the rock level with a minimum depth of 12 inches.
  - iii. Dry wells are generally used for drainage areas of one acre or less and are designed exclusively to accept rooftop runoff from residential and commercial buildings. They are similar to infiltration trenches but smaller with inflow from pipe and commonly covered with soil. The well shall be placed at a depth sufficient to contain the required storage volume.
- c. **Detention Pond Best Management Practice**
- i. **Description.** Best practice will combine detention ponds with other site elements to reduce the area needed to fulfill detention pond volume and storage requirements.
  - ii. **Method.** Best practice will utilize Active Landscape Features, where applicable, to design areas required for retention/detention basins,



## 6.6.2 Water Supply Guidelines

- a. **Water conservation measures**
  - i. The following water conservation measures are recommended for housing units in all subdivisions:
  - ii. All new construction shall conform to the requirements of the International Building Code, International Residential Code, and Uniform Plumbing Code, as adopted by Doña Ana County.
  - iii. Low-water-use landscaping techniques applying the principles of xeriscaping are highly recommended.
- b. Quantification of annual water requirements. The following procedures shall be used to quantify the maximum, annual water requirements for all subdivisions:
  - i. The maximum annual water requirement for both indoor and outdoor purposes, for each parcel in a residential subdivision, shall be 0.75 acre-feet per year, unless a detailed water demand analysis approved by the State Engineer's Office justifies the use of a different figure. The total annual water requirement for the subdivision in acre-feet per year is computed by multiplying the number of parcels by 0.75.
  - ii. The Applicant may, at his/her option, prepare a detailed water demand analysis using the step-by-step computational procedure presented in the relevant State Engineer Technical Report.
  - iii. A detailed water demand analysis shall be prepared for all nonresidential subdivisions and all water uses not directly related to residential uses within a mixed development subdivision. Annual water requirements shall be estimated using the relevant State Engineer Technical Report.
- c. Final plat approval requirements. In acting on the permit application, the State Engineer shall determine whether the amount of water permitted is sufficient in quantity to fulfill the maximum annual water requirements of the subdivision, including water for indoor and outdoor domestic uses.
- d. **Water Conservation Best Management Practice**
  - i. **Description.** Best practice will utilize passive water harvesting to collect stormwater, which promotes water infiltration, stormwater reduction, less complex erosion control and infrastructure systems, and optimal landscaping. Utilizing harvested stormwater will provide or offset landscape water needs.
  - ii. **Method.** Best practice will include passive water harvesting functions, which utilize gravity to direct the flow of stormwater into Active Landscape Features. Best Practices will be designed without

additional tanks, piping, metering, pumps, or other infrastructure associated with containment systems.

In certain configuration, additional infrastructure components will be needed to route overflow water, convey water under roads or parking lots, or for other purposes conducive to effective functioning of the passive system. Best practices will be designed in collaboration with EDS and CD Department staff.

### **6.6.3 Water Quality; Liquid and Solid Waste Disposal**

- a. Water quality documentation. For an Applicant to document conformance with the water quality requirements of these guidelines and the New Mexico Subdivision Act, NMSA § 47-6-1 et seq. A water quality documentation package shall accompany the Preliminary Plat submission.
  - i. The water quality documentation package shall:
    - (a) State the Applicant's name and mailing address;
    - (b) State the date the package was completed;
    - (c) State the Applicant's proposal for meeting the water quality requirements of these guidelines;
    - (d) Be accompanied by a copy of the Applicant's disclosure statement on water quality;
    - (e) Be accompanied by the information listed in subsections 6.6.3.a.ii, 6.6.3.a.iii, or 6.6.3.a.iv of this section as applicable to the water supply proposal; and
    - (f) Be accompanied by other relevant information as may be necessary for the determination of compliance with the water quality requirements of these guidelines.
  - ii. If a new public water supply system (15 or more connections) is proposed, the following information shall be submitted as part of the water quality documentation package:
    - (a) A water quality analysis of a representative water sample for antimony, arsenic, barium, beryllium, cadmium, chromium, cyanide, fluoride, lead, mercury, nickel, nitrate, nitrite, selenium, thallium, alkalinity, aluminum, calcium, chloride, color, copper, foaming agents, hardness, iron, manganese, odor, pH, silver, sodium, sulfate, total dissolved solids, turbidity, and zinc;
    - (b) For areas where contamination of the proposed source water has been documented, a water quality analysis of a representative water sample for other water quality parameters listed in subsection 6.6.2 may be required;

The single greatest concern of residents in every region of the County is flood management.

Extensive flooding of existing crops, structures and roads poses a hazard since much development has occurred in floodplains and over active arroyos. Not only are some developments inadequately flood-proofed, but they can also block water from draining out of the flood plains – worsening the problem. See the flood map to the right that illustrates the extent of dams and diversion structures in the County.

Over 100 flood control structures were built as sediment control structure for farm fields and weren't designed for a flood event. These structures are under the ownership or jurisdiction of numerous entities, including the County, EBID, the Caballo Soil and Water Conservation District, the Doña Ana Soil and Water Conservation District, IBWC, BLM and many private land owners, and most of these structures are in need of expensive upgrades.

While new development in hazardous areas can be prevented, ongoing infill is anticipated to occur within existing communities that are susceptible to flood events. A coordinated prioritization of flood control and growth targets is needed across multiple ownerships.

**Legend:**

- Dams
- Reservoirs
- Other

**Dams and Reservoirs:**

- County Line Dam
- Wasson Arroyo Dam
- McLeod Dam
- Crow Canyon Dam
- South Salem Dam
- Deep-Thurmond Dam
- Ward, Hedgecock Dam
- Hammett Dam
- Ranch Arroyo Dam
- Pogon Wilsenhut Dam
- Rodey Arroyo Dam
- Broad Canyon Dam
- Radium Springs
- Lugo Dam
- Rhodes Arroyo Dam
- Leasburg Arroyo Dam
- Avillar Dam 4-A
- Avillar Dam 4-B
- Avillar Dam 4-C
- Avillar Dam 4-D
- Avillar Dam 4-E
- Avillar Dam 4-F
- Avillar Dam 4-G
- Avillar Dam 4-H
- Avillar Dam 4-I
- Avillar Dam 4-J
- Avillar Dam 4-K
- Avillar Dam 4-L
- Avillar Dam 4-M
- Avillar Dam 4-N
- Avillar Dam 4-O
- Avillar Dam 4-P
- Avillar Dam 4-Q
- Avillar Dam 4-R
- Avillar Dam 4-S
- Avillar Dam 4-T
- Avillar Dam 4-U
- Avillar Dam 4-V
- Avillar Dam 4-W
- Avillar Dam 4-X
- Avillar Dam 4-Y
- Avillar Dam 4-Z
- Apach Dam
- Box Canyon Dam
- Picacho
- Colham Dam
- Porter Dam
- San Miguel
- Apodaca Arroyo Dam
- Kilborne Hole
- Hunt's Hole

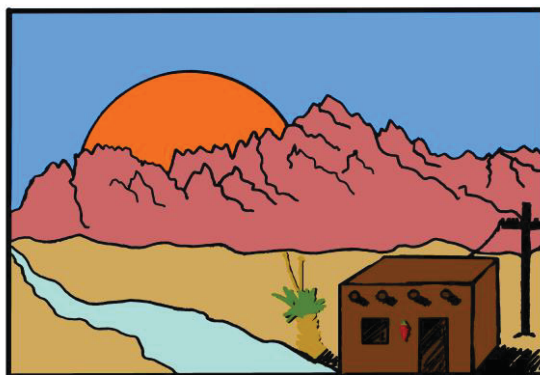
**Geographic Features:**

- Cabello Mountains
- Las Uvas Mountains
- Rough and Hills Ready
- Sleeping Lady
- The Malpais
- West Potrillo Mountains
- East Potrillo Mountains
- Robledo Mountains
- Dona Ana Mountains
- Jornada Experimental Range
- City of Lordsburg
- Life Detention
- Union Pacific Railroad
- Highway 9

# **Parks and Multi-Use Trails in The Doña Ana County Comprehensive Plan:**

## **A Health Impact Assessment**

**May 2015**



Doña Ana PLACE MATTERS Team  
Jenna Kendall, Health Impact Assessment Coordinator  
Richard Wright, Health Impact Assessment Mapping Specialist

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lack access to parks they considered safe and are therefore less likely to participate in physical activities than teens in more affluent neighborhoods. The unequal distribution of green space could account for some of the cross-cultural and socioeconomic variations in their activity levels. Health disparity and socioeconomic status influence access to green space because parks are not distributed equitably across urban space and parks are not always viewed as safe in areas with lower socioeconomic status.

### ***Residents of Unincorporated Rural Communities***

Research has found that people living in rural communities participate in physical activity less often than those who live in more urbanized communities (Reis et al., 2006; Parks et al., 2003). Rural communities are vulnerable to poor health due to geographic isolation and the associated lack of access to healthy foods, medical care, businesses and services, and education about healthy behaviors (Harris, 2015). In addition, the built environment in rural communities is less likely to be walkable and residents are more likely to be obese (Yousefian et al., 2009).

### ***Children and Adolescents***

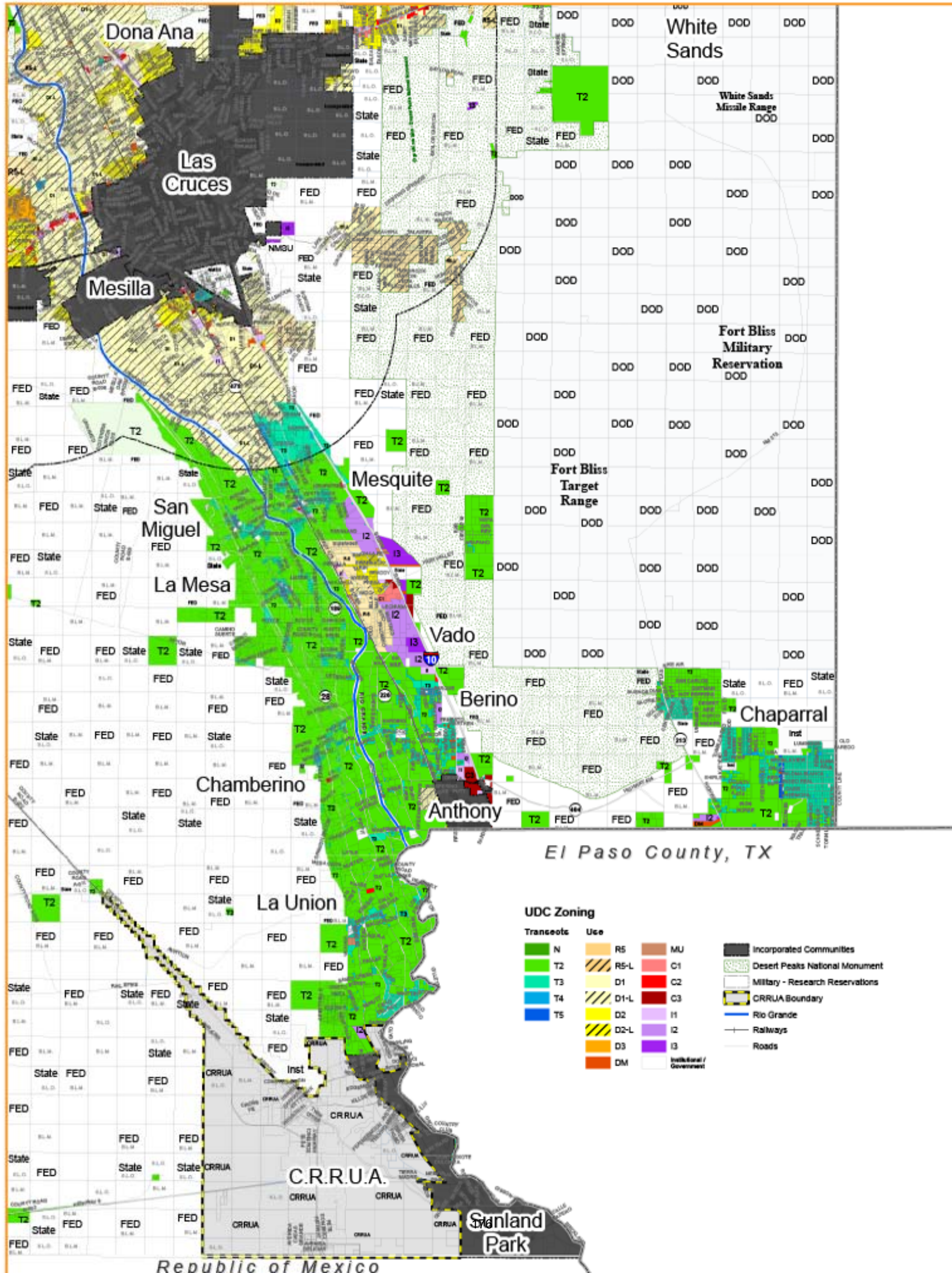
Over one-fourth of residents in Doña Ana County are under the age of 18 (US Census Bureau, 2015). Children and adolescents with access to recreational facilities and programs, usually near their homes, are more active than those without such access (Sallis, Prochaska, & Taylor, 2000). Adolescent girls' physical activity levels have been found to be directly related to the proximity of recreational facilities (Norman et al., 2006).

Access to safe places to play and walk can have a direct impact on the health of children and adolescents. Childhood is linked to physical inactivity, and children who are obese are more likely to suffer both short and long term consequences, including increased risk of cardiovascular disease, diabetes, bone and joint problems, and cancer (CDC, 2014). Hispanic youth in New Mexico suffer from overweight and obesity at higher rates than their white peers. In 2014, 36 percent of Hispanic third graders were overweight or obese compared to 25 percent of Whites (NMDOH, 2014).

Physical inactivity is also linked to Attention Deficit Hyperactivity Disorder (ADHD). According to the Centers for Disease Control and Prevention, approximately 11 percent of children ages 4 to 17 have been diagnosed with ADHD (2011a). Researchers have found that spending even a little time outdoors can help reduce the symptoms of ADHD (Godbey, 2009). A direct observational study concluded that even children whose symptoms had not responded to medication showed behavioral improvement in outdoor settings (Kuo and Taylor, 2004).

### ***Older Adults***

Older adults are more likely to suffer from multiple chronic diseases than younger adults. The primary chronic diseases afflicting elderly populations are arthritis and diabetes. Seniors also experience risk factors including high blood pressure and high cholesterol at higher rates than the general population. Partly due to mobility challenges caused by conditions including arthritis,



# DEVELOPMENT IMPLEMENTATION

In order for this Plan to make the vision of the Viva Doña Ana process a reality, it must use tools for implementation.

## ZONING & SUBDIVISION

Residents have expressed their appreciation for the character and culture of the region, and the UDC can help to maintain it and even enhance it. This is not just a concern for heritage, but includes the need, for example, to enjoy plazas and to enjoy what the communities do for people today. It could also be useful for the tourism envisioned in the Economic Opportunity Section. The UDC's subdivision article can help to ensure that the physical layout of new and existing communities has a character appropriate to Doña Ana County. It can help to ensure that the physical character is consistent in each location — and consistent with local models where appropriate.

In particular, the zoning and subdivi-

sion articles can help to enhance community character by the following:

- Preserving and completing existing places;
- Helping to coordinate development of housing and jobs close to each other;
- Helping to keep communities compact in form;
- Enabling development to occur in the form of complete neighborhoods with dwellings, businesses, and amenities that are easy to reach from each other — and not in isolated pods;
- Promoting affordable and low-cost housing;
- Encouraging development near transit — intense enough to support it — and transit near development; and
- Encouraging manufacturing and other industry to locate within the County, appropriately buffered from communities.

manage community development, control urban sprawl, and address zoning issues. In these areas, applications are reviewed by an ETZ Commission composed of City and County residents. The Commission's decisions can then be appealed to the ETZ Authority, which is made up of City and County officials. The Authority's decisions can be appealed to the district court. This process is somewhat lengthy, and the City of Las Cruces will be transferring their ETZ into the jurisdiction of the UDC upon its adoption.

## EXTRATERRITORIAL ZONES

Doña Ana County pursues a number of very important collaborations. A large percentage of land within the County is controlled by other governmental jurisdictions.

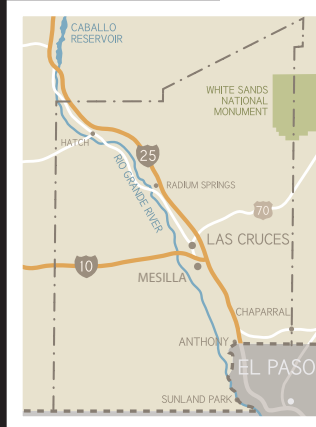
One of the most important collaborations is in two zones around Las Cruces (extending five miles) and Sunland Park. Both of those are Extraterritorial Zones (ETZs). Within these zones, Las Cruces and CRRUA have the ability to coordinate development outside the municipal boundaries in order to help

# ANNEXATION

Municipalities can annex land under the County's jurisdiction. The County's role is to act as a trustee on behalf of the state until and unless a municipality can be formed or can annex the land.

There is an opportunity to improve intergovernmental coordination to make the annexation process more orderly and to help municipalities deliver services more efficiently. Such a cooperative effort should consider the fiscal impacts of annexation, so that municipalities can both physically extend service and maintain it over time without having to raise tax rates.

Both One Valley, One Vision 2040 and the City of Las Cruces Comprehensive Plan 2040 consider conservative, physically adjacent, extensions of infrastructure and utilities' service areas. (Doña Ana County & The City of Las Cruces, 2011) (City of Las Cruces, 2013) Land that has not been annexed should not receive the level of service a city customarily enjoys, but once annexed, the residents and businesses newly incorporated into a city should enjoy its customary level of service.





# DEVELOPMENT IMPLEMENTATION

## GOALS | ACTIONS

## GOALS



### G5.3 Increase Services to Colonias and other Rural Areas

Despite the fact that rural areas are too expensive to justify extending full municipal services and expensive streets to reach, they are potentially livable areas that can enjoy appropriate infrastructure and services. For example, a road can be built that is less costly to maintain than a full street with curbs. The type of infrastructure should match the intensity at which its surroundings are developed.

## ACTIONS



### A5.3 Design the Extension of Services to Fit the Context

The County should help to coordinate the extension of services with the appropriate type of infrastructure for each location. The process should be transparent to each community so that it can help to prioritize local infrastructure. This process should be revisited as communities intensify in use, since increases in intensity and population can justify greater investment.

## LIVABILITY PRINCIPLES



Coordinate Policies and Investments



Preserve Heritage

## RESPONSIBLE



### Responsible Entities

Coordinated County government offices  
County Manager (CM)  
Local Municipalities  
Regional Utility Providers



# WATER MATTERS

## GOALS | ACTIONS

GOALS



### G7.4 Reuse More Water

Wastewater should be treated as an asset, not a waste product, and it should be reused as much as practicable before releasing it to the river or aquifer.

ACTIONS



### A7.4 Implement Multiple Solutions for Water Reuse

Water recycling should be achieved through purple pipe systems that reuse treated wastewater for construction, landscape irrigation, industrial uses, green streets that use rainwater for street tree irrigation and aquifer recharge, flood control systems that slowly release runoff from large events into irrigation systems. Recycling should be considered across multiple systems.

LIVABILITY PRINCIPLES



Enhance Economic Competitiveness



Coordinate Policies and Investments

RESPONSIBLE



### Responsible Entities

Regional Water Resources and Flood Control Coordinator (RWRFCC)  
Elephant Butte Irrigation District (EBID)  
Engineering/Roads Department (ERD)  
Office of the Flood Commission (FC)

# DEVELOPMENT IMPLEMENTATION

## GOALS | ACTIONS

## GOALS



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## LIVABILITY PRINCIPLES



Coordinate Policies and Investments



Preserve Heritage

## RESPONSIBLE



### Responsible Entities

Coordinated County government offices  
County Manager (CM)  
Local Municipalities  
Regional Utility Providers

**DOÑA ANA COUNTY RESOLUTION NO. 2018-102**

**A RESOLUTION DECLARING THE ELIGIBILITY AND INTENT OF DOÑA ANA COUNTY TO SUBMIT AN APPLICATION TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION FOR FEDERAL FISCAL YEAR 2020/2021/2022. FUNDS TRANSPORTATION ALTERNATIVE PROGRAMS FUNDS AND AUTHORIZE COUNTY MANAGER TO SIGN ALL RELATED DOCUMENTS.**

**WHEREAS**, the County of Doña Ana (the County”), New Mexico, has the legal authority to apply for, receive and administer federal funds; and,

**WHEREAS**, the County is submitting an application for Federal Fiscal Year 2020/2021/2022 (FFY20/21/22) New Mexico Transportation Alternative Program funds in the amount of \$985,699, as set forth by the Federal legislation, Fixing America’s Surface Transportation (FAST) Act, and as outlined in the FFY 20/21/22 New Mexico TAP/RTP Guide; and,

**WHEREAS**, the project cost is \$985,699, which combines \$842,181 of the TAP funding request, \$143,518 for the required local match(14.56%), composed of \$114,296 match and \$29,222, of in-kind professional services; and,

**WHEREAS**, the Elks Drive Connectivity Project named in the Transportation Alternative Program application are eligible project(s) under New Mexico Transportation Alternative Program and the FAST Act; and,

**WHEREAS**, the County acknowledges availability of the required local match of 14.56% and the availability of funds to pay all costs up front, as Transportation Alternative Program is a cost reimbursement program; and,

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

**WHEREAS**, the County agrees to maintain all project(s) constructed with Transportation Alternative Program funding for the useable life of the project(s);

**NOW THEREFORE, BE IT RESOLVED** the Board of County Commissioner of Doña Ana County that:

**1** The County, authorizes the County Manager to submit an application for FFY20/21/22 New Mexico Transportation Alternative Program funds in the amount of \$985,699 from the New Mexico Department of Transportation (NMDOT) on behalf of the County of Doña Ana.

2 That the County, assures the NMDOT that if Transportation Alternative Program funds are awarded, sufficient funding for the local match and for upfront costs are available, since Transportation Alternative Program is a reimbursement program and that any cost exceeding the award amount will be paid for and by the County of Doña Ana.

3 That the County, assures the NMDOT that if awarded Transportation Alternative Program funds, sufficient funding for the operation and maintenance of the Transportation Alternative Program project will be available for the life of the project.

4 That the County Manager of the County of Doña Ana, is authorized to enter into a Cooperative Project Agreement with the NMDOT for Transportation Alternative Program projects using these funds as set forth by the FAST Act on behalf of the citizens of the County of Doña Ana. The County Manager is also authorized to submit additional information as may be required and act as the official representative of the County in this and subsequent related activities.

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

BE IT FURTHER RESOLVED this 25th day of September, 2018.

**BOARD OF COUNTY COMMISSIONERS OF  
DOÑA ANA COUNTY, NEW MEXICO**



Benjamin L. Rawson  
Benjamin L. Rawson, Chair, District 3 ☒ For ☐ Against

Isabella Solis  
Isabella Solis, Vice Chair, District 4 ☒ For ☐ Against

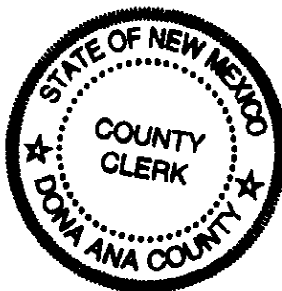
Billy G. Garrett  
Billy G. Garrett, District 1 ☒ For ☐ Against

Ramon S. Gonzalez  
Ramon S. Gonzalez, District 2 ☒ For ☐ Against

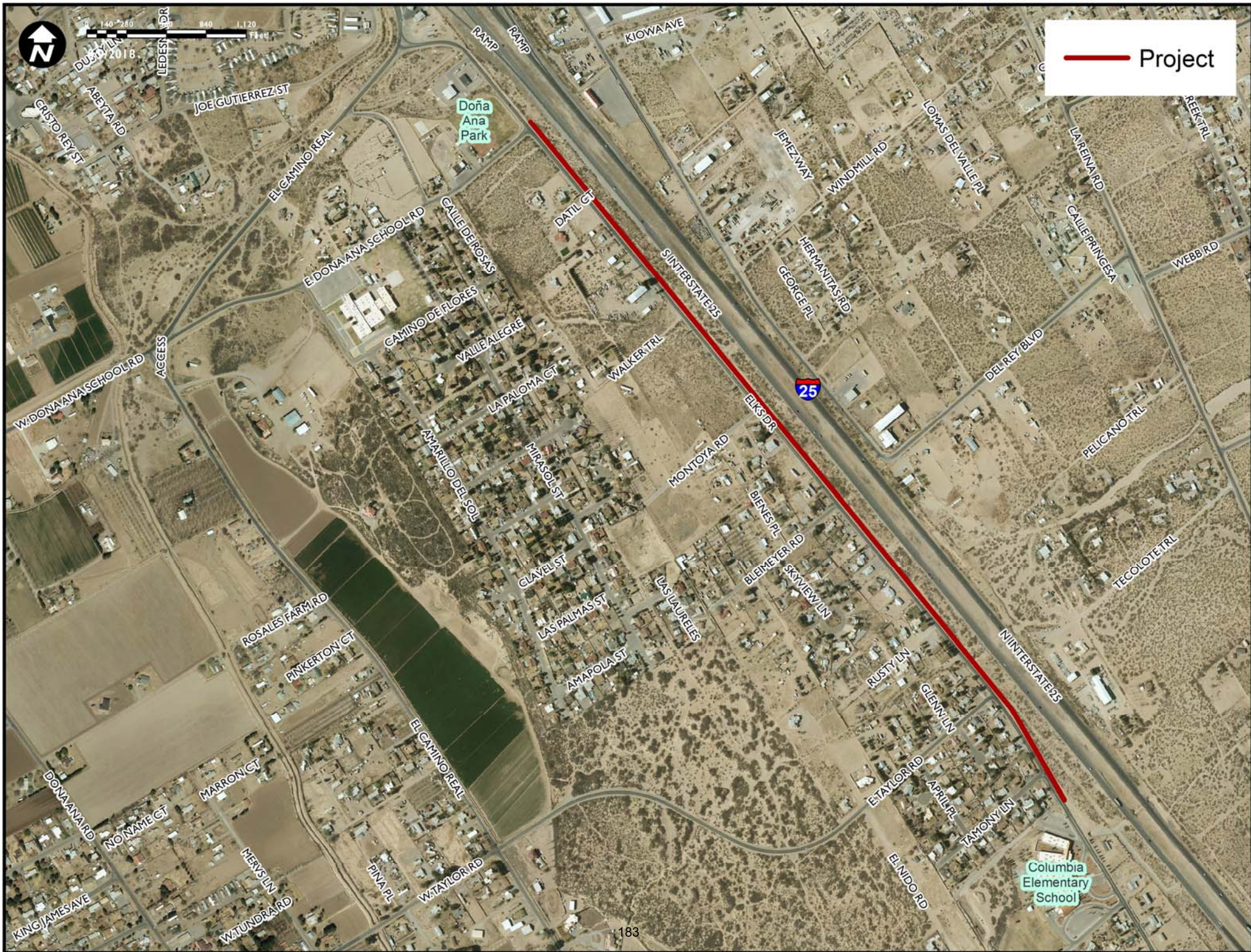
Kim Hakes  
Kim Hakes, District 5 ☒ For ☐ Against

ATTEST:

Amanda Lopez Askin  
Amanda Lopez Askin, Ph.D  
County Clerk







— Project



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## METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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<http://mesillavalleympo.org>

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
ACTION FORM FOR THE SPECIAL MEETING OF November 14, 2018**

**AGENDA ITEM:**

7.4 Resolution 18-14: A Resolution Amending the FY 2018-2023 Transportation Improvement Program

**ACTION REQUESTED:**

Approval by the MPO Policy Committee

**SUPPORT INFORMATION:**

Email from Mike Bartholomew, RoadRUNNER Transit

**DISCUSSION:**

On June 14, 2017, the MPO Policy Committee approved the 2018-2023 Transportation Improvement Program (TIP)

The following amendment(s) to the TIP have been requested:

CN	FY	Agency	Project & Termini	Scope	Change	Performance Measure Justification
TL00100	2019	RoadRUNNER Transit	Transit Operations	Operating Assistance	Adding the FFY 2019 Apportionment	N/A
TL00110	2019	RoadRUNNER Transit	Transit Revenue Rolling Stock	Revenue Rolling Stock	Adding the FFY 2019 Apportionment	0% of heavy duty fleet older than 14 years; 0% of light duty fleet older than 10 years; Average fleet age does not exceed 7 years for

						heavy duty vehicles; Average fleet age does not exceed 5 years for light duty buses and paratransit vehicles.
TL00120	2019	RoadRUNNER Transit	Transit Capital Equipment	Capital Equipment	Adding the FFY 2019 Apportionment	N/A
TL00130	2019	RoadRUNNER Transit	Transit Maintenance and Operations Center	Maintenance and Operations Center	Moving from FFY 2022 to FFY 2019	0% of facilities with condition rating of 3.0 on the FTA TERM Scale.
TL00140	2019	RoadRUNNER Transit	5339 Funds for Rolling Stock	5339 Funds for Rolling Stock	Adding the FFY 2019 Apportionment	0% of heavy duty fleet older than 14 years; 0% of light duty fleet older than 10 years; Average fleet age does not exceed 7 years for heavy duty vehicles; Average fleet age does not exceed 5 years for light duty buses and paratransit vehicles.

This amendment will not affect any other projects currently listed in the TIP.



**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 18-14**

**A RESOLUTION AMENDING THE FY 2018-2023 TRANSPORTATION  
IMPROVEMENT PROGRAM**

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

**WHEREAS**, preparation of a financially constrained Transportation Improvement Program (TIP) is a requirement of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and New Mexico Department of Transportation (NMDOT) (U.S.C. 23 § 450.324); and

**WHEREAS**, the Mesilla Valley Metropolitan Planning Organization (MPO) is responsible for the planning and financial reporting of all federally funded and regionally significant transportation-related projects within the MPO Area for the specified fiscal years; and

**WHEREAS**, the Policy Committee adopted the FY 2018-2023 TIP on June 14, 2017; and

**WHEREAS**, the NMDOT has requested an amendment to the FY 2018-2023 TIP; and

**WHEREAS**, the MPO Bicycle and Pedestrian Facilities Advisory Committee reviewed and recommended approval of these amendments at its October 16, 2018 meeting; and

**WHEREAS**, the MPO Technical Advisory Committee reviewed and recommended approval of these amendments at its November 1, 2018 meeting; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for the Resolution amending the FY 2018-2023 Transportation Improvement Program to be APPROVED.

**NOW, THEREFORE**, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

**(I)**

**THAT** the Mesilla Valley Metropolitan Planning Organization's Fiscal Year 2018-2023 Transportation Improvement Program is amended as shown in Exhibit "A", attached hereto and made part of this resolution.

**(II)**

**THAT** the Mesilla Valley MPO's Self-Certification, as contained in Exhibit "B", attached hereto and made part of this resolution is hereby approved

**(III)**

**THAT** staff is directed to take appropriate and legal actions to implement this Resolution.

**DONE** and **APPROVED** this 14th day of November, 2018.

APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Commissioner Hakes	
Trustee Johnson-Burick	
Commissioner Solis	
Councilor Sorg	

Councilor Vasquez	
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ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
City Attorney

**From:** Mike Bartholomew  
**Sent:** Sunday, October 7, 2018 6:15 PM  
**To:** Andrew Wray  
**Subject:** FY19 TIP amendment requests  
**Attachments:** Fall 2018 amendments to TIP.xlsx

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hi Andrew –

I am requesting amendments to the TIP as noted in the Table below. Please let me know if there is more information I can provide. I have attached the spreadsheet in the event that is easier to work with.





**Mike Bartholomew**

Transit Administrator/Quality of Life Department/Transit Section

Direct: 575-541-2537 Main: 575-541-2500, [mbartholomew@las-cruces.org](mailto:mbartholomew@las-cruces.org)



NMDOT ID TL00100		5307 Operating 50/50 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY18	\$ 1,795,247.00	\$ 1,795,247.00	\$ 3,590,494.00	Operating	
FY19	\$ 1,659,111.00	\$ 1,659,111.00	\$ 3,318,222.00	Operating	
<b>Total planned funding obligations for FY19</b>	<b>\$ 3,454,358.00</b>	<b>\$ 3,454,358.00</b>	<b>\$ 6,908,716.00</b>		

NMDOT ID TL00110		5307 Rolling Stock 85/15 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY17	\$ 113,900.00	\$ 20,100.00	\$ 134,000.00	Electric Bus	
FY18	\$ 120,364.00	\$ 21,241.00	\$ 141,605.00	Electric Bus	
FY19	\$ 47,600.00	\$ 8,400.00	\$ 56,000.00	Electric Bus	
FY19	\$ 178,500.00	\$ 32,500.00	\$ 211,000.00	DAR vehicles	
<b>Total planned funding obligations for FY19</b>	<b>\$ 460,364.00</b>	<b>\$ 82,241.00</b>	<b>\$ 542,605.00</b>		

NMDOT ID TL00120		5307 Capital Equipment 80/20 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY19	\$ 150,400.00	\$ 37,600.00	\$ 188,000.00	replace onboard equipment	
FY18	\$ 120,000.00	\$ 30,000.00	\$ 150,000.00	replace onboard equipment	
<b>Total planned funding obligations for FY19</b>	<b>\$ 270,400.00</b>	<b>\$ 67,600.00</b>	<b>\$ 338,000.00</b>		

NMDOT ID TL00130*		5339 Maintenance and operations Center 80/20 match			Amendment to FY19
Apportionment year of funds	FTA 5339	Local	Total	Purpose	
FY19	\$ 16,131,221.00	\$ 4,032,806.00	\$ 20,164,027.00	Construct O & M Facility	
<b>Total planned funding obligations for FY19</b>	<b>\$ 16,131,221.00</b>	<b>\$ 4,032,806.00</b>	<b>\$ 20,164,027.00</b>		
* Move from FY22 to FY19					

NMDOT ID TL00140		5339 Rolling Stock 85/15 match			Amendment to FY19
Apportionment year of funds	FTA 5307	Local	Total	Purpose	
FY16	\$ 172,335.00	\$ 30,412.00	\$ 202,747.00	Electric Bus	
FY17	\$ 176,888.00	\$ 31,216.00	\$ 208,104.00	Electric Bus	
FY18	\$ 240,999.00	\$ 42,530.00	\$ 283,529.00	Electric Bus	
FY19	\$ 240,999.00	\$ 42,530.00	\$ 283,529.00	Vehicles	
FY17 Low No	\$ 1,450,000.00	\$ 341,176.00	\$ 1,791,176.00	Electric Vehicles	
<b>Total planned funding obligations for FY19</b>	<b>\$ 2,281,221.00</b>	<b>\$ 487,864.00</b>	<b>\$ 2,769,085.00</b>		

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## METROPOLITAN PLANNING ORGANIZATION

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**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
ACTION FORM FOR THE SPECIAL MEETING OF November 14, 2018**

**AGENDA ITEM:**

7.5 Resolution 18-15: A Resolution Adopting the Mesilla Valley MPO Safety Performance Targets for 2019

**ACTION REQUESTED:**

Approval by the MPO Policy Committee

**SUPPORT INFORMATION:**

New Mexico Department of Transportation (NMDOT) Performance Measure Target Report – Safety

**DISCUSSION:**

23 CFR 490 Final Rule on the Highway Safety Improvement Program requires MPOs to set five Performance Targets for the Safety Performance Measure:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles traveled (VMT)
4. Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Serious Injuries

The Mesilla Valley MPO adopted Safety Performance Targets for calendar year 2018. This item is to adopt Safety Performance Targets for calendar year 2019.

MPO Staff recommends this MPO endorse the State Targets.

## MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

### RESOLUTION NO. 18-15

#### A RESOLUTION ADOPTING THE MESILLA VALLEY MPO SAFETY PERFORMANCE TARGETS FOR 2019

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

**WHEREAS**, the federal law under Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) required states and metropolitan planning organizations to develop Safety Performance Targets; and

**WHEREAS**, the federal law under Fixing America's Surface Transportation Act (FAST Act) maintains this requirement; and

**WHEREAS**, 23 CFR 490 requires states to set annual targets for five performance measures: number of fatalities, rate of fatalities per one-hundred million vehicle miles travelled (VMT), number of serious injuries, rate of serious injuries per one-hundred million VMT, and number of non-motorized fatalities and serious injuries; and

**WHEREAS**, the New Mexico Department of Transportation (NMDOT) developed the targets in coordination with metropolitan planning organizations and other stakeholders; and

**WHEREAS**, federal regulations require metropolitan planning organizations to adopt Safety Targets on an annual basis; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for the Mesilla Valley MPO support the NMDOT Safety Targets for 2019.

**NOW, THEREFORE**, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

**(I)**

**THAT** the Mesilla Valley Metropolitan Planning Organization adopts the Safety Targets for 2019, as contained in Exhibit "A", attached hereto and made part of this resolution

**(II)**

**THAT** staff is directed to take appropriate and legal actions to implement this Resolution.

**DONE** and **APPROVED** this 14th day of November, 2018.

APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Trustee Johnson-Burick	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	
Councilor Vasquez	

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
City Attorney

## Performance Measure (PM) Target Report – PM 1 Federal Fiscal Year 2019

This document outlines the Federal Fiscal Year (FFY) 2019 Targets for Safety (PM 1) for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP) published March 15, 2016 (effective April 14, 2017). The New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 3 targets.

### *Overview of PM 3 Measures*

The state is required to set annual targets for five performance measures:

1. Number of Total Fatalities
2. Number of Serious Injuries
3. Fatalities per 100 million vehicle miles travelled (VMT)
4. Serious Injuries per 100 million VMT
5. Number of Non-motorized Fatalities and Serious Injuries

The first three are common measures and must be identical to the targets established for the Highway Safety Plan (HSP).

### *Coordination with Metropolitan Planning Organizations (MPOs)*

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs), the HSP team and other stakeholders to set the targets.

1. Numerous internal meetings took place in winter of 2018 between the NMDOT Statewide Planning Bureau (SPB) and Traffic Safety Division to review and analyze crash data and trends. NMDOT contracts with the University of New Mexico (UNM) to maintain the state's crash database.
2. On March 29, 2018, NMDOT staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
3. On May 22, 2017, the NMDOT Safety Division held a meeting to discuss and adopt the targets required in the HSP. NMDOT Planning Bureau staff and MPO representatives attended.
4. On June 5, 2018, SPB staff presented the final targets to the MPOs at the MPO Quarterly meeting in Farmington. The MPOs agreed to adopt the state targets by resolution prior to the February 27, 2019 deadline.
5. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM1 targets, to the MPOs for review and comments by July 9, 2018. SPB received no comments from the MPOs on this report or the NMDOT PM 1 targets.
6. The MPOs have until February 27, 2019 to adopt the NMDOT PM 1 targets or set their own quantifiable targets.

### *Data Methodologies and Assumptions*

In setting the FFY2019 safety performance targets, NMDOT and stakeholders did not rely solely on the data projections, but used the data in combination with their discussions regarding other relevant factors and their assessment of the potential safety impacts of various strategies and projects. NMDOT worked with UNM to determine methodologies and assumptions required to set the targets. These are as follows:

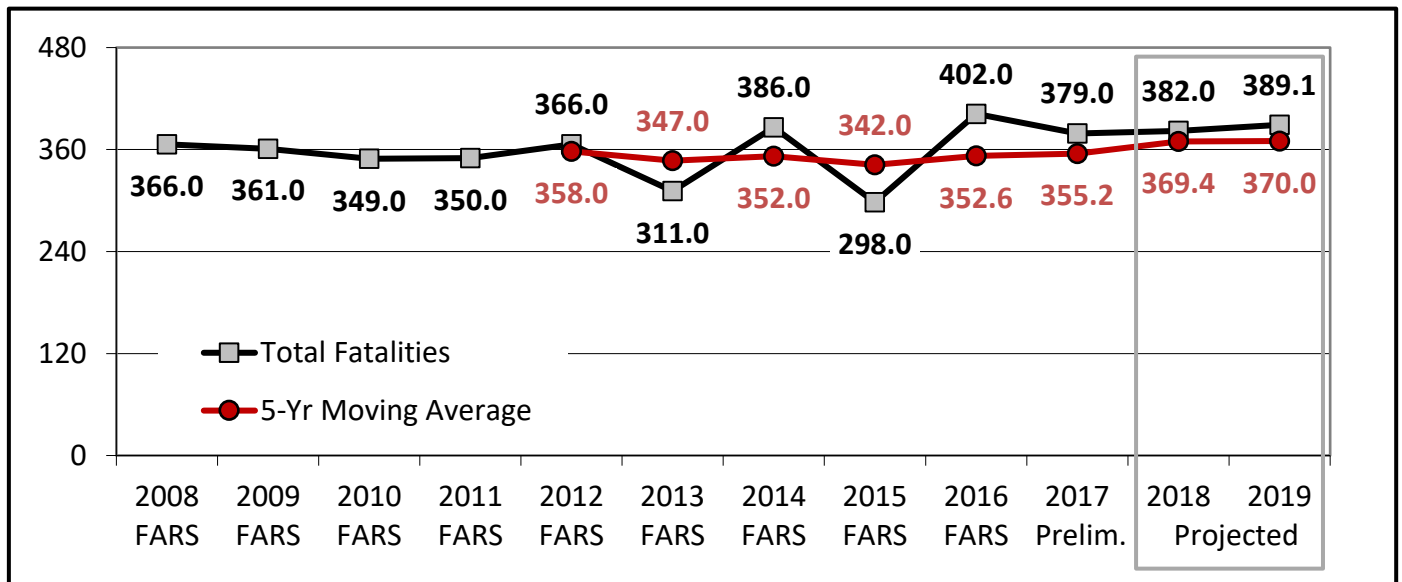
- NMDOT uses Excel to plot a linear best fit line based on 5-years of actual data to project for future years.
- Vehicle Miles Travelled (VMT) - the Annual VMT estimate for 2017 assumes a 2.1% increase over the 2016 VMT. The calculation is  $278.09 * 1.021 = 283.93$  annual 100 Million VMT for 2017, where:



- 278.09 is the 2016 annual VMT in units of 100M VMT.
- 1.021 is the preliminary 2.1% increase in VMT recommended by NMDOT from 2016 to 2017.
- Crash Data - 2016 is finalized, 2017 is preliminary.

## NMDOT PM 1 Targets

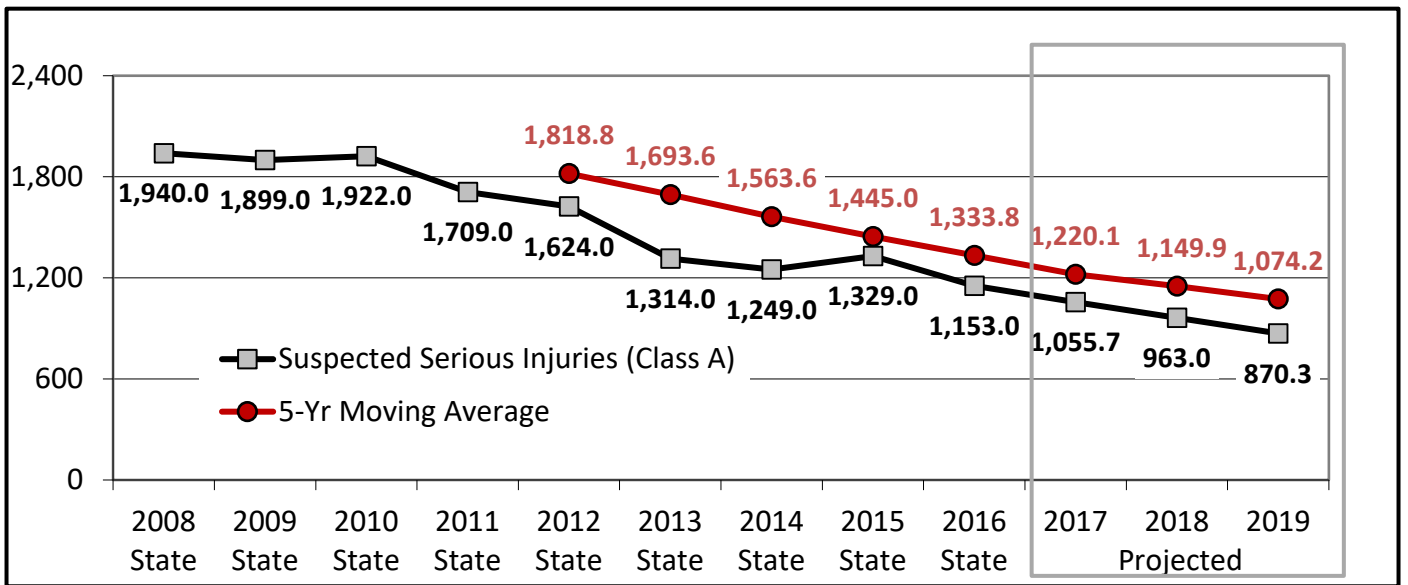
### 1) Number of Total Fatalities



**NMDOT Target Statement:** Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

**NMDOT Justification:** Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5- year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.

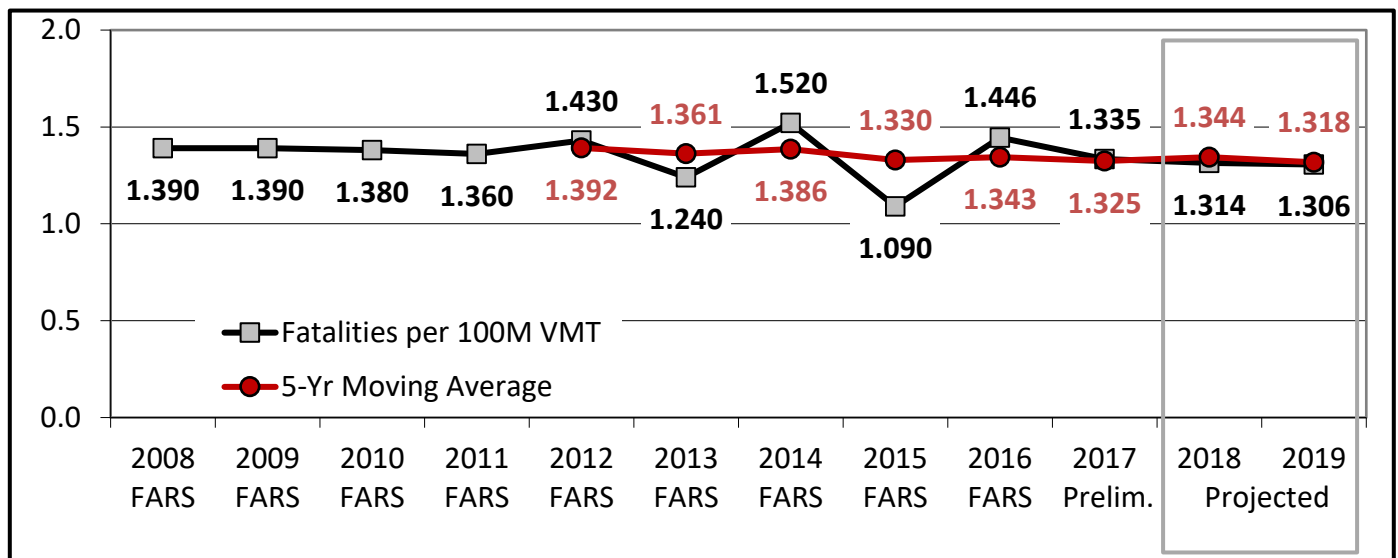
## 2) Number of Serious Injuries



**NMDOT Target Statement:** Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

**NMDOT Justification:** Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

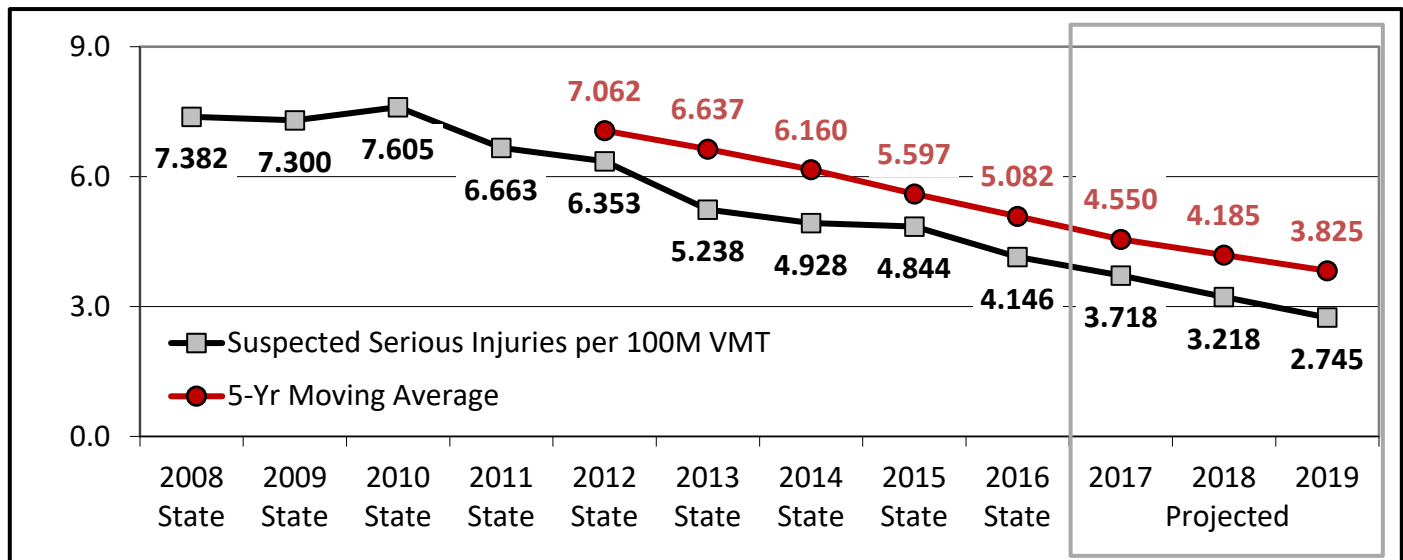
## 3) Fatalities per 100M VMT



**NMDOT Target Statement:** Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

**NMDOT Justification:** Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.

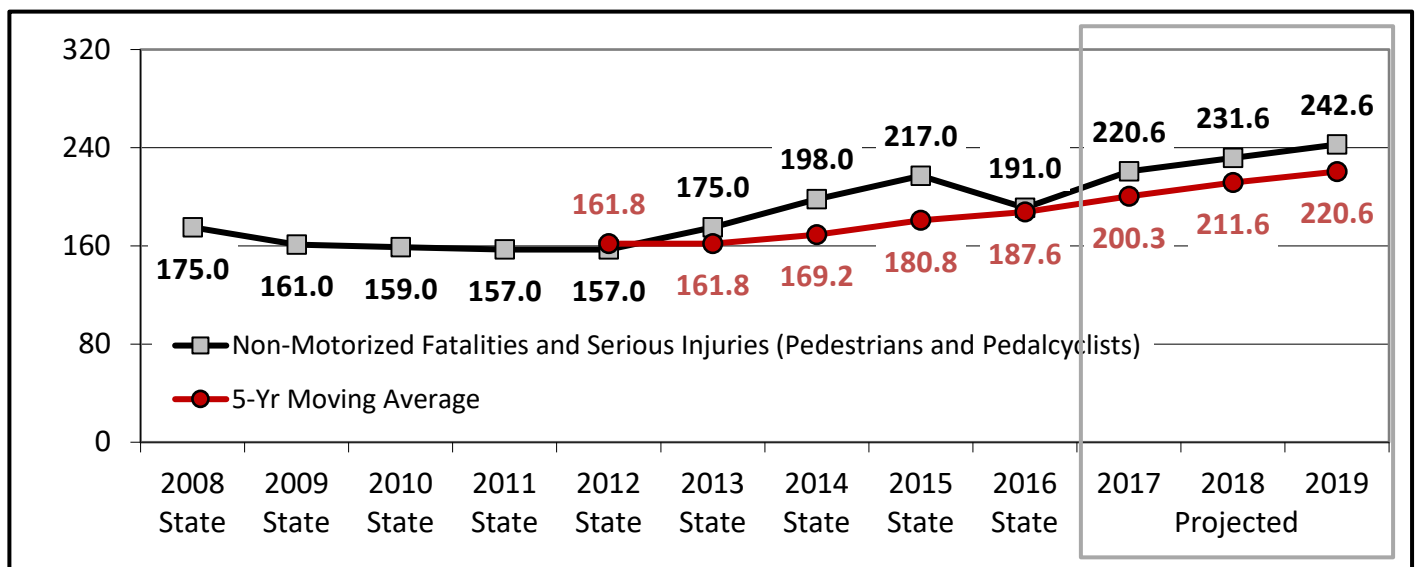
#### 4) Serious Injuries per 100 VMT



**NMDOT Target Statement:** Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

**NMDOT Justification:** Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

#### 5) Number of Non-motorized Fatalities and Serious Injuries



**NMDOT Target Statement:** Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

**NMDOT Justification:** Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.

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## METROPOLITAN PLANNING ORGANIZATION

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### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE SPECIAL MEETING OF November 14, 2018

#### **AGENDA ITEM:**

7.6 Resolution 18-16: A Resolution Adopting the Mesilla Valley MPO State of Good Repair Performance Targets for 2019

#### **ACTION REQUESTED:**

Approval by the MPO Policy Committee

#### **SUPPORT INFORMATION:**

New Mexico Department of Transportation (NMDOT) Performance Measure Target Report – Assessing Pavement and Bridge Condition

#### **DISCUSSION:**

23 CFR 490.c National Performance Management Measures for Assessing Pavement Condition and 23 CFR 490.d National Performance Measures for Assessing Bridge Condition require MPOs to establish Performance Targets, regardless of ownership, for the full extent of the Interstate NHS and the Non-Interstate NHS pavements and bridges.

There are six Performance Measures:

1. Percentage of Interstate pavements on the NHS in Good Condition
2. Percentage of Interstate pavements on the NHS in Poor Condition
3. Percentage of Non-Interstate pavements on the NHS in Good Condition
4. Percentage of Non-Interstate pavements on the NHS in Poor Condition
5. Percentage of bridges on the NHS in Good Condition
6. Percentage of bridges on the NHS in Poor Condition

This is a new Performance Target for the period of 2019-2021.

Due to the Mesilla Valley MPO having some worse current condition metrics than the New Mexico average for Non-Interstate NHS Facilities and for Percentage of Bridges in Poor Condition, NMDOT requests that the Mesilla Valley MPO adopt independent targets for these two measures.

MPO Staff recommends this MPO to support the State Targets for Interstate NHS Facilities and the Performance Measure for Percentage of Bridges in Good Condition. MPO Staff recommends this MPO adopt independent targets for Non-Interstate NHS Facilities and Percentage of Bridges in Poor Condition.

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 18-16**

**A RESOLUTION ADOPTING THE MESILLA VALLEY MPO STATE OF  
GOOD REPAIR PERFORMANCE TARGETS FOR 2019**

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

**WHEREAS**, the federal law under Fixing America's Surface Transportation Act (FAST Act) requires states and metropolitan planning organizations to develop State of Good Repair Performance Targets; and

**WHEREAS**, 23 CFR 490 requires states to set two-year and four-year targets for six performance measures: percentage of Interstate pavements on the National Highway System (NHS) in Good Condition, percentage of Interstate pavements on the NHS in Poor Condition, percentage of non-Interstate pavements on the NHS in Good Condition, percentage of non-Interstate pavements on the NHS in Poor Condition, percentage of bridges on the NHS in Good Condition, and percentage of bridges on the NHS in Poor Condition; and

**WHEREAS**, the New Mexico Department of Transportation (NMDOT) developed the targets in coordination with metropolitan planning organizations and other stakeholders; and

**WHEREAS**, federal regulations require metropolitan planning organizations to adopt State of Good Repair Targets on a four-year basis; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of this MPO that this Resolution adopting the State of Good Repair Performance Targets for Target Year 2021 be APPROVED.

**NOW, THEREFORE**, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

**(I)**

**THAT** the Mesilla Valley Metropolitan Planning Organization adopts the State of Good Repair Targets for Target Year 2021, as contained in Exhibit "A", attached hereto and made part of this resolution

**(II)**

**THAT** staff is directed to take appropriate and legal actions to implement this Resolution.

**DONE** and **APPROVED** this 14th day of November, 2018.

APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Trustee Johnson-Burick	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	
Councilor Vasquez	

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
City Attorney

### **23 CFR 490 Sub Part C and D Target Setting National Highway System Pavements and Bridges**

This document outlines the NMDOT procedures for establishing performance targets for New Mexico, as required by 23 CFR 490, Subpart C - National Performance Management Measures for Assessing Pavement Condition and Subpart D – National Performance Management Measures for Assessing Bridge Condition. The State DOT is required to establish targets, regardless of ownership, for the full extent of the Interstate and non-Interstate NHS for pavements and for Bridges on the NHS. By May 21, 2018, 2- and 4-year targets must be established and report targets by October 1, 2018, in the Baseline Performance Period Report. The following are the six (6) Performance Measures:

1. Percentage of Interstate pavements on the NHS in Good Condition
2. Percentage of Interstate pavements on the NHS in Poor Condition
3. Percentage of non-Interstate pavements on the NHS in Good Condition
4. Percentage of non-Interstate pavements on the NHS in Poor Condition
5. Percentage of bridges on the NHS in Good condition
6. Percentage of bridges on the NHS in Poor Condition

The NMDOT used a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets. The bulleted sections below provide an explanation of events leading to the development of the performance measures and this document:

1. In 2013, NMDOT began collecting the pavement condition data for all NMDOT maintained roadways, non-DOT maintained NHS and HPMS sample segments based on the four condition metrics (IRI, rutting, faulting and cracking) and three inventory data elements (through lanes, surface type, and structure type) included in 23 CFR 490.309. Pavement condition data is collected based on one-tenth mile. 23 CFR 490.313 requires DOTs to be in compliance with the reporting cycle beginning January 1, 2019 for the Interstate.
2. Numerous internal meetings took place with representatives from the Districts and Pavement Management and Design Bureau staff to review and analyze pavement condition data and performance trends. NMDOT maintains the pavement condition data in a Pavement Management System database (PMS db) on the Agile Assets platform. The PMS db is used to predict future performance based on criteria identified for various funding scenarios. It can also forecast funding required to attain a desired condition.
3. Funding allocations for Interstate, non-Interstate NHS and non-NHS pavements, NHS and non-NHS Bridges were determined based on reviewing historical information based on obligated amounts for federally funded projects contained in the Statewide Transportation Improvement Program (STIP) database. In addition, historical funding amounts for pavements and bridges was obtained from data in the Maintenance Management System and Contract Maintenance Databases.
4. In preparation for developing the Transportation Asset Management Plan (the TAMP), a Financial Planning and Investment Analysis Workshop was held on June 15, 2015 to review the process for developing Transportation Asset Management (TAM) eligible revenue forecasts and reviewing bridge and pavement performance at funding levels in order to develop allocation recommendations for baseline revenues.



5. On February 27, 2018, FHWA presented the Asset Management Workshop on Life Cycle Planning, Risk Management and Financial Plans to support the implementation of Asset Management Plans. Representatives from the Mesilla Valley MPO, Mid-Region MPO and Santa Fe MPO participated in the workshop with NMDOT staff. There was a representative from five of the six NMDOT Districts in attendance.
6. On March 15, 2018, the New Mexico Transportation Commission was briefed on the Initial TAMP and proposed Federal 2 and 4 year targets.
7. On March 16, 2018, the NMDOT TAM Technical Working Committee met to review the final draft of the initial TAMP and to review the performance targets proposed for inclusion in the document.
8. On March 28, 2018, the NMDOT provided a presentation on all Performance Measures to the MPO's attending the quarterly MPO meeting. NMDOT collected Pavement Condition data was presented by MPO area for the Interstate and non-Interstate NHS pavements within each MPO boundary in order to show how pavements are performing within each MPO area. In addition, 10-year pavement condition projections were presented.
9. Documentation on the Pavement and Bridge condition performance measures was presented to NMDOT Executive Staff on May 16, 2018, in preparation for transmitting the 2- and 4-year performance targets for the six measures listed above to FHWA-NM Division.

Predicting future condition of pavements and bridges is dependent on funding. The period determined for predicting future condition is ten years. In order to prepare predictions of future conditions, funding allocations needed to be established. The funding allocations for Interstate, non-Interstate NHS and non-NHS pavements and NHS and non-NHS bridges were based on a review of information contained in historical STIP's and MMS data. A combination of federal and state funding is used to determine the total amount of funding available for TAM activities. In addition to STIP and MMS financial information, a review of NMDOT historical budget, state road fund revenue projections and future debt service payments were reviewed to determine the TAM-eligible revenues. This analysis also included review of pavement and bridge allocations.

In setting the 2- and 4-year performance targets for the pavement measures, NMDOT analyzed historical pavement condition data based on the FHWA measures to prepare a trend analysis. The PMS db is used to predict future condition; however, it is unable to predict future condition based on the FHWA metrics. As a result, the PMS db uses a Pavement Condition Rating (PCR) to determine condition. The PMS db was configured based on a multi-year collaborative effort to develop the decision trees that combine the various pavement distresses collected for each tenth mile section to determine an Overall Condition Index (OCI) for each 2-mile managed segment. The PCR is 80 percent OCI and 20 percent smoothness index, which is IRI and rutting metric converted to a 100 scale.

The annual funding allocation below is entered into the PMS db in order to predict an annual PCR for each system. The PCR is then mapped to the Federal Good, Fair and Poor to predict a future pavement condition each year for the ten-year analysis period.

The annual funding allocations used in the PMS to predict future pavement condition are:

1. Interstate Pavements, \$62 million/year
2. Non-Interstate NHS Pavements, \$68 million/year
3. Non-NHS Pavements, \$50 million/year

NMDOT maintains bridge condition data in a Bridge Management System (BrM); however, BMS does not have the capability of predicting future condition. NMDOT uses a spreadsheet based tool to predict

performance of each bridge given predicted deterioration. The model components include measures, deterioration, treatments and prioritization. The model uses the National Bridge Inventory (NBI) data weighted by deck area. A Markov modeling approach, similar to Pontis models is used but applied to the NBI data. The approach predicts a percent chance a rating will drop to the next value in a year. NCHRP Report 713 was used to determine median years to reach ratings of 3, 4 and 5. NMDOT Bridge Management evaluated the spreadsheet tool for predicting future condition prior to adopting for use. The annual funding allocations used in the spreadsheet tool to predict future condition are:

1. NHS Bridges, \$40 million/year
2. Non-NHS Bridges, \$20 million/year

The future condition is based on data collected during calendar year 2016 and predicting condition for calendar years 2016 through 2026. The 2-year target is based on the condition data collected during calendar year 2019 and the 4-year target is based on data collected in calendar year 2021. The first Mid Performance Period Progress Report is due to FHWA on October 1, 2020 which will be based on pavement and bridge condition data collected during calendar year 2019.

The table below indicates NMDOT performance measure targets.

Performance Measure	2 Year (2019)	4 Year (2021)
Percentage of bridges on the NHS in Good condition	36.0%	30.0%
Percentage of bridges on the NHS in Poor condition	3.3%	2.5%
Percentage of Interstate pavements on the NHS in Good condition	57.3%	59.1%
Percentage of Interstate pavements on the NHS in Poor condition	4.5%	5.0%
Percentage of Non-Interstate pavements on the NHS in Good condition	35.6%	34.2%
Percentage of Non-Interstate pavements on the NHS in Poor condition	9.0%	12.0%

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## METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004  
PHONE (575) 528-3222 | FAX (575) 528-3155  
<http://mesillavalleympo.org>

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
ACTION FORM FOR THE SPECIAL MEETING OF November 14, 2018**

**AGENDA ITEM:**

7.7 Resolution 18-17: A Resolution Adopting the Mesilla Valley MPO System Performance Targets for 2019

**SUPPORT INFORMATION:**

NMDOT Performance Measure Target Report – System Performance

**DISCUSSION:**

23 CFR 490 System Performance, Freight, CMAQ Final Rule requires MPOs to establish Performance Targets for the following Performance Measures:

1. System Performance
  - a. Percentage of Interstate reliable person-miles
  - b. Percentage of Non-Interstate reliable person-miles
2. Freight Movement
  - a. Truck Travel Time Reliability (TTTR) Index
3. Three measures to assess the CMAQ Program
  - a. Annual Hours of peak-hour excessive delay per capita
  - b. Percent of Non-Single Occupancy Vehicle (SOV) travel
  - c. On-Road Mobile Source Emissions Reduction

The Mesilla Valley MPO is not required to set targets for the CMAQ Performance Measure.

This is a new Performance Target for the period of 2019-2021.

MPO Staff recommends that this MPO support the State Targets.



**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 18-17**

**A RESOLUTION ADOPTING THE MESILLA VALLEY MPO SYSTEM  
PERFORMANCE TARGETS FOR 2019**

The Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee is informed that:

**WHEREAS**, the federal law under Fixing America's Surface Transportation Act (FAST Act) requires states and metropolitan planning organizations to develop System Performance Targets; and

**WHEREAS**, 23 CFR 490 requires states to set two-year and four-year targets for three performance measures: percentage of reliable person-miles traveled on the Interstate, percentage of reliable person-miles traveled on the non-Interstate National Highway System (NHS), and Truck Travel Time Reliability (TTTR) Index; and

**WHEREAS**, the New Mexico Department of Transportation (NMDOT) developed their targets in coordination with metropolitan planning organizations and other stakeholders; and

**WHEREAS**, federal regulations require metropolitan planning organizations to adopt System Performance Targets on a four-year basis; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO that the Mesilla Valley MPO support the NMDOT System Performance Targets for Target Year 2021.

**NOW, THEREFORE**, be it resolved by the Policy Committee of the Mesilla Valley Metropolitan Planning Organization:

**(I)**

**THAT** the Mesilla Valley Metropolitan Planning Organization adopts the System Performance Targets for Target Year 2021, as contained in Exhibit "A", attached hereto and made part of this resolution

**(II)**

**THAT** staff is directed to take appropriate and legal actions to implement this Resolution.

**DONE** and **APPROVED** this 14th day of November, 2018.

APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Trustee Johnson-Burick	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	
Councilor Vasquez	

ATTEST:

APPROVED AS TO FORM:

\_\_\_\_\_  
Recording Secretary

\_\_\_\_\_  
City Attorney

## Performance Measure (PM) Target Report – PM 3 Federal Fiscal Year 2019

This document outlines the Federal Fiscal Year (FFY) 2019 Targets for System Performance (PM 3) for New Mexico, as required by 23 CFR 490, System Performance/Freight/CMAQ Final Rule published January 18, 2017 (effective May 20, 2017). The New Mexico Department of Transportation (NMDOT) Statewide Planning Bureau (SPB) is responsible for coordinating the setting of PM 3 targets.

### **Overview of PM 3 Measures**

The PM 3 measures are as follows:

1. Two measures to assess system performance:
  - a. Percentage of person-miles traveled on the Interstate System that are reliable
  - b. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable
2. One measure to assess Freight Movement:
  - a. Truck Travel Time Reliability (TTTR) Index
3. Three measures to assess the CMAQ Program:
  - a. Annual Hours of peak-hour excessive delay per capita – NM is not required to set a target for this measure
  - b. Percent of Non-Single Occupancy Vehicle (SOV) travel – NM is not required to set a target for this measure
  - c. On-Road Mobile Source Emissions Reduction – NM is in non-attainment for Particulate Matter (PM) 10 in one area, covered by El Paso Metropolitan Planning Organization (EPMPO)

### **Coordination with Metropolitan Planning Organizations (MPOs)**

The NMDOT undertook a coordinated effort with the Metropolitan Planning Organizations (MPOs) and other stakeholders to set the targets, as follows:

1. On March 29, 2018, NMDOT SPB staff discussed the PM 3 measures with the MPOs at the Joint Meeting with the MPOs and Regional Transportation Planning Organizations (RTPOs).
2. On May 17, 2018, NMDOT consultants, High Street Consulting (“High Street”), provided a webinar to the MPOs, attended by Mesilla Valley and Farmington MPOs. The webinar outlined the PM3 data, methodologies and recommended targets. SPB staff emails the presentation slides to the MPOs upon request.
3. On June 5, 2018, SPB staff presented this draft report to the MPOs at the MPO Quarterly meeting in Farmington.
4. On June 18, 2018, SPB staff emailed a draft of this report, outlining the adopted state PM3 targets, to the MPOs for review and comments by July 9, 2018. SPB received one comment on July 10, 2018 from Mid Region MPO, as follows: “Although this is a bit late, Mid-Region has no comments on the proposal except to be sure the wording allows MPOs to establish their own targets if they want to in the future. We are not planning on doing so at this time, but I am concerned about the targets for city streets on the NHS.” SPB staff responded that the report outlines the NMDOT targets and the MPOs have the option of adopting the NMDOT targets or setting other targets.
5. The MPOs have until November 20, 2018 to adopt the NMDOT PM 3 targets or set their own quantifiable targets.

### **Data Methodologies and Assumptions**

The FFY2019 PM 3 targets are set based on future System Performance and Freight Movement forecasts developed by High Street on behalf of NMDOT. The forecasting methodology relates current roadway volumes and capacities to performance metric scores. Future volumes and capacities are updated based on assumed traffic volume growth and

programmed capacity enhancement projects. Future System Performance and Freight Movement forecasts are derived by training statistical models based on current condition and performance data, and updating the model inputs based on assumed future traffic volumes and capacities.

#### Data Sources

1. PM3 System Performance and Freight Movement segment-level metric scores for NMDOT's road network, calculated by High Street based on 2017 NPMRDS data in accordance with FHWA guidance
2. Segment-level Free-Flow traffic speeds, as reported in NPMRDS for March 2018
3. Traffic Volumes, as reported by NMDOT in its 2015 HPMS submission
4. Roadway Attributes, including functional class and urban / rural designation, as reported by NMDOT in its 2015 HPMS submission and conflated to the NPMRDS TMC network by Texas Transportation Institute / FHWA
5. Traffic Volume Growth Rates, based on the functional class / regional growth rates provided by NMDOT (see "Table 1: Growth Rates" and discussion under "Assumptions," below)
6. Capacity Enhancement Projects, from NMDOT's e-STIP, with project boundaries and projected completion dates

#### Methodology

The forecasting methodology consists of four steps:

1. Setup: Calculate current performance, volume, and capacity.
  - a. Segment-level Level of Travel Time Reliability (LOTTR) scores based on 2017 NPMRDS data for all vehicles and Truck Travel Time Reliability (TTTR) scores based on 2017 NPMRDS truck data are calculated for all NMDOT TMC segments. For modeling purposes, scores are shifted from being left-bounded at 1.0 to left-bounded at 0.0.
  - b. HPMS AADTs are converted to Passenger Car Equivalents (PCEs) where Single-Unit Trucks and Buses are equal to 1.5 PCEs and Combination Trucks are equal to 2.0 PCEs.
  - c. Roadway capacities are calculated by assigning functional-class capacity assumptions (based on the Highway Capacity Manual and other sources, see "Table 2: Functional-Class Capacity Assumptions"), and updating these capacities based on observed free-flow speeds reported in the NPMRDS.
2. Model Fitting: Log-level linear regression models are fit relating LOTTR to roadway volumes and capacities, and TTTR to roadway location (urban / rural) and volume / capacity ratio. The model coefficients and model R<sup>2</sup> scores are presented in the tables below.

LOTTR Model Model Specification:

$$\log(\text{LOTTR} - 1) \sim (\text{intercept}) + \text{cars} * x_i + \text{capacity} * x_i + v/c * x_i + \text{error}$$

Coefficients	Estimate (Exponentiated)	Std. Error	Interpretation
(Intercept)	-0.02	0.059	The model intercept is 0.02 (i.e. LOTTR = 1.02, interpreted as "a road with zero traffic and zero capacity would be expected to have a LOTTR score of 1.02")
cars (thousands)	0.06	0.000	Each additional 1000 cars of daily volume is associated with a 6% increase in LOTTR
capacity (thousands)	-0.03	0.000	Each additional 1000 cars of daily capacity is associated with a 3% decrease in LOTTR
Volume / Capacity Ratio	-0.63	0.000	An increase in V/C Ratio from Zero to One is Associated with a 63% decrease in LOTTR, all else equal (captures slight non-linearity in relationship between cars and LOTTR)



R<sup>2</sup> 0.375

All estimates statistically significant at p < 0.001

TTTR Model Model Specification:

$\log(\text{TTTR} - 1) \sim (\text{intercept}) + v/c * x_i + \text{urban} * x_i + \text{error}$

Coefficients	Estimate (Exponentiated)	Std. Error	Interpretation
(Intercept)	0.07	.005	The model intercept is 0.07 (i.e. TTTR = 1.07, interpreted as “a road with zero volume / capacity ratio would have a TTTR score of 1.07”
Volume / Capacity Ratio	19.89	0.29	An increase in V/C Ratio from zero to one is associated with a 1989% increase in TTTR
Location: Urban	2.19	0.076	All else equal, urban Interstate segments have, on average, TTTR scores 2.19 higher than rural segments

R<sup>2</sup> 0.412

All estimates statistically significant at p < 0.001

3. Source Data Updates: Future Roadway Volumes are calculated based on geometric growth using the Growth Rates specified. Future Roadway Capacities are updated where segments overlap with capacity projects, based on each project’s expected completion date. For more details, see “Assumptions” below.
4. Score Update: Updated segment scores are calculated using the forecasted future volume and capacity, and the original segment scores are updated by the forecasted difference in future performance

### Assumptions

The following tables and information outline the assumptions used in the methodologies.

Table 1: Growth Rates used for Forecasting

f_system	location	Growth rate
7	Rural	0.013
7	Urban	0
6	Rural	0.013
6	Urban	0.01
5	Urban	0.014
5	Rural	0
4	Urban	0.059
4	Rural	0
3	Urban	0
3	Rural	0.036
2	Urban	0.013
2	Rural	0.01
1	Urban	0.0165
1	Rural	0.02

These growth rates are based on the most recently available fixed-traffic-count station year-over-year estimates. The

growth rates in the table have been modified based on a minimum growth rate of 0.0%. Although traffic volumes are declining on portions of New Mexico's road network, it is assumed that the roads with negative traffic growth rates are not, by in large, roads experiencing significant traffic congestion.

**Table 2: Functional-Class Capacity Assumptions**

<b>Location</b>	<b>Functional System</b>	<b>Reference speed</b>	<b>Capacity (passenger cars per lane per hour)</b>
Rural	Interstate	75	2100
Rural	Principal Arterial - Other		
Rural	Freeways and Expressways	60	1950
Rural	Principal Arterial - Other	55	1850
Rural	Minor Arterial	45	850
Rural	Major Collector	40	750
Rural	Minor Collector	35	650
Rural	Local	25	450
Urban	Interstate	65	2200
Urban	Principal Arterial - Other		
Urban	Freeways and Expressways	45	1200
Urban	Principal Arterial - Other	40	925
Urban	Minor Arterial	35	760
Urban	Major Collector	30	680
Urban	Minor Collector	30	680
Urban	Local	25	425

Reference Capacities Adapted from HCM 2000 and WATS RTM. Reference Capacity Updated Using NPMRDS Free Flow Speed. +150 PCPLPH per 5 mph over reference speed (max +600), -100 PCPLPH per 5 mph under reference speed (min -300).

#### Capacity Updates

To account for increases in future capacity due to capacity enhancing projects, the existing road network is updated to add +1 directional lane to affected (overlapping) TMC segments coinciding with project boundaries. Partially overlapping TMC segments are assigned a pro-rated partial additional lane. In some cases, due to the 15 meter conflation buffer used to relate project boundaries and TMC segments, some divided highways are updated with an additional lane in each direction.

Capacity updates are applied for the expected completion year and subsequent years.

As a result of applied updates, 2021 Lane Miles are forecasted at 14,039 NHS directional lane-miles, a 57 lane-mile increase from 2017's 13,982 directional lane-miles.

### Forecast Scenarios

To provide additional context for target setting (as well as to facilitate conservative target selection) three scenarios are presented:

		Expected Growth	High Growth
No Build	Current Capacity	<b>"No Build"</b> <ul style="list-style-type: none"> <li>1% Average Growth</li> <li>No Additional Capacity</li> </ul>	<b>"No Build, High Growth"</b> <ul style="list-style-type: none"> <li>2% Average Growth</li> <li>No Additional Capacity</li> </ul>
Build	Programmed STIP Capacity & ITS Projects Completed On Time	<b>"Build"</b> <ul style="list-style-type: none"> <li>1% Average Growth</li> <li>Project-Based Capacity Expansion &amp; Reliability Improvement</li> </ul>	

The follow tables and graphs reflect the scenarios for each target.

Table 3: Percentage of person-miles traveled on the Interstate System that are reliable

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	97.0	97.0	96.1	95.2	95.1
No Build	97.0	97.0	97	96.3	95.2
Build	97.0	97.0	97	97	96.9

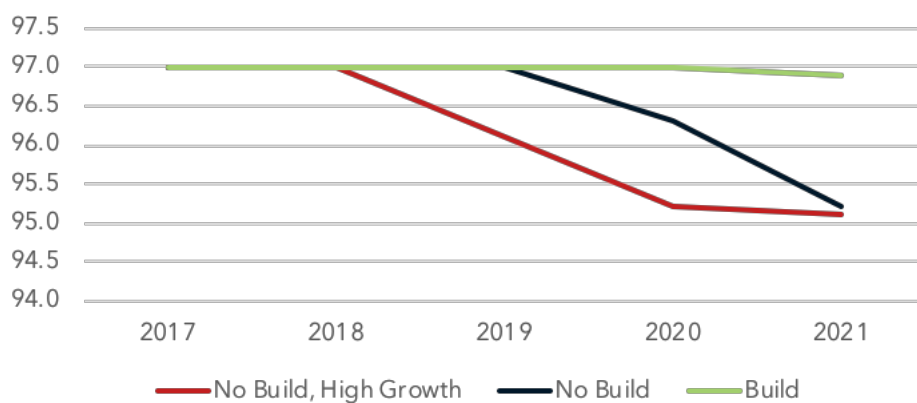


Table 4: Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	90.5	90.5	90.5	90.4	90.4
No Build	90.5	90.5	90.5	90.5	90.5
Build	90.5	90.6	90.6	90.6	90.6

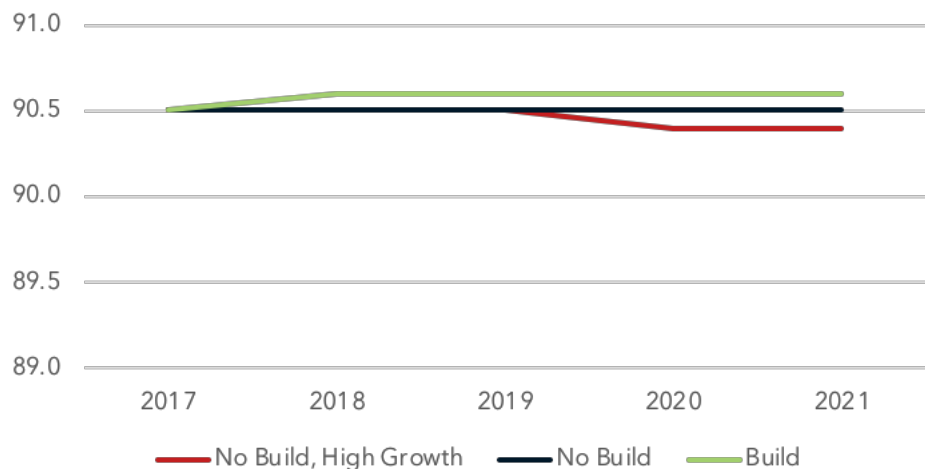
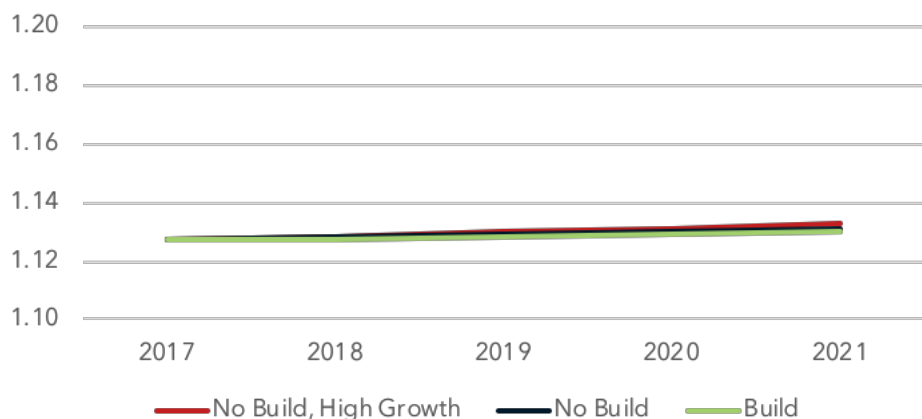


Table 5: Truck Travel Time Reliability (TTTR) Index

	Baseline (2017)	2018	Two Year Performance (2019)	2020	Four Year Performance (2021)
No Build High Growth	1.13	1.13	1.13	1.13	1.13
No Build	1.13	1.13	1.13	1.13	1.13
Build	1.13	1.13	1.13	1.13	1.13





## NMDOT PM3 Targets

### 1. Percentage of person-miles traveled on the Interstate System that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Interstate Reliability	97.0%	96.1%	95.1%

**NMDOT Target Statement:** The percentage of person-miles traveled on the Interstate System will decrease slightly in the next four years, from a baseline score of 97% reliable in 2017 to 96.1% reliable in 2019, and 95.1% reliable in 2021.

**NMDOT Justification:** Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the percentage of person-miles traveled on the Interstate System will remain high, may decrease slightly over this four year timespan.

### 2. Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Non-Interstate Reliability	90.5%	90.4%	90.4%

**NMDOT Target Statement:** The percentage of person-miles traveled on the non-Interstate National Highway System will decrease slightly in the next four years, from a baseline score of 90.5% reliable in 2017 to 90.4% reliable in 2019, and 90.4% reliable in 2021.

**NMDOT Justification:** Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the percentage of person-miles traveled on the Interstate System will remain high, may decrease slightly over this four year timespan.

### 3. Index of the Interstate System mileage providing for reliable truck travel times that are reliable

Measure	Baseline Score (2017)	NMDOT Target (2019)	NMDOT Target (2021)
Truck Travel Time Reliability Index	1.13	1.14	1.15

**NMDOT Target Statement:** The index of truck travel times on the Interstate System may be reduced slightly in the next four years, from a baseline index of 1.13 in 2017 to an index of 1.14 in 2019, and an index of 1.15 in 2021.

**NMDOT Justification:** Recent modeling forecasted that with the currently programmed projects and forecasted traffic growth, the truck travel time index value will remain high, but the reliability index may be reduced slightly over this four year timespan.

#### **4. Annual Hours of peak-hour excessive delay per capita**

**NMDOT Target Statement:** In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

**NMDOT Justification:** Based on current urbanized area populations and nonattainment or maintenance thresholds.

#### **5. Percent of Non-Single Occupancy Vehicle (SOV) travel**

**NMDOT Target Statement:** In the initial performance period (2017-2021), the rule applies to urbanized areas of more than 1 million people that are also in nonattainment or maintenance areas for ozone, carbon monoxide or particulate matter. At this time, there are no such urbanized areas in New Mexico.

**NMDOT Justification:** Based on current urbanized area populations and nonattainment or maintenance thresholds.

#### **6. On-Road Mobile Source Emissions Reduction**

**NMDOT Target Statement:** New Mexico is included in the list of 42 State DOTs required to establish targets and report performance for On-Road Mobile Source Emissions (Total Emissions Reduction Measure for Criteria Pollutants). The measure is limited to nonattainment or maintenance areas, which in New Mexico applies exclusively to the Sunland Park, Anthony and Southern Doña Ana County area for Particulate Matter 10 (PM-10). This part of NM is within the El Paso MPO planning area. The EPMPO coordinates with the New Mexico Department of Transportation (NMDOT) on programming New Mexico CMAQ funds allocated to the EPMPO. It was, therefore, mutually agreed upon by NMDOT and the EPMPO to develop 4-year targets for applicable criteria pollutants, in this case PM10, for the state of New Mexico by developing a cost benefit analysis (see method below) using projected future CMAQ allocations for New Mexico and applying the *ESTABLISHED emissions* targets for Texas to *PROJECT* emissions targets in the New Mexico portion of the EPMPO planning area:

**NMDOT Justification:**

**TX allocation next 4-years / 4-year target kg per day ESTABLISHED for EPMPO-TX = 4-year cost per criteria pollutant TX**

**NM Allocation next 4-years / 4-year cost per criteria pollutant TX = 4-year target kg per day PROJECTED for EPMPO-NM**

This methodology is making assumptions that the future (next 4 years) NM CMAQ project(s) quantifiable emissions will be the same in NM as in TX based on type of projects, methodology used to quantify projects, data, assumptions, etc.

These quantifiable targets are reflective of the anticipated cumulative emission reductions for the EPMPO to be reported in the CMAQ Public Access System as required in 23 CFR 490.105 for establishing targets for MPOs. **The projected EPMPO 4-year targets for on-road mobile source emissions in New Mexico is 1.79 kg/ day for Particulate Matter less than or equal to 10 microns (PM-10).**

**The NMDOT 4-year targets for on-road mobile source emissions in New Mexico is 1.79 kg/ day for Particulate Matter less than or equal to 10 microns (PM-10)**