



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 AGENDA

The following is the Agenda for a meeting of the Policy Committee of the Mesilla Valley Metropolitan Planning Organization (MVMPO) to be held **December 12, 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. * November 14, 2018 _____ **Chair**
7. **ACTION ITEMS** _____
 - 7.1. Resolution 18-12: A Resolution Adopting the 2019 Mesilla Valley MPO Meeting Calendar _____ **MPO Staff**
 - 7.2. Resolution 18-18: A Resolution Endorsing an Application to NMDOT for the Congestion Mitigation and Air Quality (CMAQ) Non-Mandatory Open Call for Projects _____ **MPO Staff**
 - 7.3. Resolution 18-19: A Resolution Amending the 2018-2023 Transportation Improvement Program _____ **MPO Staff**
8. **DISCUSSION ITEMS** _____
 - 8.1. MVMPO Safety Presentation _____ **MPO Staff**
 - 8.2. NMDOT Update _____ **NMDOT Staff**
9. **COMMITTEE and STAFF COMMENTS** _____ **Chair**
10. **PUBLIC COMMENT** _____ **Chair**

1 **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**
2 **POLICY COMMITTEE**
3 **SPECIAL MEETING**
4

5 The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning
6 Organization (MPO) Policy Committee which was held November 14, 2018 at 1:00 p.m.
7 in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.
8

9 **MEMBERS PRESENT:** Mayor Nora Barraza (Town of Mesilla)
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 **STAFF PRESENT:** Andrew Wray (MPO staff)
20

21 **OTHERS PRESENT:** Jolene Herrera (NMDOT)
22 Cathy Matthews (CLC)
23 David Armijo (SCRTD)
24 Mike Bartholomew (CLC)
25 David Maestas (CLC)
26 Steve Pacheco (DAC)
27 Larry Nichols (CLC)
28 Ashleigh Curry
29 Becky Baum, RC Creations, LLC, Recording Secretary
30

31 **1. CALL TO ORDER (1:03 PM)**
32

33 Eakman: Ladies and gentlemen I'm going to call the meeting of the Mesilla Valley
34 Metropolitan Planning Organization to order at this time. It is just slightly
35 after 1:00 and I do appreciate everyone's attendance today.
36

37 **2. PLEDGE OF ALLEGIANCE**
38

39 Eakman: At this time could we please stand and you join me in the Pledge of
40 Allegiance.
41

42 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.
43

44 Eakman: Thank you so much. November historically has more on the agenda than
45 any other of our meetings and I so hope we are prepared to go beyond
46 one hour today because the agenda will make that most necessary.

1 I would like to at this time, Andrew if you would be kind enough to poll the
2 Board and check our attendance for a quorum.
3
4 Wray: Yes Mr. Chair. Mr. Doolittle.
5
6 Doolittle: Here.
7
8 Wray: Commissioner Hakes.
9
10 Hakes: Here.
11
12 Wray: Commissioner Solis.
13
14 Solis: Here.
15
16 Wray: Trustee Johnson-Burick.
17
18 J-Burick: Here.
19
20 Wray: Councilor Sorg.
21
22 Sorg: Yes.
23
24 Wray: Commissioner Rawson.
25
26 Rawson: Yes.
27
28 Wray: Mr. Chair.
29
30 Eakman: Yes. Thank you so much. I wonder Mr. Doolittle would you introduce to
31 us the person right next to you.
32
33 Doolittle: Thank you Mr. Chair. As I shared with the Chairman, I do have a public
34 meeting later this evening in T or C so I need to be gone by about 2:00 if
35 at all possible. So I've asked Filiberto Castorena, who's my Assistant
36 District Engineer for Construction. He'll be acting on my behalf as Proxy if
37 we're not finished by the time I leave.
38
39 Eakman: Do I have the consent of the Board to allow for Trent to have a Proxy this
40 afternoon?
41
42 Sorg: Yes.
43
44 Eakman: Would you so move then, Mayor Pro-Tem Sorg.
45
46 Sorg: I so move.

1 Eakman: Commissioner Hakes would you second.
2
3 Hakes: Yes.
4
5 Eakman: Then moved and seconded. Would you poll the Board?
6
7 Wray: Yes Mr. Chair. Mr. Doolittle.
8
9 Doolittle: Yes.
10
11 Wray: Commissioner Hakes.
12
13 Hakes: Yes.
14
15 Wray: Commissioner Solis.
16
17 Solis: Yes.
18
19 Wray: Trustee Johnson-Burick.
20
21 J-Burick: Yes.
22
23 Wray: Councilor Sorg.
24
25 Sorg: Yes.
26
27 Wray: Commissioner Rawson.
28
29 Rawson: Yes.
30
31 Wray: Mr. Chair.
32
33 Eakman: Yes. Well thank you so much for that.

34
35 **3. CONFLICT OF INTEREST INQUIRY**

36
37 **4. PUBLIC COMMENT**

38
39 Eakman: At this time I'd like to ask if there is any public comment to come before
40 the Mesilla Valley MPO this afternoon. Is there any public comment?
41 Seeing none. Thank you so much.
42

43 **5. CONSENT AGENDA ***

44
45 Eakman: As a part of our consent agenda today we would like very much the
46 approval of the Board to move the agenda around somewhat. So that we

1 would start with Resolution 7.5, 7.6 and 7.7 before we move to 7.1. I was
2 wondering if the Board would approve that change of the agenda and we'll
3 ask for it as a part of the Consent Agenda. Would anyone move the
4 Consent Agenda?
5
6 Wray: Mr. Chair.
7
8 Eakman: Yes.
9
10 Wray: If staff could before any motions are made, staff respectfully requests the
11 Policy Committee to remove item 7.2 from the agenda, to strike it
12 completely. The reason for this is that subsequent to this packet's
13 publication, the City of Las Cruces notified MPO staff of a conflict with the
14 proposed 2019 Meeting Schedule and so staff would like the opportunity
15 to retract that action item and put together a presentation hopefully with all
16 the complete information and present a draft 2019 calendar to this
17 Committee for approval at the December meeting.
18
19 Eakman: I'm sure we're all disappointed that we might want to remove one item
20 from the agenda, but if that could be included in the motion. The motion
21 would be to hear Resolution 7.5, 7.6 and 7.7 prior to 7.1, pulling 7.2 and
22 then hearing 7.3 and 7.4.
23
24 Sorg: So moved.
25
26 Eakman: Is there a second?
27
28 Solis: Second.
29
30 Eakman: Thank you so much Commissioner Solis. Would you poll the Board?
31
32 Rawson: Mr. Chair.
33
34 Eakman: Yes, Vice-Chair Rawson.
35
36 Rawson: Could you repeat that one more time just as I try to follow along with the
37 new order.
38
39 Eakman: Indeed. We're going to hear Resolution 7.5, 7.6 and 7.7 first and that is
40 due to Mr. Doolittle's schedule this afternoon where he needs to be
41 leaving by 2:00, and then we would hear 7.1, 7.3 and 7.4. We're pulling
42 7.2 from the agenda today.
43
44 Rawson: Mr. Chairman. It appears that 7.1 is a part of the Consent Agenda.
45

1 Eakman: You are correct. You're very correct on that, so we would be hearing 7.5,
2 7.6 and 7.7 and then hearing 7.3 and 7.4. I stand corrected.
3
4 Rawson: So Mr. Chairman. Then the motion on the table is to approve the Consent
5 Agenda item 6.1 and 7.1 and make the changes?
6
7 Eakman: That is correct.
8
9 Rawson: And remove 7.2.
10
11 Eakman: That is correct.
12
13 Rawson: Okay. Just so I understood the motion. Thank you.
14
15 Eakman: There's a motion and a second on the floor. If everyone understands, let's
16 call the roll please.
17
18 Wray: Mr. Doolittle.
19
20 Doolittle: Yes.
21
22 Wray: Commissioner Hakes.
23
24 Hakes: Yes.
25
26 Wray: Commissioner Solis.
27
28 Solis: Yes.
29
30 Wray: Trustee Johnson-Burick.
31
32 J-Burick: Yes.
33
34 Wray: Councilor Sorg.
35
36 Sorg: Yes.
37
38 Wray: Commissioner Rawson.
39
40 Rawson: Yes.
41
42 Wray: Mr. Chair.
43
44 Eakman: Yes. Thank you.
45
46

1 **6. * APPROVAL OF MINUTES**

2
3 **6.1 * October 10, 2018**

- 4
5 - VOTED ON VIA THE CONSENT AGENDA

6
7 **7. ACTION ITEMS**

8
9 **7.1 * Resolution 18-11: A Resolution Adopting the 2018 Annual Listing of**
10 **Obligated Projects**

- 11
12 - VOTED ON VIA THE CONSENT AGENDA

13
14 **7.2 * Resolution 18-12: A Resolution Adopting the 2019 Mesilla Valley**
15 **MPO Meeting Calendar**

- 16
17 - REMOVED TO DECEMBER AGENDA, VIA THE CONSENT AGENDA.

18
19 **7.5 Resolution 18-15: A Resolution Adopting the Mesilla Valley MPO**
20 **Safety Performance Targets for 2019**

21
22 Eakman: And now if we would start with 7.5 Andrew and by-the-way would
23 everyone notice Andrew is wearing a suit and a neck tie today.

24
25 Wray: The world is coming to an end. Thank you Mr. Chair, Members of the
26 Committee. Andrew Wray for the Mesilla Valley MPO. As we presented
27 to this Committee at the October meeting there are required Safety
28 Targets from FHWA that are coming due for calendar year 2019. I do
29 want to clarify something at the beginning of this presentation that goes for
30 all of these Performance Targets that staff will be presenting to you today.
31 These are adopted on a calendar year basis, not a fiscal year basis.
32 There was a little bit of confusion about that after the last meeting. Some
33 people asked for clarification so I wanted to provide that today to the
34 Committee on the record.

35 The Performance Targets are adopted on a calendar year basis.
36 So for the Safety Target last year it was adopted for calendar year 2018
37 so we are still under that particular Target that was adopted last year and
38 the Targets that staff is requesting the Policy Committee to adopt today
39 will be for calendar year 2019. Again the Safety Targets must be adopted
40 annually. Some of the other ones are on a slightly different schedule.

41 There are five Performance Targets that must be adopted:
42 Number of Fatalities, Number of Serious Injuries, Rate of Fatalities per
43 100 million vehicle miles traveled or VMT, Rate of Serious Injuries per 100
44 million VMT and Number of Non-motorized Fatalities and Serious Injuries.

1 Last year this MPO endorsed supporting the State of New Mexico
2 Safety Targets and the State of New Mexico has released its Targets for
3 2019.

4 The Target that is here on this particular slide is the Target for the
5 Number of Total Fatalities. I will go ahead and read the NMDOT Target
6 Statement into the record. That statement reads: Limit the increase in
7 total fatality to 6.4% from 352.6 in 2016 to 375 by December 31, 2019.

8 Do have a little bit of additional information from the previous
9 presentation in October. The 2018 adopted Performance Target that was
10 good through December 31st of this year was 364.1. And a little bit more
11 of a somber note, but as was requested by the Committee providing some
12 more of the local information regarding this metric, there were fourteen
13 crash fatalities within the MPO area in Calendar Year 2016, which is the
14 most recent year for which we have data. I'll pause now if there is any
15 question about this metric.

16
17 Eakman: Yes, Vice-Chair Rawson.

18
19 Rawson: Thank you Mr. Chairman. Mr. Chairman the most recent data we have is
20 2016? When will 2017 finally be available?

21
22 Wray: Mr. Chair, Commissioner Rawson. I would anticipate the middle of next
23 year. The way that the processing of the crash data works crash data is
24 always basically two years in arrears because of the reporting
25 requirements up to the State Clearing Office and then the time that it takes
26 for the office to process all of the data and then get it released. It's a two-
27 year cycle.

28
29 Rawson: Disappointing that it's such a long cycle. Thank you Mr. Chairman.

30
31 Eakman: Other questions please? I do have a question Andrew. What was the
32 actual number of fatalities in 2016 total throughout New Mexico?

33
34 Wray: I apologize Mr. Chair. I don't have that number available, but I can get
35 that for this Committee after the conclusion of this meeting. I don't have it
36 to hand right now for the entire state.

37
38 Eakman: I guess I'm curious about the thesis for increasing by 6.4% if we're thinking
39 that's due to increased usage of our highways that safety features haven't
40 been improved. I'm kind of wondering what the thesis for that increase
41 from NMDOT might be. Mr. Doolittle do you have any insight into that?

42
43 Doolittle: I'll try a little bit. If I recall correctly also at the last month's meeting when
44 Andrew was presenting we talked about additional volume of traffic is
45 going up. The other thing that we're noticing is also this distracted driving
46 is contributing to it, not necessarily DUI, but texting, talking on the phone

1 those types of things. But if I recall correctly it has to do substantially or
2 more so with increased volumes.
3
4 Eakman: Very good. Any other questions? Hearing none. We can move ahead
5 then Andrew.
6
7 Wray: Thank you Mr. Chair. The next metric that we are requesting the
8 Committee adopt is the Number of Serious Injuries. I'll go ahead and read
9 the Target Statement into the record. Decrease the number of serious
10 injuries by 17.5% from 1,333.8 in 2016 to 1,100 by December 31, 2019.
11 The adopted 2018 Performance Target was 1,219.4 and for the
12 Mesilla Valley area for 2016 that number of serious injuries was one
13 hundred and eleven. You will note that this slide contains good news in
14 that there is a decrease across the board as Mr. Doolittle indicated while
15 VMT is going up the safety features are improving so that the number of
16 serious injuries resulting from the crashes is going down as an absolute
17 number. I'll pause now for any questions.
18
19 Eakman: Questions of Mr. Wray? Is it a dichotomy that deaths are going up but
20 serious injuries are going down?
21
22 Wray: Yes Mr. Chair. To some extent it is. My understanding is that it's largely a
23 result of if the crash is going to have a fatality associated with it, it's going
24 to be a really bad crash and when you get up to that level safety features
25 there's only so much that they can do. So that I believe is why you see
26 the dichotomy that the absolute number of serious injuries from the
27 crashes is going down, but that the fatalities are creeping up.
28
29 Eakman: Thank you.
30
31 Wray: Thank you Mr. Chair. This metric is Fatalities per 100 million VMT. I'll
32 read the NMDOT Target Statement into the record. Decrease the fatality
33 rate from 1.343 in 2016 to 1.318 by December 31, 2019.
34 The adopted 2018 Performance Target was 1.330 and the Mesilla
35 Valley MPO fatalities per 100 million VMT in 2016 was 1.07. You'll notice
36 across the trend line on the graph that as an average that number is
37 relatively stable even though there are peaks and valleys. All though it is
38 anticipated by the NMDOT projection that it is going to plateau a bit.
39 Again, that's a similar phenomenon to what we just discussed as far as the
40 improving safety features and combined with the increase in VMT is
41 causing that number to stabilize.
42
43 Eakman: Questions of Andrew? Hearing none.
44
45 Wray: Thank you Mr. Chair. Serious Injuries per 100 million VMT, here again we
46 have good news. I'll go ahead and read the NMDOT Target Statement

1 into the record. Decrease the rate of serious injuries from 5.082 to 3.825
2 by December 31, 2019

3 The 2018 Performance Target was 4.456 and the Mesilla Valley
4 crash rate per 100 million VMT for 2016 was 8.1. Again, as in seeing the
5 absolute numbers we're also seeing the rate per 100 million VMT decline,
6 good news across the board. I'll pause now for any questions.

7
8 Eakman: Questions of Andrew?

9
10 Wray: Thank you Mr. Chair. Lastly we have the non-motorized fatalities and
11 serious injuries metric. Again, I'll read the DOT Target Statement into the
12 record. Limit the increase in non-motorized fatalities and non-motorized
13 serious injuries to 220.6 by December 31, 2019.

14 The 2018 Performance Target was 228, I would like to highlight
15 that one if I may, even though DOT is anticipating an increase I would like
16 to point out that the Target adopted last year was higher than the Target
17 that is proposed to be adopted for Calendar Year '19. So, in a way that's
18 showing progress in this metric. And for 2016 the non-motorized fatalities
19 and serious injuries in Mesilla Valley MPO were 12. We have had a
20 number of questions about specific definition of the Non-motorized
21 Fatalities and Serious Injuries. That metric is specific to the vulnerable
22 user. Clearly most of the time there will be a vehicle involved in a fatal
23 incident involving a non-motorized user. I'm sure there could be some
24 scenarios where something tragic could happen without a vehicle on a
25 transportation facility, but this number and there's been a number of
26 questions that both the BPAC and the TAC, that number of 12 is specific
27 to the vulnerable user. And I'll pause now for any question.

28
29 Eakman: Anyone need more information? Hearing none.

30
31 Wray: Thank you Mr. Chair. We are asking the Policy Committee to adopt
32 Targets at this meeting. MPO staff recommends to this Committee
33 endorsing the State Targets as we did last year. Again, the reporting
34 requirements for this particular metric would be very large. More than this
35 MPO as its own staff would be able to manage adequately. The Bicycle
36 and Pedestrian Facilities Advisory Committee recommended endorsement
37 of the State Targets at their October 16th meeting and the Technical
38 Advisory Committee recommended endorsement of the State Targets at
39 the November 1st meeting. And I will stand now for any questions.

40
41 Eakman: Other questions?

42
43 Barraza: Mr. Chair.

44
45 Eakman: Yes.

46

1 Barraza: The only question I would have is I know at our last meeting NMDOT,
2 there was some discussion between the MPO and DOT and have they
3 had an opportunity to get together, discuss I guess not the differences, but
4 some of the concerns they both have?
5
6 Eakman: Mr. Doolittle?
7
8 Doolittle: Mr. Chair. Thank you. Mayor Barraza the one that specifically that we
9 discussed is on the next agenda, item 7.6 and it had to do with the bridge
10 conditions. So once we moved in to that item I do have a little bit, if
11 Andrew doesn't cover it, I do have a little bit to explain how we got to that
12 Target on that one specifically.
13
14 Barraza: Mr. Chair. So DOT is okay with what's being proposed with this
15 resolution?
16
17 Doolittle: Mr. Chair, Mayor. That is correct.
18
19 Barraza: Thank you.
20
21 Eakman: Are we ready for the question Andrew?
22
23 Wray If Mr. Chair, please do so yes.
24
25 Eakman: I would ask if anyone would like to move approval on Resolution number
26 18-15.
27
28 Hakes: Move approval.
29
30 Eakman: Did I hear a motion?
31
32 Hakes: Yes.
33
34 Eakman: Thank you Commissioner Hakes.
35
36 Eakman: Is there a second?
37
38 Barraza: Second.
39
40 Eakman: There is a motion and a second. Is there discussion? Andrew would you
41 poll the Board.
42
43 Wray: Yes Mr. Chair. Mayor Barraza.
44
45 Barraza: Yes.
46

1 Wray: Mr. Doolittle.
2
3 Doolittle: Yes.
4
5 Wray: Commissioner Hakes.
6
7 Hakes: Yes.
8
9 Wray: Commissioner Solis.
10
11 Solis: Yes.
12
13 Wray: Trustee Johnson-Burick.
14
15 J-Burick: Yes.
16
17 Wray: Councilor Sorg.
18
19 Sorg: Yes.
20
21 Wray: Commissioner Rawson.
22
23 Rawson: Yes.
24
25 Wray: Mr. Chair.
26
27 Eakman: Yes.
28

29 **7.6 Resolution 18-16: A Resolution Adopting the Mesilla Valley MPO**
30 **State of Good Repair Performance Targets for 2019**
31

32 Eakman: Let's move on then to 7.6.
33

34 Wray: Thank you Mr. Chair. Again, Andrew Wray speaking on behalf of MPO
35 staff for this metric. As Madam Mayor alluded to, this metric has been a
36 bit difficult for NMDOT and for MPO staff to come to grips with. MPOs are
37 responsible for establishing the Targets within the MPO areas. This is a
38 brand new measure for this year and unlike the previous Safety Targets
39 that we discussed, this metric is to be adopted by MPOs every four years.
40 DOTs have to adopt metrics for every two years. My personal expectation
41 is that at some point MPOs probably will move to that schedule, but for
42 this year the expectation is that this MPO will adopt a Performance Target
43 for the 2021 calendar year. There are six Performance Measures for
44 which the Targets must be set; it's Percentage of Interstate Pavements on
45 the NHS in Good Condition, Percentage of Interstate Pavements in Poor
46 Condition, Percentage of Non-Interstate Pavements on the NHS in Good

1 Condition and Percentage of Non-Interstate Pavements on the NHS in
2 Poor Condition and Percentage of Bridges on the NHS in good and in
3 poor condition.

4 The map that you see before you is the NHS Network within the
5 Mesilla Valley MPO Area. You will note that the map is centered in on the
6 urban core of the Las Cruces City Limits. That is because there are no
7 NHS Facilities further north in Doña Ana County or further to the south
8 within this MPO. On this screen we have the particular measures that are
9 used to determine whether a road facility is in good, fair or poor condition.
10 In order for a segment to be classified as poor two of the Performance
11 metrics have to be rated as poor and then the entire segment is classified
12 as poor. And the segments are taken every tenth-of-a-mile or measured
13 to every-tenth-of-a-mile.

14 I am, as I said at the October meeting, I'm not an engineer. I don't
15 know what all of the acronyms that are on the table, if you want further
16 clarification I would have to defer to Mr. Doolittle on that. NMDOT used a
17 couple of funding forecasts to determine the level of funding expected for
18 maintenance purposes within the time horizon. I should state that the
19 dollar amounts that you see on the slide are for the entire State of New
20 Mexico not just specific to this MPO area. However, the good news is
21 there is some additional funding that is utilized by DOT for maintenance
22 beyond what was taken into consideration for the adoption of the
23 Performance Metrics. So to some extent, the actual picture on the ground
24 is a little bit better than what might be indicated by just looking at the
25 projections alone.

26 Here on this are projected values for the next four years for the
27 Mesilla Valley MPO. You'll notice that for the Interstate NHS there is
28 anticipated to be a slight decline in the percentage of facilities in good
29 condition by the Target year of 2021, but thankfully the number of roads
30 that are going to be rated anticipated to be rated in poor condition is
31 anticipated to remain low.

32 Here we have the projected values for the Non-Interstate NHS,
33 unfortunately in this area the picture for the Mesilla Valley MPO is not as
34 good. I would like to specifically highlight the anticipated percentage of
35 17% rated poor for the Non-Interstate NHS Facilities. This is higher than
36 the State as a whole. We did have some conversation at the October
37 meeting as to why that is. The State is requesting that this MPO adopt an
38 independent Target for this particular metric of the percentage of the
39 roadways in good and poor condition for on the non-interstate NHS.

40 Lastly we have the Bridge Conditions. This one has been by far
41 and away the most difficult to reconcile. I don't know if Mr. Doolittle would
42 like for me to go ahead and defer to him as we literally were working on
43 this particular metric up until about two weeks ago. So to answer Mayor
44 Barraza's question, yes DOT and MPO we were working on this and
45 talking about it up until just a few weeks ago before we determined this
46 number, but I'll defer to Mr. Doolittle.

1
2 Eakman: Mr. Doolittle.
3
4 Doolittle: Yes Mr. Chair. So on this one if you'll recall last month the poor condition
5 was at about 12% and there were eight bridges on the listing that Andrew
6 presented to us. Six of those have been replaced as part of the Union
7 Ramp E there at Valley Drive/I-10 Intersection. Those were replaced
8 ultimately reducing that number down from eight bridges down to two.
9 The only two bridges that are currently in the MPO area that are under
10 poor condition are the two on University. The two on I-10 over University
11 the reason that the number of bridges went from 12 to two, but our percent
12 deficient only went from 12% down to 8% is because those bridges over
13 University are large. So if you look at this Performance Measure it's by
14 deck area not by the number of bridges. So ultimately the six that we
15 replaced were fairly small bridges. The thing I will tell you is the 8% is the
16 Target that we're going to ask to be considered by this Board. Our
17 expectation is internally at the District we have plans to do some work on
18 those University bridges. So our expectation is, unless something major
19 happens with the other bridges on the NHS System, your poor condition
20 rating will very likely drop to zero within the next two years because we'll
21 do some bridge rehab on those bridges specifically.
22 So that was the discussion last month as I had some concerns
23 about the data that was presented because it showed bridges that I
24 thought we had addressed. What happened was they were currently in
25 the inspection process by our District Engineer and his staff, so those
26 reports had not made it to Santa Fe to be incorporated into their data
27 base. That has since been fixed so the 8% that you see here is reflecting
28 our actual conditions as of today.
29
30 Eakman: Thank you. I have a follow-up question. Does the poor rating, is that
31 exclusive to structural integrity or is that for pavement quality?
32
33 Doolittle: So on a bridge there's different items that they inspect. And this one
34 specifically it has to do with substructure on the girders. We're seeing
35 some cracking at the abutments so it doesn't necessarily have to do up-
36 top. I will tell that just because it's rated poor doesn't mean that it's critical.
37 It just means that it's a rating that dropped below our normal acceptance
38 standards and we need to do some bridge preservation. So it has nothing
39 to do with the pavement. We do have an inspection criteria tied to the
40 deck. The deck of the University bridges is fine. It's the substructure
41 elements that are causing the rating to drop below the poor condition.
42
43 Eakman: Thank you. Are there other questions?
44
45 Wray: Thank you Mr. Chair. These are the Statewide Performance Targets
46 publish by NMDOT. As again, I would like to note that NMDOT is required

1 to adopt two two-year Targets, so that there is a Target year of 2019 and a
2 Target year of 2021.

3 Before you, you see the targets that MPO staff is going to
4 recommend to this Policy Committee for adoption. I will go ahead and
5 read those into the record.

6 Percentage of bridges on the NHS in good condition staff
7 recommends supporting the State Target and that target is 30%.
8 Percentage of bridges on the NHS in poor condition staff recommends
9 adopting an independent target for the poor condition number on bridges
10 and that target, as was on the previous slide, is 8%.

11 Percentage of Interstate Pavements in good condition, staff
12 recommends supporting the State Target. That target number is 59.1%.

13 Percentage of Interstate pavements in poor condition staff
14 recommends supporting the State Target and that target is 5%.

15 Lastly percentage of non-interstate NHS pavements in good
16 condition staff recommends adopting an independent target. That target
17 is 10% and finally percentage of non-NHS pavements in poor condition
18 staff recommends adopting an independent target and that target is 17%.

19 We do have until November 16th, this Friday, to adopt the State of
20 Good Repair Performance Target. MPO staff is asking for adoption at this
21 meeting. As I mentioned at the October meeting MPO staff was very
22 concerned in the lead up to this about the type of reporting requirements
23 that might be placed upon the MPO as part of adopting an independent
24 target. DOT assured us that there would be no additional reporting
25 requirements that basically the additional work for this particular metric is
26 what we are asking the Policy Committee to do today is voting to adopt an
27 independent target. DOT understands that we don't have the staffing or
28 the resources to be able to go out and conduct bridge inspections. But
29 they expect us to assist them in monitoring the data as it comes in and to
30 adopt independent targets if that is warranted.

31 The Bicycle and Pedestrian Facilities Advisory Committee did make
32 some separate recommendations at their October 16th meeting, as I said
33 a few moments ago. MPO staff was still working with NMDOT up until two
34 weeks ago on the specifics of the metrics that DOT would request of this
35 MPO to adopt. Unfortunately, due to the timing of that, that meant that the
36 ultimate request from NMDOT was different than the one that was
37 presented to the BPAC. So the metric for bridge condition that the BPAC
38 recommended is not the same as the one that was presented to this
39 Committee today, I just want to be clear on that. But that being said, the
40 Technical Advisory Committee did recommend the requested Targets by
41 NMDOT that was presented to this Policy Committee this afternoon. I'll
42 stand now for any questions.

43
44 Eakman: Any questions of Andrew before we move to the question itself? Hearing
45 none. Would anybody like to move approval of this Resolution?
46

1 J-Burick: So moved.
2
3 Eakman: Thank you Trustee Johnson-Burick.
4
5 Barraza: Mr. Chair. Second.
6
7 Eakman: There is a motion and a second to accept Resolution number 18-16.
8 Andrew would you poll the Board.
9
10 Wray: Yes Mr. Chair. Mayor Barraza.
11
12 Barraza: Yes.
13
14 Wray: Mr. Doolittle.
15
16 Doolittle: Yes.
17
18 Wray: Commissioner Hakes.
19
20 Hakes: Yes.
21
22 Wray: Commissioner Solis.
23
24 Solis: Yes.
25
26 Wray: Trustee Johnson-Burick
27
28 J-Burick: Yes.
29
30 Wray: Councilor Sorg.
31
32 Sorg: Yes.
33
34 Wray: Mr. Chair.
35
36 Eakman: Yes.
37
38 **7.7 Resolution 18-17: A Resolution Adopting the Mesilla Valley MPO**
39 **System Performance Targets for 2019**
40
41 Eakman: Then you can move to 7.7.
42
43 Wray: Thank you Mr. Chair. Again, Andrew Wray speaking on behalf of MPO
44 staff on this item. This is the last Performance Target that is required of
45 this MPO that we're requesting action on today. Again, this is a brand new
46 Performance Target for this year. Again similar to the State of Good

1 Repair, the request currently is that MPOs will adopt system performance
2 targets for a four-year time horizon. There are two measures that are
3 used to assess the system performance itself. Percentage of Reliable
4 Person Miles Traveled on the Interstate and Percentage of Reliable
5 Person Miles Traveled on the Non-Interstate NHS. Additionally, there is
6 the Truck Travel Time Reliability Index for Freight Movement. There are
7 three additional measures for the Congestion Mitigation and Air Quality
8 Program, but since this MPO is in attainment those will not apply to this
9 MPO.

10 There were three different forecast scenarios that NMDOT utilized
11 to make its projections. Those were an expected growth compared to
12 high growth and a build compared to no build. This is the Percentage of
13 Reliable Person Miles Traveled on the Interstate. You can see the base
14 line is established in Calendar Year 2017 and 2018. Then the first
15 NMDOT Required Performance Target of 2019, 2020 and then the four
16 year Performance Target for 2021 which is the one that this Committee is
17 considering today. As you can see, very little change expected across the
18 board no matter the scenario.

19 This is Percentage of Reliable Person Miles Traveled on the Non-
20 Interstate NHS system. Again same spread as last time and again as with
21 the previous metric very little change is expected regardless of the
22 scenario.

23 Then lastly Truck Travel Time Reliability Index the outcome is
24 projected to be the same regardless of scenario. I will go ahead and read
25 the NMDOT Target Statement into the record. Percentage of Reliable
26 Person Miles Travel on the Interstate System will decrease slightly in the
27 next four years. NMDOT has determined the Projected Reliability
28 Percentage of 95.1 percent to be an achievable target.

29 Next Percentage of Reliable Person Miles Traveled on the Non-
30 Interstate NHS System. Percentage of Reliable Person Miles Traveled on
31 the Interstate System will decrease slightly in the next four years. NMDOT
32 has determined the projected Reliability Percentage of 94.4% to be an
33 achievable target.

34 And then lastly for the Truck Travel Time Reliability Index. The
35 Index for Truck Travel Times on the Interstate System may be reduced
36 slightly in the next four years, but NMDOT has determined the 2021 Index
37 of 1.15 to be an achievable target.

38 Again, MPO staff is recommending to this Committee that it
39 endorse the State standards. The Bicycle and Pedestrian Facilities
40 Advisory Committee recommended endorsing the State Standards at their
41 October 16th meeting and the Technical Advisory Committee
42 recommended endorsing the State Standard at the November 1st
43 meeting. And I will stand now for any questions.

44
45 Eakman: Other questions? What are the wishes of the Board? Does anyone want
46 to make a motion to accept this resolution?

1
2 Barraza: Mr. Chair.
3
4 Eakman: Yes.
5
6 Barraza: I will make that motion to approve Resolution number 18-17.
7
8 Eakman: Thank you Mayor Barraza. Is there a second?
9
10 J- Burick: Second.
11
12 Eakman: Thank you Trustee Johnson-Burick. Motion and a second. Is there a
13 discussion? Hearing none. Andrew would you poll the Board.
14
15 Wray: Yes Mr. Chair. Mayor Barraza.
16
17 Barraza: Yes.
18
19 Wray: Mr. Doolittle.
20
21 Doolittle: Yes.
22
23 Wray: Commissioner Hakes.
24
25 Hakes: Yes.
26
27 Wray: Commissioner Solis.
28
29 Solis: Yes.
30
31 Wray: Trustee Johnson-Burick.
32
33 J- Burick: Yes.
34
35 Wray: Councilor Sorg.
36
37 Sorg: Yes.
38
39 Wray: Mr. Chair.
40
41 Eakman: Yes.

42
43 **7.3 Resolution 18-13: A Resolution Endorsing Applications to NMDOT**
44 **for the Transportation Alternatives Program and Recreational Trails**
45 **Program**
46

1 Eakman: Then we can move to 7.3 Andrew.
2
3 Wray: Thank you Mr. Chair. As this Committee is aware, earlier this year we
4 have had an ongoing open call for projects for the Transportation
5 Alternative Program and the Recreational Trails Program. We have had
6 four applications submitted by our member jurisdictions as a response to
7 that open call for projects. What is being requested of this Policy
8 Committee here today is for this Policy Committee to give their seal of
9 approval to the applications that they wish to see move forward to the
10 State wide competitive process. I will just go ahead and proceed through
11 the applications in order as they are listed in the packet. We have Ms.
12 Ashleigh Curry here from the Las Cruces Public Schools to speak on
13 behalf of their application.
14
15 Curry: Thank you Mr. Wray. Mr. Chairman, Members of the Committee. We are
16 proposing to continue the Safe Routes to School Program. We have
17 received funding since 2010 and we are just hoping to continue that on.
18 There aren't many changes to previous additions of this. I believe this is
19 maybe the fifth round of this funding that we're asking for. I believe its
20 \$107,000. It's slightly more than before because we are at all 25
21 elementary schools and just had an increase in the number of kids who
22 are walking and biking. So the slight increase would reflect the number of
23 incentive items that we purchase for kids. So that is a 25-hour salary
24 position for myself, that's nine months out of the year. And we have
25 stipend positions that we can pay \$500 a year to staff members at schools
26 to be able to assist us with the Weekly Walking School Bus Programs. So
27 if there are any questions I would be more than happy to answer.
28
29 Eakman: Are there questions? Thank you for the presentation.
30
31 Curry: Thank you very much.
32
33 Barraza: Mr. Chair.
34
35 Eakman: Yes.
36
37 Barraza: I don't have a question. I just want to commend Ms. Curry for the great
38 job that she has done for the Safe Routes to Schools. She is a Mesilla
39 resident and is very active at Mesilla Elementary with the Safe Route to
40 Schools as she is with the other schools that are participating in the
41 program. But Ashleigh is definitely a driving force for Safe Route to
42 Schools and I would hope that the Committee would support her and her
43 recommendation for approval of this application.
44
45 Eakman: Thank you Mayor Barraza. Mayor Pro-Tem Sorg.
46

1 Sorg: Thank you Mr. Chair. I would like to also say the same that Ashleigh has
2 done an excellent job with the Safe Routes to School and my only regret is
3 that we can't give them more. I wish we could. Thank you Mr. Chair.
4

5 Eakman: Thank you. Thank you so much.
6

7 Curry: Thank you very much for your comments and thank you very much for
8 your consideration of the application.
9

10 Eakman: Andrew?
11

12 Wray: Thank you Mr. Chair. I apologize to the Committee, I meant to point out
13 the page number that the SRTS Application began is on page 65 of the
14 packet.
15 Next we have presentation from the City of Las Cruces for the
16 Walnut Street Improvement Program Project that is on page 95 of the
17 packet. Mr. Steve Pacheco is going to speak for this application.
18

19 Eakman: Thank you. Welcome. Please introduce yourself and make your
20 presentation.
21

22 Pacheco: Thank you and good afternoon. This is Steve Pacheco with the Public
23 Works Department. We have been working on the funding for the
24 Transportation Alternatives Program, a grant for the Bicycle and
25 Pedestrian Infrastructure and Activities. We have the funding breakdown
26 on here as well. I apologize if you've already seen this before, but I went
27 ahead and wanted to present it to the full Committee. The NMDOT is to
28 fund 85.44% with a City match of 14.56%. We also have a map of the
29 area of interest that shows the portions that will be have a mill overlay and
30 striping and then the yellow portion will be only striping and then the blue
31 will be mill overlay and striping. So this will be from Hadley and end up on
32 Solano if we get the full amount of funding.
33 There are four different types, again the buffered bike lanes that we
34 will have, the bike lanes in Bike Boulevard and a shared lane marking. So
35 depending on which type of street we have it will be a mix of all of these
36 for the bicycle facilities. The NMDOT share ends up being \$999,648 and
37 the City share will be \$170,352 for an approximate total cost of
38 \$1,170,000. This is our estimate that we put together for the entire route.
39 And this is a cross section of Walnut of the different types depending on
40 which area we will be in that shows the actual bike lanes with the driving
41 lanes on them as well.
42 The Walnut Street Improvements Project, Walnut Street is a
43 principle collector with over 6,700 AADT. It has a major service
44 connection to the State Highway and Interstate and as you can see the
45 Highway 70 via Spruce, I-25 and I-10 via Amador Avenue, and US-70, so
46 this is a collector that really could use some additional help with the

1 pedestrians and bike lanes to make it a better route. So if you have any
2 questions I'll stand for any.
3
4 Eakman: Mayor Pro-Tem.
5
6 Sorg: Thank you Mr. Chairman. Could you go back to the map?
7
8 Pacheco: Sure. There you go Councilor.
9
10 Sorg: So this begins at Hadley. Wasn't there a Walnut Project a map project
11 that dealt with Walnut even out to Lohman?
12
13 Pacheco: Yes. That's on the south side of this map, so it continues from this point
14 back to Lohman.
15
16 Sorg: So that's a separate project?
17
18 Pacheco: Yes sir.
19
20 Sorg: And that has MAP funding?
21
22 Pacheco: Yes sir.
23
24 Sorg: So this is a different MAP funding. Is this MAP funding at all?
25
26 Pacheco: Yes.
27
28 Trevino: Chairman, Councilor Sorg. This is Tony Trevino with the Public Works.
29 You are correct. We did submit for a MAP project from Lohman Avenue
30 all the way to Spruce. However, we only got funding for half of the project
31 so this is going to continue the project to Spruce and also I'm going to
32 incorporate some of the Active Transportation Plan.
33
34 Sorg: Sure.
35
36 Trevino: That includes some of the bike boulevards that make one connection of
37 one of the routes shown in the ATP Plan.
38
39 Sorg: Okay thank you for the explanation. That makes sense to me now. I
40 would like to make a comment that this is something that's all part of our
41 ATP and I'm all for it. Thank you Chairman.
42
43 Eakman: Thank you. Comments or questions?
44
45 Barraza: Mr. Chair.
46

1 Eakman: Yes Mayor.
2
3 Barraza: I feel like I'm really outspoken today. Is there anything there currently or is
4 it just sidewalk on this Steve?
5
6 Pacheco: Committee Members. This is a mix all the way through, but there is
7 sidewalk along the entire way and it will be improved for ADA Compliance.
8
9 Barraza: ADA Compliance and also putting in the bike facility, I guess it's the
10 striping for the bike lanes is that what we're proposing here?
11
12 Pacheco: Correct.
13
14 Barraza: Okay. That makes sense. Thank you.
15
16 Eakman: Thank you Mayor. Mayor Pro-Tem.
17
18 Sorg: I forgot something. Thank you Mr. Chair. I was just recently in Los
19 Angeles, downtown Los Angeles, and I saw the bike lanes they had there
20 not on every street, but on major streets, and I noticed that the beginning
21 of those bike lanes at an intersection they would paint in that case was a
22 green, I think the color was green, paint a section of it to kind of alert
23 people that this is for bikes only or for bikes and I would suggest that we
24 just paint with the bicycle symbol too, the stencil for that as to just to
25 emphasize this is what it is. I see people going down the street and
26 they're riding in the bike lane with their car. And so anything we can make
27 people understand that this is for bikes and you know it's better. Thank
28 you Mr. Chair.
29
30 Eakman: Thank you. Very good. Thank you so much.
31
32 Pacheco: Thank you.
33
34 Eakman: Next presentation?
35
36 Wray: Yes Mr. Chair. The next presentation is again from the City of Las Cruces
37 for the Las Cruces Lateral Multiuse Trail Project. That application begins
38 on page 118 of the packet. We have Ms. Mathews here to speak on
39 behalf of this application.
40
41 Eakman: Welcome.
42
43 Mathews: Thank you. Good afternoon. My name is Cathy Mathews. I'm the
44 Landscape Architect with the City of Las Cruces. And we have submitted
45 an application for the Recreational Trails Program Grant. Basically the
46 proposal is to develop a trail, a multiuse trail along the Las Cruces Lateral,

1 an EBID facility, Elephant Butte Irrigation District facility from University
2 Avenue along the lateral adjacent to El Paseo and then continuing on that
3 Lateral behind Las Cruces High School and continuing on to the
4 intersection of Avenida de Mesilla/Idaho/Main Street where the City is
5 proposing to modify the road cross-section to include more bike lanes and
6 pedestrian facilities in that location also. So we'll be connecting that
7 facility in road facility to basically University Avenue with this multiuse trail.
8 I did develop a cost estimate or a proposed budget. Again with the similar
9 percentages as the previous project that you had a look at. The 14.56
10 match from the City, it would be coming from Park Impact Fees which
11 allow the City to increase level-of-service for recreation. With that I'd be
12 happy to answer questions as best I can.

13
14 Eakman: Mayor Pro-Tem did you have something?

15
16 Sorg: I wanted to see that cost page.

17
18 Mathews: Oh the cost, okay.

19
20 Sorg: Just leave it there for a while.

21
22 Mathews: Okay. Very good.

23
24 Eakman: Are there other questions or comments? Hearing none. Thank you Ms.
25 Mathews.

26
27 Mathews: Thank you.

28
29 Wray: Thank you Mr. Chair. Lastly we have a presentation on the Doña Ana
30 County/Elks Drive Connectivity Project. Mr. Samuel Paz will be speaking
31 on behalf of this application.

32
33 Paz: Thank you Mr. Chair. Thank you Andrew. So I don't have a presentation,
34 but I can tell you some few talking points. So we submitted a project
35 called Elks Connectivity Project and it's a project located in Doña Ana
36 County. The main intent is to connect schools and parks in the County.
37 We're talking about Elks Drive connecting Columbia Elementary to Doña
38 Ana Park. It's a multiuse trail proposal very similar to the Triviz Trail and
39 the capacity we're using is street right-of-way and the County right-of-way
40 so taking advantage of that corridor. Very short project, we're talking
41 about 1.15 miles. This is a new initiative for the County to really develop
42 community and pedestrian facilities we have something very similar to this
43 project happening in Chaparral, which is in El Paso MPO. That's really the
44 short and sweet tail of it so far. Stand for any questions related to it.

45
46 Eakman: Are there any questions?

1
2 Barraza: Mr. Chair.
3
4 Eakman: Yes Mayor.
5
6 Barraza: I just want to comment. I'm so happy to see the applications coming forth
7 for the trails, especially as we are moving forward on our trail here in the
8 Town of Mesilla. It's nice to see that the community is involved in trying to
9 better the walking facilities that we have for recreational purpose plus for
10 exercise purposes. So I'm very happy to see these applications come
11 forth.
12
13 Eakman: Thank you so much. Mayor Pro-Tem.
14
15 Sorg: Thank you Mr. Chair. I want to get a picture of what this trail's going to
16 look like. You said it's like Triviz?
17
18 Paz: I guess a key comparison would be I think the Triviz Trail you know that
19 eight-foot wide multiuse path that's adjacent to the State Highway system.
20 Think of that kind of system.
21
22 Sorg: You mean the Interstate 25?
23
24 Paz: Yes. Interstate 25.
25
26 Sorg: Yes. I know it. I've used it.
27
28 Paz: We're proposing something similar to that.
29
30 Sorg: Okay.
31
32 Paz: One of the reasons why we actually went after this corridor is because the
33 County actually owns the right-of-way.
34
35 Sorg: Sure. I understand that I just still want to look at it and get a picture of it.
36 That particular trail has a good separation between the road or the street
37 and the trail and also with landscaping in between. Was that going to be
38 included in this?
39
40 Paz: So one of the pricing estimates we have is for retaining walls and green
41 infrastructure. So some of the issues we have in Doña Ana in that
42 particular area is we have a lot of erosion that comes from the nearby
43 arroyos. So we're looking at retaining walls, landscaping and a multiuse
44 path along that area. I don't know if that answers your question.
45
46 Sorg: A wall the whole way?

1
2 Paz: Not the whole way.
3
4 Sorg: Oh Okay.
5
6 Paz: There are key sections where we're really concerned with the grade.
7
8 Sorg: Yes. I see.
9
10 Paz: The grade of the highway versus the ...
11
12 Sorg: I see. Okay.
13
14 Paz: So we have those incorporated into our cost estimates.
15
16 Sorg: Okay. Thank you. That sounds great.
17
18 Eakman: Any other questions or comments. Is that the conclusion of the
19 presentations Andrew?
20
21 Wray: If Mr. Paz is concluded with his presentation then yes that's the last one.
22
23 Paz: The one thing I would like to add is that it also supports the Safe Routes to
24 School activities. Columbia is a Safe Routes to School location, but it has
25 very limited infrastructure. So it's very hard for that school to participate in
26 the Walking School Bus Program. Those type of activities and having that
27 connection between the park and schools really adds more value to those
28 programs that are already supported by the MPO.
29
30 Eakman: That's very helpful. Thank you so much.
31
32 Paz: Thank you.
33
34 Eakman: Mr. Doolittle.
35
36 Doolittle: Thank you Mr. Chair. I do have one quick question on one of the previous
37 presentations if I may. Ms. Mathews I have a question about your
38 multiuse trail. So you mentioned that some of these are on EBIDs
39 laterals. Mayor Barraza and I have been dealing with EBID on the
40 University Project and sometimes it gets a little complicated just because
41 of the parties. Are there going to be any issues with the EBID and the
42 delivery of your project?
43
44 Mathews: Mr. Chair, Members of the Committee. We have started the process of
45 applying for a Right-Of-Use Application with EBID. And the City does
46 have a MOU regarding trails on EBID property in place already. And I've

1 spoken with their engineer in general terms about what this project entails
2 and he has not expressed concern or reservation and actually has
3 encouraged me to proceed with that application, the Permit Application.
4 So while I do anticipate discussions and maybe some compromises
5 regarding which side of the lateral the City can have and which side will
6 remain strictly EBID, I don't anticipate that we would have much
7 difficulties, although, I'll be prepared for them now if they do come up as
8 difficulties.
9

10 Doolittle: Thank you.

11

12 Mathews: Thank you.

13

14 Eakman: Thank you very much. Are there other questions?

15

16 Wray: Mr. Chair. If I may.

17

18 Eakman: Yes Mr. Wray.

19

20 Wray: Related to that very topic, the City of Las Cruces today submitted a
21 requested amendment to their application to include the documentation of
22 the MOU between the City of Las Cruces and EBID for the purposes of
23 allowing permitting on their facilities for trails. So that will be appended to
24 the application and submitted to NMDOT as supporting documentation
25 should this Committee recommend approval of that application to
26 NMDOT.
27

28 Eakman: Very good. Thank you. Then is there a motion to approve Resolution 18-
29 13?
30

31 Barraza: Mr. Chair. I would like to make that motion that we approve Resolution
32 18-13 endorsing applications to NMDOT for the Transportation
33 Alternatives Program and Recreational Trails Program.
34

35 Sorg: I'll second that.

36

37 Eakman: There is a motion and a second. Is there discussion? Hearing none.
38 Would you poll the Board Mr. Wray?
39

40 Wray: Yes. Mr. Chair. Mayor Barraza.

41

42 Barraza: Yes.

43

44 Wray: Mr. Doolittle.

45

46 Doolittle: Yes.

1
2 Wray: Commissioner Hakes.
3
4 Hakes: Yes.
5
6 Wray: Commissioner Solis.
7
8 Solis: Yes.
9
10 Wray: Trustee Johnson-Burick.
11
12 J-Burick: Yes.
13
14 Wray: Councilor Sorg.
15
16 Sorg: Yes.
17
18 Wray: Mr. Chair.
19
20 Eakman: Yes.

21
22 **7.4 Resolution 18-14: A Resolution Amending the 2018-2023**
23 **Transportation Improvement Program**
24

25 Eakman: Now we can move to resolution 18-14. Thanks everyone for being here.
26
27 Wray: Thank you Mr. Chair. This particular resolution is TIP amendments
28 requested by RoadRUNNER Transit. This is starting on page 185 of your
29 packet. This is kind of, I hate to use the word routine, but it is very usual
30 for the once the appropriations come in that RoadRUNNER Transit must
31 amend the TIP in light of the updated funding allotments.
32 The first project that RoadRUNNER has requested amendment for
33 is TL00100. This is the Transit Operation Operating Assistant money.
34 This amendment is to add-in the 2019 apportionment. That apportionment
35 is the Federal share is \$3,454,358 and since this is a 50/50 grant the local
36 match is the same \$3,454,358.
37 Next amendment requested by RoadRUNNER Transit is TL00110
38 this is the Revenue Rolling Stock. Again adding in the Federal Fiscal Year
39 2019 apportionment, the FTA portion is \$460,364. The local match will be
40 \$82,241.
41 The next amendment requested is TL00120 this is the Capital
42 Equipment. This is again adding in the Federal Fiscal Year 2019
43 apportionment. The FTA apportion is \$270,400. The local match is
44 \$67,600.
45 Then the next one is TL00130 this has been an item that has
46 actually been of long standing on the TIP as it has been continually moved

1 into out years. The City of Las Cruces has now secured funding. This is
2 for the Transit Maintenance and Operations Center. The FTA portion of
3 this is \$16,131,221. Required local match will be \$4,032,806.

4 And then lastly we have the amendment requested for TL00140.
5 Again this was adding in the Federal Fiscal Year of 2019 apportionment.
6 The FTA amount is \$2,281,221 and the local match is \$487,864. I will
7 stand now for any questions.

8
9 Eakman: Are there questions? Hearing none. Yes Mayor Pro-Tem.

10
11 Sorg: Yes, I would caution that we don't go too fast on these things so we all
12 understand what it is, but that's okay.

13
14 Wray: I apologize.

15
16 Sorg: I have a question about 140

17
18 Wray: Rolling Stock.

19
20 Sorg: I see FY16 that's in the past, right? This is on the page 193.

21
22 Wray: Okay, Mr. Bartholomew is here from RoadRUNNER Transit.

23
24 Bartholomew: Mike Bartholomew City of Las Cruces RoadRUNNER Transit. It's a
25 project TL00140 correct? The Fiscal Year is the year of the Federal
26 Apportionment for these funds, but we are going to apply for them in the
27 Fiscal Year '19 for the bus. So we had some funding from Fiscal Year '16,
28 Fiscal Year '17, Fiscal Year '18, Fiscal Year '19.

29
30 Sorg: That's one of things where you combined a whole bunch together to get
31 one.

32
33 Bartholomew: Correct.

34
35 Sorg: You explained that this morning right?

36
37 Bartholomew: In this particular it's 5339, Section 5339 funding and it's somewhat
38 formula based. It's the State's Appropriation for small urban systems for
39 the 5339 funds and it was the allocation the State gave to us in each of
40 those Fiscal Years.

41
42 Sorg: Okay. Thank you. Thank you very much. Thank you Mr. Chair.

43
44 Eakman: Thank you. Other items for clarification? Hearing none. Is there a motion
45 to approve this resolution?
46

1 Hakes: I'll move approval of Item 7.4 Resolution 18-14, Transportation
2 Improvement Program.
3
4 Eakman: Thank you Commissioner Hakes. There's a motion on the floor. Is there a
5 second?
6
7 Sorg: I'll second it.
8
9 Eakman: Second by the Mayor Pro-Tem. Discussion? Let's take the roll. Mr.
10 Wray.
11
12 Wray: Thank you Mr. Chair. Mayor Barraza.
13
14 Barraza: Yes.
15
16 Wray: Mr. Doolittle.
17
18 Doolittle: Yes.
19
20 Wray: Commissioner Hakes.
21
22 Hakes: Yes.
23
24 Wray: Commissioner Solis.
25
26 Solis: Yes.
27
28 Wray: Trustee Johnson-Burick.
29
30 J-Burick: Yes.
31
32 Wray: Councilor Sorg.
33
34 Sorg: Yes.
35
36 Wray: Mr. Chair.
37
38 Eakman: Yes. Thank you.
39
40 **8. DISCUSSION ITEMS**
41
42 **8.1 NMDOT update**
43
44 Eakman: And now the agenda states it's time for any comments from the Chair or
45 Committee Members at this time if you have something?
46

1 Barraza: Mr. Chair.
2
3 Eakman: Yes Mayor.
4
5 Barraza: Are we going to do discussion items from DOT update first?
6
7 Eakman: You are correct. Mr. Doolittle, thank you for staying with us.
8
9 Doolittle: Yes, absolutely. So since this is the part of the agenda where you berate
10 me with questions and complaints, I'm going to excuse myself now and let
11 Fili stand in front of the bus. No, I'm just kidding. I wouldn't do that to Fili
12 and you all do not berate me. I appreciate the honest conversations we all
13 have.
14 We only have two projects in the area right now. Valley Drive as
15 anybody that's driven through that corridor have noticed, we're
16 transitioning now from one phase to the other. We're working on placing
17 some detours for the southern portion. Beginning to do some work on the
18 Avenida de Mesilla part and Hickory. So as we move towards that
19 transition you'll start to see some changing in some traffic control and
20 those kinds of things. We do continue to still have our public meetings
21 every month. Honestly we've had several complaints and concerns
22 brought to our attention about the new work that's going to take place, the
23 new phasing but that's typically standard for these urbanized projects.
24 I will tell you that Ryan Tafoya, my Project Manager has been
25 working very diligently with those property owners and businesses.
26 They're not always happy with our answers, but we're doing everything we
27 can to accommodate them as best we can. I ask that everybody just be
28 patient with us as we make our way through this transition. But if you
29 have any concerns or questions, work through Ryan or myself. If you
30 can't get a hold of Ryan just shoot me an e-mail and I'll do what I can.
31 Again I appreciate specifically Councilor Eakman, your
32 involvement and your partnering with us to make sure that not only are we
33 held accountable, but we're relaying the appropriate information of the
34 people that are along that corridor.
35 The other one that we have that honestly is causing a little more
36 problem than I thought it would is, we're replacing the guardrail on the I-10
37 corridor basically from the West Mesa all the way to the Texas State Line.
38 It's a rather large project to bring up all the guardrail to current standards.
39 So right now we're right about the I-10/I-25 Interchange working our way
40 east or south, however you want to look at it, and then when they get to
41 the end, we'll turn around and come back. Most of that are one-lane
42 closures. We are having to close ramps periodically for a few days at a
43 time depending on if they have enough room to get their guardrail truck
44 and paver in there, kind of low profile if you're not on the Interstate. If you
45 are it can be problematic at times. A lot of traffic on I-10 this time of year
46 because as they get snow up north the heavy truck traffic move their way

1 to the south. I can almost tell you every day it snows up north because
2 there's a substantial increase in the trucks. So you're going to see some
3 backup, you're going to see some delays on the Interstate as they work
4 their way through that one-lane closure.

5 That's all we have currently under construction. The other one that
6 I just wanted to provide a quick update on is our design for the University
7 Interchange is complete. It has been submitted to the general office in
8 preparation for advertising. We still haven't determined exactly when we'll
9 bid that job, but we're hoping to bid it in either December or January. But
10 with that being said, you can probably expect to see construction in either
11 late spring or early summer. Once we get started with that I'll provide my
12 updates and give you all when we're having public meetings that kind of
13 stuff. With that Mr. Chair I don't have anything else unless anybody has
14 any questions for me.

15
16 Eakman: Questions for Mr. Doolittle. Mayor.

17
18 Barraza: Thank you Mr. Chair and Mr. Doolittle. First on a positive note, the Town
19 of Mesilla last night approved the agreement with Souder, Miller for the
20 trail. So we're hopefully going to start working on moving that project
21 forward. So we'll be getting all the necessary paperwork in order for that
22 and we're very excited about that project. The walking trail from the river
23 down Calle del Norte to the Mesilla Lateral. So it's a project we've been
24 working on for a couple of years and it's so nice to see it finally, it's starting
25 to pick up pace anyway so it was voted on unanimously last night by the
26 Board of Trustees.

27 The other question I have is, well it's not a question, I guess a
28 concern, the three entries into the Town of Mesilla all have orange barrels.
29 We have Avenida de Mesilla, they have all the barrels up there already
30 working on Hickory all the way to Avenida de Mesilla. We have under the
31 underpass on University Avenue there's orange barrels and I think also on
32 Union, but that's closer towards the University so we're going to be seeing
33 quite a few orange barrels going on and even in the town, coming to the
34 meeting today, oh my gosh, it was our downtown the Market was going
35 on, the construction here Avenida de Mesilla, all orange barrels so yes, it's
36 a challenge, but definitely well-worth the time. You all have invested in
37 that.

38 My other concern is the Interstate going to Arizona and that's I-10.
39 We travel that very often, four times maybe a month. That road is so
40 horrendous and I'm seeing patches of the asphalt, just chunks are just
41 coming off. What is the plan for that part of the interstate from Las Cruces
42 to the Arizona border?

43
44 Doolittle: Mr. Chair, Mayor. So right now we're actually in the process of working on
45 an RFP to conduct a study for the entire I-10 Corridor. As I mentioned last
46 month, when we were talking about Performance Measures, I-10 has

1 reached its service life. For the past ten or fifteen years probably we've
2 done mill and inlays just to try to hold it together, make the ride smooth.
3 We'll continue to do that. We're working with our design regent to design
4 some of those projects to put on the shelf so that we can maintain the
5 pavement. But the intent of this study is to start looking at the major
6 sections that need re-construction. Developing a scope, a prioritized list
7 and looking at funding options to re-construct that road. Until then, it's just
8 a matter of us holding it together with some band-aids. And so, the
9 patches you're talking about, that's my maintenance staff basically doing
10 just some blade patches, throwing in some patching material. Just doing
11 everything we can, because you're right, it's very literally in front of our
12 eyes from one day to the next depending on the moisture it falls apart.

13 I will tell you Mayor that there's a large portion of it that we're
14 starting to lose the seal coat off the top. So although it does sound very
15 loud and it looks like it's falling apart it's basically the seal coat. So the
16 road itself is in decent shape. Specifically the area between Deming and
17 the Arizona State line, that's the area that, like I said, very literally from
18 day-to-day we're having blowouts.

19 So we'll do what we can to maintain it. We are trying to be pro-
20 active to come up with a Pavement Preservation Project until we can get
21 the re-construction done. I can't recall if I shared with you all last month or
22 not, but I recently had a request from the Secretary to provide unfunded
23 major projects and my number one priority was the I-10 corridor. The re-
24 construction of I-10 is estimated at about a \$850,000,000. So that just
25 gives you a perspective. That's 165 miles of roadway. So take your \$850
26 million and divide it by the 165 miles that gives you a cost per mile. It's
27 very expensive, but we're at that point where we're going to have to bite
28 the bullet and figure it out. But I understand you concern Mayor. It's
29 rough.

30
31 **Barraza:** Thank you. Yes and the ride is very rough and switching from lanes to
32 lanes just trying to get a smooth ride in there, but also I have seen a
33 dramatic increase of the bigger trucks, the semi-trucks on the interstate.
34 This past couple of weeks ago, we were heading into Arizona and I think it
35 was like one car for every ten semi-trucks and a lot of, I guess the
36 snowbirds are coming into Arizona, so it was heavily traveled by heavier
37 vehicles.

38 So it's just a concern to me plus also a safety issue with that also
39 because cars do go at a high rate of speed and when you're hitting these
40 bumps its yes, pretty dangerous. But thank you for that information.
41 Thank you Mr. Chair.

42
43 **Eakman:** Thank you. Mr. Doolittle, could you review for me where your budget
44 revenues come from, the different sources of those?
45

1 Doolittle: I'll try to remember Mr. Chair. We get fuel tax, weight distance, vehicle
2 tax, vehicle registration I'm sorry. I think that's our major four, gas tax,
3 diesel tax, weight distance because of our commercial vehicles and
4 vehicle registration I think are our major four.

5
6 Eakman: And there's no revenue coming from the Legislature in Annual Allotments?
7

8 Doolittle: Every year about this time that becomes a hot topic of discussion and at
9 this point I guess we'll wait and see what the new administration brings.

10
11 Eakman: Very good. Thank you so much for that. I appreciate that.
12

13 **9. COMMITTEE AND STAFF COMMENTS**

14
15 Eakman: Now, if that's your presentation, I think I'll go to any comments from Board
16 Members they would like to make. Hearing none.
17

18 **10. PUBLIC COMMENT**

19
20 Eakman: How about public comments? Is there any member of the public? Staff
21 comments? Andrew.
22

23 Wray: Thank you Mr. Chair. We do have a rather big announcement to make to
24 this Committee. We have the dates and locations solidified for the initial
25 phase, the first round of public comment for the next MTP. Our kickoff
26 meeting is going to be November 29th at 4:30 in the Bank of the West
27 lobby here in Downtown Las Cruces. We have three more meetings
28 subsequent of that in December: December 3rd, 4:30 to 7:30 at the Sage
29 Café out on the East Mesa, December 10th 4:30 to 7:30 at the Radium
30 Springs Community Center and December 13th at the Vado Del Cero
31 Community Center.

32 Do want to again mention to this Committee, I know we've
33 discussed this multiple times in the lead up to this public involvement
34 phase. While we do intend to have a couple more sort of public meetings
35 under the MPO banner in the first part of 2019, our emphasis for this
36 round of public involvement really is we want to go to other people's
37 meetings with respect to the Councilors. If the Councilors would like for us
38 to come and speak at their District Meetings we want to do that. For the
39 County Commissioners we're more than happy to come and speak at your
40 jurisdiction meetings. Same thing for the Town of Mesilla, we want to go
41 to other people's meetings this time as opposed to last time. We really
42 want to go where the people are instead of expecting people to come to
43 us is really the emphasis that MPO staff would like to have for the public
44 engagement of this MTP. Again it's not to say we do intend to have a
45 couple more meetings under our own flag in 2019, but we really would like
46 to go to other organizations to speak to where people are. So we are

1 going to have a press release about this sent out to our master mailing list.
2 We'll get it in the paper. We hope to see all of you at some of our public
3 meetings during this initial phase.

4
5 Eakman: Very good. If I may, Andrew, I'd like to very much compliment you on the
6 professionalism of this meeting today. I think you're doing an excellent job
7 in this interim role. Wishing you good fortune.

8
9 Wray: Thank you Mr. Chair. That's very gratifying to hear. I really appreciate
10 that.

11
12 Barraza: Mr. Chair. Just one last question, when is our next scheduled MPO
13 meeting?

14
15 Wray: I will have to look. I believe it is on, it's on the regular time for next month,
16 but I will check the meeting calendar if the Committee will indulge me.

17
18 Sorg: It's the 12th of December.

19
20 Eakman: It would be the 12th I do believe. Yes.

21
22 Wray: Yes Mr. Chair it is December 12th, here in the City of Las Cruces Council
23 Chambers at 1:00 pm.

24
25 **11. ADJOURNMENT (2:16 PM)**

26
27 Eakman: Same time, same place cowboys. We are adjourned. Thank you.

28
29
30
31
32
33
34 _____
Chairperson

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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 MEETING OF December 12, 2018**

AGENDA ITEM:

7.1 2019 MPO Meeting Schedule

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. This item was originally on the November meeting agenda, but was postponed by staff to the December meeting.

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 12th day of December, 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



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DRAFT 2019 Schedule of Meetings Exhibit "A"

Month	Policy Committee	TAC	BPAC
January	9 th	3 rd	15 th (TIP)
February	13 th (TIP)	7 th (TIP)	19 th
March		7 th	
April	10 th	4 th	16 th
May	8 th	2 nd	21 st (TIP)
June	12 th (TIP)	6 th (TIP)	
July			16 th
August	14 th	1 st	20 th (TIP)
September	11 th (TIP)	5 th (TIP)	
October	9 th	3 rd	15 th
November	13 th	7 th	19 th (TIP)
December	11 th (TIP)	5 th (TIP)	
January 2020	8 th	2 nd	21 st (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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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF December 12, 2018

AGENDA ITEM:

5.2 Congestion Mitigation and Air Quality Improvement Non-Mandatory Application Recommendations

ACTION REQUESTED:

Approval by the MPO Policy Committee

SUPPORT INFORMATION:

Resolution 18-18

Application from the City of Las Cruces for the ITS Interconnect Implementation Project

DISCUSSION:

The Congestion Mitigation and Air Quality Improvement (CMAQ) is a Federal Aid Highway Program funding source administered by the Statewide Planning Bureau of the New Mexico Department of Transportation (NMDOT). In 2018 NMDOT opened an Open Call for Projects for a statewide competitive process for CMAQ funding for eligible projects.

The City of Las Cruces submitted an application to MPO Staff.

Project applications are due to NMDOT no later than December 30, 2018.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 18-18

**A RESOLUTION ENDORSING APPLICATIONS TO THE NEW MEXICO
DEPARTMENT OF TRANSPORTATION FOR NON-MANDATORY
CONGESTION MITIGATION AND AIR QUALITY PROGRAM MONEY**

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 Non-Mandatory Congestion Mitigation and Air Quality Program (CMAQ) money; and

WHEREAS, the City of Las Cruces, a member jurisdiction of the Mesilla Valley Metropolitan Planning Organization, has submitted an application for consideration in the CMAQ process; and

WHEREAS, the Policy Committee has determined that it is in the best interest of the MPO for this Resolution recommending to NMDOT that this project 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 project 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 12th day of December, 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



GENERAL INFORMATION

Preparation Date 9/20/18 Project Title: ITS INTERCONNECT IMPLEMENTATION
 Requesting Entity: CITY OF LAS CRUCES Governing Body Approval: YES X NO PENDING ;
 Responsible Charge: SOOGYU LEE Phone: 575-541-2566

PROJECT DESCRIPTION

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

working w/ DMC & Tom
BRIDGE SAFETY OTHER ^{5%}
- design ? - as built & GIS survey data
20% complete to date (overall plan implementation)
20 yr fiber optic plan
\$2.5m city funds available for ITS (match)
- resolution for match approved
FY2020 application
- PIF approved (for proprietary items)

- Route Number and/or Street Name: category 1
- Lohman from Walnut to Alameda
 - S. Main St. from Idaho to Union
 - Missouri from Telshor to S. Main St.
 - University Ave. from El Paseo to S. Main St.
 - Union Ave from University to S. Main St.
 - Valley from Avenida de Mesilla to University

Buy America requirement must be met

Project Termini: _____ Beginning Mile point _____ Ending Mile point _____

Total length of proposed project: _____

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

PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

- ready to implement
- as built, GIS survey data

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 Reliability:

When fully connected, ITS technologies has the ability to deliver transformative benefits to road users, transportation agencies, and the industry in general. Safety benefits are well-documented to include the reduction of fatalities and injuries on roadways. Some of the benefits are achieved through the reduction of delay and congestion which impacts crash rates. Through the control the ITS infrastructure the City can manage the system to make necessary changes more

effectively and quickly to respond to the varying dynamics in changing traffic environment. This transfer of critical information and better control of the system reduces crashes and fatalities for all road users as a whole.

Freight Movement & Economic Vitality:

The ITS INTERCONNECT Implementation project (INTERCONNECT) will address the need for better signal coordination, the ability to manage signals remotely from a single location and adapt to changing conditions. Thereby allowing the system to respond to emergency situations, extreme weather events, natural disasters or even large scale activities such as college athletic games and entertainment events. As the project will be inclusive of the entire transportation system, it will improve its reliability for motorists, transit users, pedestrians, cyclists and the safe and efficient transport of freight. The CLC Traffic Control Center has already been equipped with a generator and other emergency preparedness features to ensure the Center's continued ability to respond in emergency situations.

System Connectivity:

The overall project has been phased and to date the traffic management control center, server, and the advanced traffic management software (ATMS) for the Intelligent Transportation System (ITS) have been completed, including the construction of a dedicated traffic management control center. Also completed are two stretches of fiber optic infrastructure and intersection connectivity with the ATMS. This has allowed for the testing of the software and other traffic control center capabilities. The City of Las Cruces (City) is now ready to complete the project of installing all the fiber optic infrastructure, adding conduit where necessary, installing the fiber optic switches and controllers, as well as the detection equipment at all intersections. The funding for the completed sections and the traffic management control center have come from the NMDOT, NM State legislative funding, and City funds. To fully implement the capacity of the ATMS control software, funding for the INTERCONNECT project is critical. Without the fiber optic connections to all intersections across the area, the remaining portions of the CLC Traffic Management Project cannot be designed and implemented disallowing full ITS integration.

The goal of the INTERCONNECT project is to improve the current transportation system for all users by reducing travel times, improving traffic signal coordination, providing real-time traffic advisory information, reducing vehicle emissions, providing intelligent transportation system improvements that will optimize the efficiency of the transportation system, and increase mobility for transportation users throughout the Las Cruces MSA.

Congestion Reduction:

Currently, the level of congestion at some of the major arterial intersections causes delays in the mobility of transportation users. The link below is for the Average Annual Weekday Traffic (AAWDT) volumes, which is based on traffic count data accepted by the NMDOT Traffic Monitoring System (TMS) as the standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS). The map is created by the MVMPO and each year at least one-third of all traffic sections of factor groups, which are grouped by functional classification of collector or better, will be counted. The highest volume roads sections in the Las Cruces area range from approximately 14,000 to over 38,000 vehicles per weekday. Details of the map can be found on this link: <http://mesillavalleympo.org/wp-content/uploads/2016/01/traffic-flow-2015.pdf>.

Crash data were obtained in the project area for last three-year period from the City of Las Cruces Police Department and is further defined in the Benefit Cost Analysis. In 2015, there were a total 4,282 accidents in the Las Cruces MSA.

Other data regarding current transportation issues can be found in the Transport 2040-Metropolitan Transportation Plan Update, and can be found at this link:

<http://mesillavalleympo.org/wpcontent/uploads/2016/01/mtpupdate2015finaladopted.pdf>.

When fully connected, ITS technologies has the ability to deliver transformative benefits to road users, transportation agencies, and the industry in general. Safety benefits are well-documented and include the reduction of fatalities and injuries on roadways. Some of the benefits are achieved through the reduction of delay and congestion which impacts crash rates. Through the control that ITS infrastructure provides, the City can manage the system in such a way to make necessary changes more effectively and quickly and to respond to the varying dynamics in changing traffic environment. This transfer of critical information and better control of the system reduces crashes and fatalities for all road users as a whole.

Environmental Sustainability:

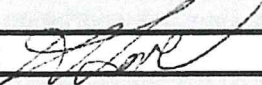
Las Cruces is not a non-attainment area and does not receive Congestion Management Air Quality funds. The City does not routinely collect information on vehicle emissions or vehicle miles traveled, but an estimate of these measures is created every time the Metropolitan Transportation Plan Update – Transport 2040 is updated by the MPO, or every five years. By using these estimates and looking at data from similarly sized cities that do collect emissions information, improving the efficiency of the transportation system is expected to reduce emissions by reducing idling times through improved traffic flow. This project will potentially improve air quality and prevent Las Cruces from becoming a non-attainment area in the future. The reduction in idling times not only has a proven positive effect on air quality, but it also reduces fossil fuel usage. Further data on the environmental improvement attained through the INTERCONNECT project is detailed in the Benefit Cost Analysis.

ITS technologies allow road users to benefit from real-time, multimodal information that ultimately provides opportunities to identify efficient and eco-friendly decisions when choosing traveled routes and deciding between modal opportunities. If congestion is managed and information is made available to road users, there is an opportunity to choose a different route, reschedule a trip, utilize a bicycle, walk, or take advantage of public transportation. These benefits from a reduction of fatalities, injuries, and accidents also has financial benefits associated with the elimination of costs related to those events. The control provided to transportation agencies through well-connected ITS infrastructure provides the tools necessary to manage the facilities more efficiently and results in a savings of fuel, thereby reducing greenhouse gas emissions and reducing the environmental impact overall on air and water quality from pollutants because congestion causes additional delay and emissions. Some specific modifications made possible through ITS technologies include transit priority, signal timing optimization and efficient implementation, responding to incidents, adapting to changing weather patterns, managing corridors, real-time alerts for road users, reducing congestion, and increased road user convenience.

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:	\$5,000,000		Total Project Cost: \$
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional
Total Local Match	14.56%	\$728,000.00	

Total Federal Share	85.44%	\$4,272,000.00	information, list comments here:
	100%		

DISTRICT REVIEW:				
By: 	Date: 11/1/18	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?
 - 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:** 10/22/2018
 2. **Is this project phased? No. If phased:** 1 PHASE
 3. **T/LPA Responsible Charge:** CITY OF LAS CRUCES
 4. **Project Name:** ITS INTERCONNECT IMPLEMENTATION
 5. **Is the project on the ICIP? Yes. If yes, year and priority #:** FY 19,20,21,22,23,24
 6. **Is the project in or consistent with any T/LPA planning documents? Yes.
If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.):** See attached
 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):** TRANSPORTATION
PRIORITIES PLAN-TRANSPORT 2040 ADOPTED JUNE 2015
*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:** SOOGYU LEE
 10. **Address:** 1501 E. HADLEY BUILDING I, LAS CRUCES, NM 88001
 11. **County:** Doña Ana
 12. **Phone:** 575-541-2566
 13. **E-mail:** sglee@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.*

The City of Las Cruces (CLC) ITS Interconnect Implementation Project is designed to address not only the immediate needs of the current system but to build a foundation for future improvements in the transportation system for the Las Cruces Metropolitan Statistical Area (MSA). This project will be a part of the overall \$40 million ITS 20 year plan and include design engineering; surveying; design documents for ITS level interconnectivity, including fiber optics; existing infrastructure evaluations; ITS software upgrades; electrical pull boxes; detection equipment; re-use of existing infrastructure (conduits, pull boxes, etc.); and engineering services for signal timing, radio communication, intersections at which traffic signal hardware needs replacement or additions, to include, if applicable, ADA improvements and related geometric design improvements.

17. Select the main project type: 21 Safety

List additional project types here: enter additional project types here.

Project Details (fill out where applicable)

18. Project Scope DESIGN AND CONSTRUCTION OF CITY WIDE ITS INTERCONNECT IMPLEMENTATION

19. Route # (or Street) Name: •E. Lohman Ave. from S. Walnut St. to Alameda Blvd. •S. Main St. from E. Idaho Ave. to E. Union Ave. • Missouri Ave. from S. Telshor Blvd to S. Main St. • E. University Ave. from El Paseo to S. Main St. • E. Union Ave from University to S. Main St. • S. Valley Dr. from Avenida de Mesilla to E. University Ave. if fund allows, Sonoma Ranch from Bataan Memorial to Dripping Springs 7.5 MILES

21. Begin mile post/intersection: Enter begin point **22. End mile post/intersect.:** Enter end point

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

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

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*		\$250,000			
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction	\$4,272,000	\$478,000			Project Total
Totals					\$5,000,000.00

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

** 29. Construction management total includes observation, material testing, and the purchase of ITS software.

*** 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 need for the CLC Transportation Management Project is identified in the Las Cruces Regional ITS Architecture Plan developed in cooperation with the MVMPO, NMDOT, and regional stakeholders, which was most recently updated in August 2014. This plan was created to aid in transportation planning and ensures all proposed ITS projects are consistent with regional ITS architecture. Projects that are identified in the Architecture link the needs of the region with existing or planned ITS projects in the region. According to the Federal Highway Administration, intersections safety is a national, state, and local priority. "Intersections are planned points of conflict in any roadway system. In the United States, over the last several years an average of one-quarter of traffic fatalities and roughly half of all traffic injuries are attributed to intersections." This collaborative approach to planning makes certain other stakeholders can utilize and benefit from any proposed projects.

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.



CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM APPLICATION

INSTRUCTIONS: Applicants are required to read through the New Mexico Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program 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 Congestion Mitigation and Air Quality (CMAQ) Non-Mandatory funds and used by the statewide selection committees to score and rank projects submitted for CMAQ funding. The process is competitive and the highest scoring projects will be the first priority for funding.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall CMAQ processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PPF) 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. Date of submittal: 11/1/18
- B. Responsible Charge (Non-profits must partner with a governmental entity): City of Las Cruces
- C. Project name: ITS INTERCONNECT IMPLEMENTATION PROJECT
- D. If located within an RTPO, was the project recommended by the District Representative via the PFF process?
- E. Total amount of CMAQ funding requested. *Please separately indicate amounts for each year of the proposed project.*

	CMAQ Funds	Matching Funds	Other Funds	Total
Project Year 1	\$4,272,000.00	\$728,000.00		\$5,000,000
Project Year 2				
Project Year 3				
Project Year 4				

Please explain project phasing as necessary:

Project to be implemented within one year following grant agreement execution.

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

The project scope includes design and construction of City-wide Intelligent Transportation System (ITS) interconnect implementation project. The City will function as the backbone agency supporting the collaboration among Town of Mesilla and Doña Ana County. The project has been phased and, to date, the traffic management control center, server, and the advanced traffic management software (ATMS) for the ITS have been completed, including the construction of a dedicated traffic management control center.

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 CMAQ project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

In 2015, an average of over 11 accidents per day occur on major corridors in the Las Cruces MSA and implementing the ITS system will reduce approximately 10% travel delay for vehicles and trucks. A similar ITS system is currently in place on I-70 in Denver and case studies have indicated that it results in at least 10% of drivers altering their travel plans to avoid the traffic delays caused by accidents. Subsequently, fewer vehicles result in smaller backups behind an accident and a reduced amount of time to clear congestion once the incident is cleared. This translates to significantly less overall vehicle delays and fewer idling emissions. Based on recent implementation of a new timing plan after the City of Las Cruces (City) completed the installation of fiber optic cable on the Lohman corridor, we observed approximately 18% of travel time improvements. The project will utilize vendors that will comply with Buy America requirements.

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.

According to the Federal Highway Administration, intersections safety is a national, state, and local priority. "Intersections are planned points of conflict in any roadway system. In the United States, over the last several years an average of one-quarter of traffic fatalities and roughly half of all traffic injuries are attributed to intersections." The INTERCONNECT phase will provide the City with a comprehensive program to improve the functionality of the City and the surrounding area's intersections leading to a reduction in intersection crashes and secondary crashes via real-time incident management system capability. When this phase is implemented, working in conjunction with ITS software already in place, the City will be able to allow for emergency preemption of traffic signals, thus improving emergency response times and potentially reducing fatalities.

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.

ITS allows intelligent design and innovation to be integrated into facilities to maximize the acquisition and dissemination of information, manage data, increase the effectiveness of traffic management, improve safety, and reduce environmental impacts. ITS allows for performance improvements through innovative applications that manage congestion such as centralized signal control, real-time messaging, prioritization, and monitoring. It is expected that the traffic system will operate more efficiently and will provide the ability for innovative asset management by monitoring and maintaining the transportation network in such a way to provide the best possible service to road users. Implementation of ITS technologies further allows for long-term staffing opportunities to individuals with advanced skills and higher degrees to design, manage, and maintain the system.

The City has many strengths throughout various departments that provide services and support to the residents of the greater Las Cruces community. In relation to this project the City will function as the backbone agency supporting the collaboration among the Town of Mesilla and Doña Ana County in achieving the overall goal of the project. This ensures that a collective impact is realized to improve the connectivity of all major traffic corridors throughout the greater metropolitan area. The City has the needed organizational capacity to coordinate the shared vision and provide the long-term staffing resources to see the project to fruition.

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.*

ITS technologies allow road users to benefit from real-time, multimodal information that ultimately provides opportunities to identify efficient and eco-friendly decisions when choosing traveled routes and deciding between modal opportunities. If congestion is managed and information is made available to road users, there is an opportunity to choose a different route, reschedule a trip, utilize a bicycle, walk, or take advantage of public transportation. The control provided to transportation agencies through well-connected ITS infrastructure provides the tools necessary to manage the facilities more efficiently and results in a savings of fuel, thereby reducing greenhouse gas emissions and reducing the environmental impact overall on air and water quality from pollutants because congestion causes additional delay and emissions. Some specific modifications made possible through ITS technologies include signal timing optimization and efficient implementation, responding to incidents, adapting to changing weather patterns, managing corridors, real-time alerts for road users, reducing congestion, and increased road user convenience.

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.

ITS technologies allow road users to benefit from real-time, multimodal information that ultimately provides opportunities to identify efficient and eco-friendly decisions when choosing traveled routes and deciding between modal opportunities. If congestion is managed and information is made available to road users, there is an opportunity to choose a different route, reschedule a trip, utilize a bicycle, walk, or take advantage of public transportation.

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 need for the CLC Transportation Management Project was identified in the Las Cruces Regional ITS Architecture Plan developed in cooperation with the MVMPO, NMDOT, and regional stakeholders, which was most recently updated in August 2014. This plan was created to aid in transportation planning and ensures all proposed ITS projects are consistent with regional ITS architecture. Projects that are identified in the Architecture link the needs of the region with existing or planned ITS projects in the region. This collaborative approach to planning makes certain other stakeholders can utilize and benefit from any proposed projects.

Identified in the needs and services section of the Architecture as high priorities that the INTERCONNECT phase addresses are:

- Need improved incident detection, management and coordination
- Need to improve traffic congestion mitigation
- Need to improve traffic mitigation on the east-west corridors
- Need for remote monitoring for infrastructure and at intersections
- Need to improve traffic safety
- Need real-time roadway and traffic conditions information

D. 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 CMAQ-funded improvement. Please cite and provide any supporting documents or studies.

The project has been phased and to date the traffic management control center, server, and the ATMS for the ITS have been completed, including the construction of a dedicated traffic management control center. Also completed are two stretches of fiber optic infrastructure and intersection connectivity with the ATMS. This has allowed for the testing of the software and other traffic control center capabilities. The City is now ready to complete the phase of installing all the fiber optic infrastructure, adding conduit where necessary, installing the fiber optic switches and controllers, as well as the detection equipment at all intersections. The City will maintain the system using local resources from its General Fund Budget. It is expected that the modernized signal system will be less expensive to maintain and take fewer staff resources than are needed currently to make manual signal timing adjustments in the field.

E. 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 project will include the re-use/modification of existing traffic signal infrastructure such as: controllers & switches at intersections, existing conduit, connecting to the existing City fiber system, integration to the traffic signal system with the existing Advanced Traffic Management Software (ATMS) at the traffic control center. The funding for the completed sections and the traffic management control center have come from the NMDOT, NM State Legislative funding, and City funds. To fully implement the capacity of the ATMS control software, funding for the project is critical. Without the fiber optic connections to all intersections

across the area, the remaining phases of the CLC Traffic Management Project cannot be designed and implemented disallowing full ITS integration.

Application Submission

Applicants must submit the following documents (as a single PDF) as part of the CMAQ 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
- CMAQ Application Form (this form)
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix VII; 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
- All proposed projects that include steel or iron must comply with Buy America requirements; waivers are not allowed. The applicant must demonstrate ability to comply with the requirements within the application.
- Any additional documentation in support of scoring factors, per the CMAQ per section 5D of the Guide.

RESOLUTION NO. 19-057

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$4,272,000.00 GRANT APPLICATION FOR THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM, AND APPROVING THE REQUIRED CASH MATCH OF \$728,000.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FOR A TOTAL PROJECT COST OF \$5,000,000.00.

The City Council is informed that:

WHEREAS, the City of Las Cruces (City) Public Works Streets Section 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 Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program funding; and

WHEREAS, the project is a continuation of the City's efforts to implement an Intelligent Traffic System with the installation fiber optics and traffic synchronization devices along key corridors in Las Cruces as shown in the Vicinity Map in Attachment "A"; and

WHEREAS, the proposed improvements will meet the goals of the US Department of Transportation to reduce emissions and traffic congestion; and

WHEREAS, the requested funded amount of \$4,272,000.00 and the grant requires a 14.56% cash match of \$728,000.00; with a total project cost estimated at \$5,000,000.00.

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 to the City's transportation system that reduce emissions and traffic congestion.

(II)

THAT the City hereby authorizes the City Manager to submit a grant application for \$4,272,000.00, with a required cash match of \$728,000.00, on the City's behalf to the NMDOT CMAQ funding.

(III)

THAT the City approves the cash match commitment for the grant application in the amount of \$728,000.00 from the Community Investment Projects fund, as shown in the Proposed Source of Matching Funds Summary in Exhibit "A", attached hereto and made a part of this Resolution.

(IV)

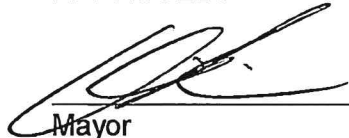
THAT the City Manager will execute the grant agreement should the grant be awarded and ensure the requirements of NMDOT are met.

(V)

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

DONE AND APPROVED this 15th day of October, 2018.

APPROVED:



Mayor

ATTEST:



City Clerk

(SEAL)

Moved by Sorg

Seconded by Eakman

APPROVED AS TO FORM:


City Attorney

VOTE:

Mayor Miyagishima:	<u>Aye</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>

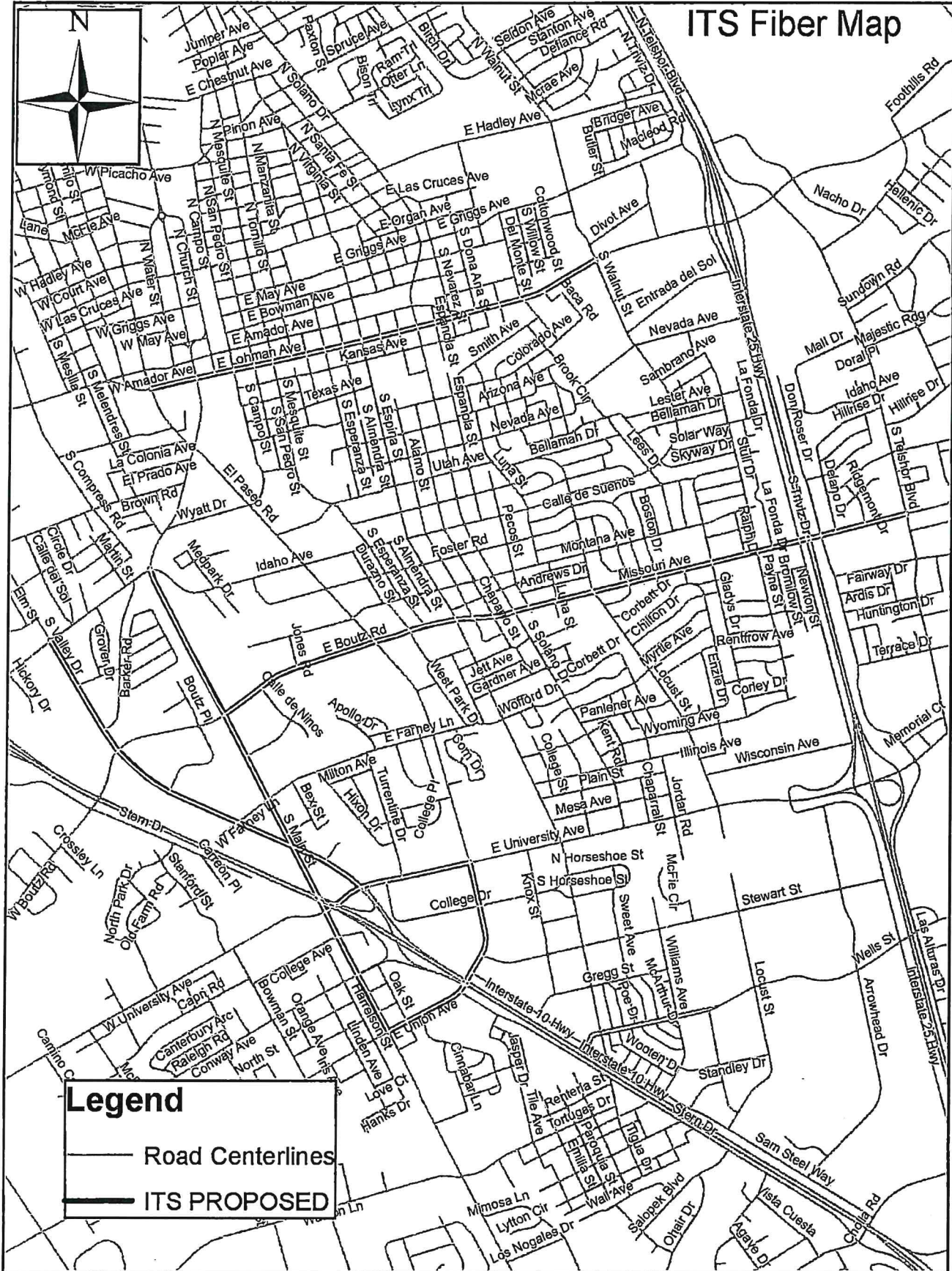
PROPOSED SOURCE OF MATCHING FUNDS

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$4,272,000 GRANT APPLICATION FOR THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM, AND APPROVING THE REQUIRED CASH MATCH OF \$728,000, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FOR A TOTAL PROJECT COST OF \$5,000,000.

Fund	Org	Object	Project	Object Name	Increase \$	Decrease \$
4005	45520016	802000	*XXXXX	ROADS AND STREETS CONSTRUCTION	728,000	
4005	45520016	802000		ROADS AND STREETS CONSTRUCTION		728,000
4100	45520002	599200	*XXXXX	STATE GRANTS	4,272,000	
4100	45520002	802000	*XXXXX	ROADS AND STREETS CONSTRUCTION	4,272,000	
Totals					\$9,272,000	\$728,000

* Project number to be determined

NMDOT CMAQ PROJECT ROUTE MAP





City of Las Cruces[®]

MOUNTAINS OF OPPORTUNITY

Council Action and Executive Summary

Item # 8 Ordinance/Resolution# 19-057

For Meeting of _____
(Ordinance First Reading Date)

For Meeting of October 15, 2018
(Adoption Date)

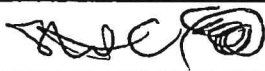
Please check box that applies to this item:

QUASI JUDICIAL LEGISLATIVE ADMINISTRATIVE

TITLE: A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$4,272,000.00 GRANT APPLICATION FOR THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM, AND APPROVING THE REQUIRED CASH MATCH OF \$728,000.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FOR A TOTAL PROJECT COST OF \$5,000,000.00.

PURPOSE(S) OF ACTION:

To authorize submission of grant application and approve match funds.

COUNCIL DISTRICT: ALL		
<u>Drafter/Staff Contact:</u> Amy Johnson Bassford	<u>Department/Section:</u> Office of Management & Budget/Grants	<u>Phone:</u> 541-2281
<u>City Manager Signature:</u>		

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The City of Las Cruces (City) Public Works Streets and Traffic Operations (Streets) are seeking authorization for the City to apply for the Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program, which is administered by New Mexico Department of Transportation (NMDOT). The CMAQ is a Federal reimbursement program originally authorized under the Intermodal Surface Transportation Efficiency Act of 1991, and most recently through the Fixing America's Surface Transportation Act (FAST Act). The purpose of the grant is to fund transportation projects and programs to help meet the requirements of the Clean Air Act. Non-mandatory CMAQ funding is available statewide for projects and programs that improve air quality and reduce congestion. Doña Ana County (DAC) is a non-mandatory CMAQ area, with El Paso Metropolitan Planning Organization (EPMPO) as the only recipient of mandatory CMAQ funds for a portion of southern DAC.

This proposed project is a continuation of the on-going efforts of Streets expand the Intelligent Traffic System (ITS) throughout Las Cruces. It will expand fiber optic interconnect infrastructure and upgrade the existing traffic signal system for advance traffic management software (ATMS)

(Continue on additional sheets as required)

along key corridors throughout the City. This project meets the three CMAQ category to reduce emissions related to traffic congestion and is specifically called out as an eligible project in the CMAQ guidelines.

The total project cost for the key corridors identified by PW Streets \$5,000,000.00. The grant request will be for \$4,272,000.00 and the grant requires a 14.56% cash match, or \$728,000.00. The cash match will be provided from the Community Investment Project Fund (4005) designated for this project in the FY2019 budget.

The Resolution, if approved, demonstrates the City’s support for infrastructure improvements to the City’s transportation systems and meets the USDOT goals of improving air quality and relieving congestion.

As defined in the approved Grants Administration Program Policy, the City Manager or his designee is authorized to sign the grant application and execute the resulting grant award. Should the grant be awarded, Council will approve the grant budget and match through a Budget Adjustment Resolution.

SUPPORT INFORMATION:

1. Resolution.
2. Exhibit “A” – Proposed Match Funds Source Sheet.
3. Attachment “A”, Vicinity Map

SOURCE OF FUNDING:

Is this action already budgeted? N/A	Yes	<input type="checkbox"/>	See fund summary below
	No	<input type="checkbox"/>	If No, then check one below:
	<i>Budget Adjustment Attached</i>	<input type="checkbox"/>	Expense reallocated from: _____
	<input type="checkbox"/>	<input type="checkbox"/>	Proposed funding is from a new revenue source (i.e. grant; see details below)
	<input type="checkbox"/>	<input type="checkbox"/>	Proposed funding is from fund balance in the _____ Fund.
Does this action create any revenue? N/A	Yes	<input type="checkbox"/>	Funds will be deposited into this fund: _____ in the amount of _____ for FY_____.
	No	<input type="checkbox"/>	There is no new revenue generated by this action.

BUDGET NARRATIVE

N/A

FUND EXPENDITURE SUMMARY:

Fund Name(s)	Account Number(s)	Expenditure Proposed	Available Budgeted Funds in Current FY	Remaining Funds	Purpose for Remaining Funds
N/A	N/A	N/A	N/A	N/A	N/A

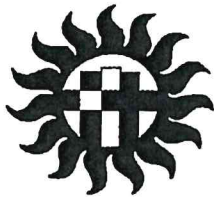
OPTIONS / ALTERNATIVES:

1. Vote "Yes"; will approve the Resolution and will authorize the City Manager to submit the application for funding in the amount of \$4,272,000.00; and approve a cash match of \$728,000.00 to NMDOT.
2. Vote "No"; this will not approve the Resolution nor will it authorize the City Manager to submit application for external funding for this project.
3. Vote to "Amend", this will delay the process to submit application and require Council direction to staff.
4. Vote to "Table"; however, this is not a viable option due to the grant submittal deadline of October 30, 2018.

REFERENCE INFORMATION:

The resolution(s) and/or ordinance(s) listed below are only for reference and are not included as attachments or exhibits.

(Continue on additional sheets as required)



City of Las Cruces[®]

MOUNTAINS OF OPPORTUNITY

COUNCIL ACTION AND EXECUTIVE SUMMARY PACKET ROUTING SLIP

For Meeting of _____
(Ordinance First Reading Date)

For Meeting of October 15, 2018
(Adoption Date)

TITLE: A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$4,272,000.00 GRANT APPLICATION FOR THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM, AND APPROVING THE REQUIRED CASH MATCH OF \$728,000.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FOR A TOTAL PROJECT COST OF \$5,000,000.00.

Purchasing Manager's Request to Contract (PMRC) {Required?} Yes No

DEPARTMENT	SIGNATURE	PHONE NO.	DATE
Drafter/Staff Contact	<i>[Signature]</i>	541-2281	9-21-18
Department Director	<i>Leann DeMonche</i>	2107	9/24/18
Budget	<i>Leann DeMonche</i>	2107	9/24/18
Assistant City Manager /William F. Studer, Jr.	<i>[Signature]</i>	2506	9.25.18
Assistant City Manager/David P. Dollahon	<i>[Signature]</i> for D.O.	7740	9/26/18
City Attorney	<i>[Signature]</i>	2010	9/28/18
City Clerk	<i>[Signature]</i>	2115	10/2/18

Rev. 5/2018



October 26, 2018

Shannon Glendenning
Active Transportation Programs Team Supervisor
Statewide Planning Bureau
New Mexico Department of Transportation
P.O. Box 1149
Santa Fe, NM 87504-1149

RE: City of Las Cruces, Congestion Mitigation and Air Quality Improvement Grant Application

Dear Shannon Glendenning,

The New Mexico Department of Transportation (NMDOT) is submitting this letter of support for the City of Las Cruces, New Mexico's application for the Congestion Mitigation and Air Quality Improvement (CMAQ) Grant Application.

The purpose of the CMAQ is to reduce emissions related to traffic congestions by installing fiber optic switches and controllers, and detection equipment at all intersections. The City of Las Cruces will implement the Intelligent Transportation System (ITS) related technology along key corridors to improve traffic signal coordination, providing real-time traffic advisory information, and to reduce vehicle emissions.

The City's goal is to upgrade signals within its jurisdiction to provide one consistent system that works toward achieving quality of life and environmental sustainability goals emphasized in MAP-21. Having one system to operate all signals in the Las Cruces area would provide for better traffic flow thereby reducing or minimizing emissions from idling vehicles, providing better emergency response times, and adding efficiency to the transit system.

NMDOT fully supports this grant application and urges your favorable consideration.

Susana Martinez
Governor

Tom Church
Cabinet Secretary

Commissioners

Ronald Schmeits
Chairman
District 4

Dr. Kenneth White
Secretary
District 1

David Sepich
Commissioner
District 2

Keith Mortensen
Commissioner
District 3

Butch Mathews
Commissioner
District 5

Billy Moore
Commissioner
District 6

Sincerely,

A handwritten signature in black ink, appearing to read 'Harold Love', with a long, sweeping flourish extending to the right.

Harold Love, P.E.

Assistant District Engineer

District 1 Engineering Support

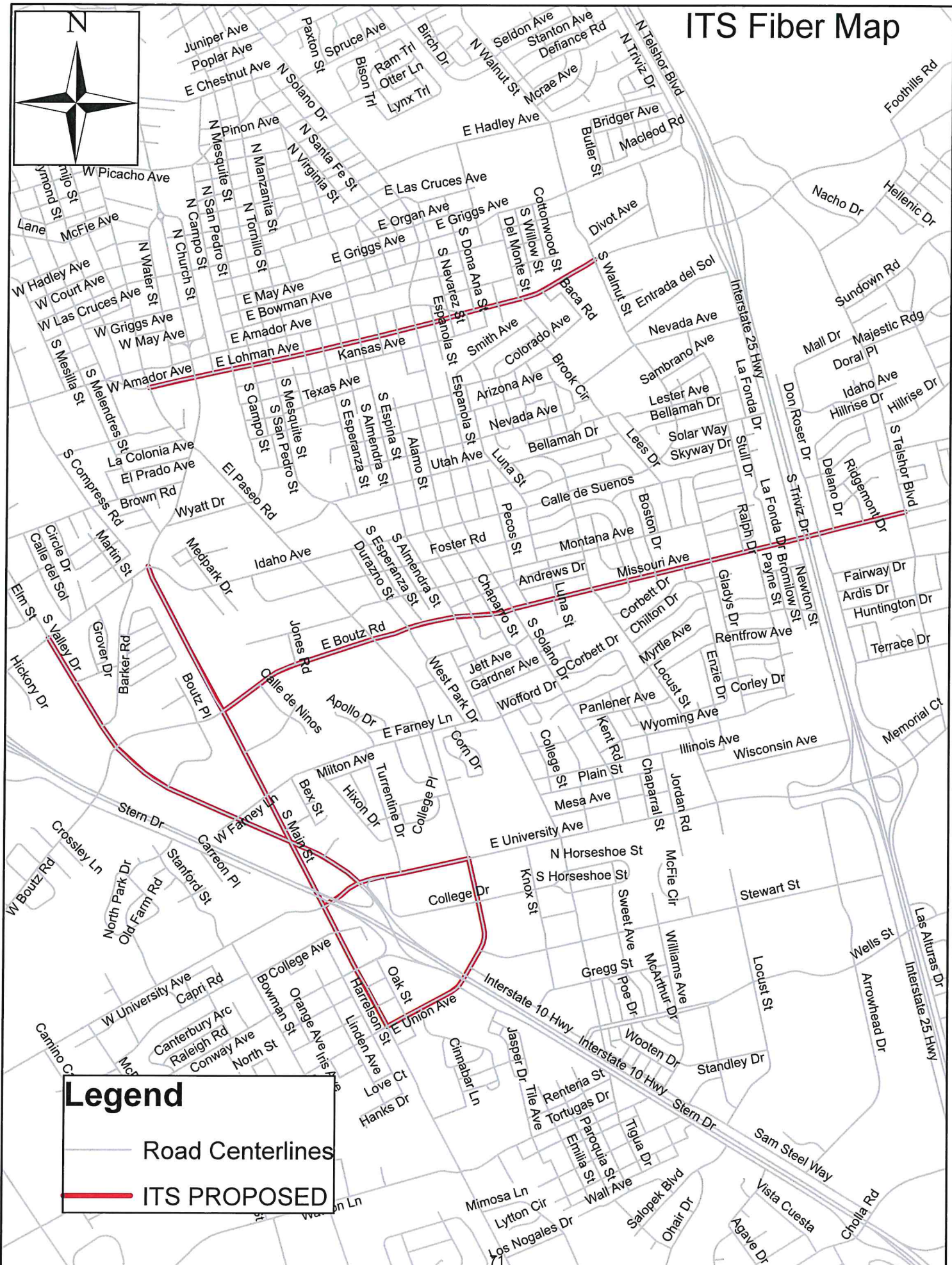
XC: Trent Doolittle, District 1 Engineer

Jolene Herrera, Urban & Regional Planner

Aaron Chavarria, District 1 Technical Support Engineer

Michelle Belone, City of Las Cruces

ITS Fiber Map



Legend

Road Centerlines

ITS PROPOSED

Buy America Certification

The contractor agrees to comply with 49 U.S.C. 5323(j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR 661.7, and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by Chrysler Corporation, microcomputer equipment, software, and small purchases (currently less than \$100,000) made with capital, operating, or planning funds. Separate requirements for rolling stock are set out at 5323(j)(2)(C) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured in the United States and have a 60 percent domestic content.

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

Certification requirement for procurement of steel, iron, or manufactured products.

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.

Date 8/12/2012
Signature [Handwritten Signature]
Company Name econolite group, inc.
Title President & COO

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1), but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D) and the regulations in 49 CFR 661.7.

Date _____
Signature _____
Company Name _____
Title _____

Certification requirement for procurement of buses, other rolling stock and associated equipment.

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 CFR Part 661.

Date 3/12/2012

Signature [Handwritten Signature]

Company Name Monolith group, inc.

Title president & COO

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C), but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D) and the regulations in 49 CFR 661.7.

Date _____

Signature _____

Company Name _____

Title _____



Fiscal Year 2018-2019

BUDGET

L A S C R U C E S . N E W M E X I C O

CITY OF LAS CRUCES
CAPITAL IMPROVEMENT PROGRAM
FY 2019-2024

Project Title	INFRASTRUCTURE CAPITAL IMPROVEMENT PLAN (\$)					Source / Cumulative Total*
	FY 2019 FUNDED CAPITAL PROJECTS (\$)	FY 2020	FY 2021	FY 2022	FY 2023	
Citywide Multi-use Paths and Trails		500,000				Bonds
Espina Bicycle Lanes	25,582	20,000			100,000	State, Local Taxes
Las Cruces Dam Trail System		82,500				CIR, State
Mesquite Historic District Lighting						State
Mesquite Historic District Signs						State
Roadrunner Parkway Bike Facilities						State
Spruce Road Diet - N. Main to Triviz		500,000			2,000,000	State, Local Taxes
Trail Plan Projects - First Tier					500,000	State, Local Taxes
• Armijo Lateral (Section 2) - Parker to W. Amador						Bonds
• Las Cruces Lateral (Section 3) - Montana to Union						Bonds
• Mayfield Lateral - Second to Seventeenth						Bonds
• Armijo Lateral (Section 3) - W. Amador to Branding Iron						Bonds
• Las Cruces Lateral (Section 1) - Multiuse Trail North to Greening						Bonds
• Armijo Lateral (Section 1) - Las Cruces Lateral to Parker						Bonds
• Las Cruces Lateral (Section 2) - Greening to Montana						Bonds
• Mesilla Drain (Section 1) - Multiuse North to W. Picacho						Bonds
• Hadley Bicycle Boulevard - Multiuse Trail West to Solano						Bonds
• Mesilla Drain (Section 2) - W. Picacho to NM 292 (S. Motel)						Bonds
• Las Cruces Arroyo South Fork - Dam to Powerline Easement						Bonds
• Las Cruces Flood Control Dam						Bonds
• Powerline Easement						Bonds
• Powerline Easement - Alameda Arroyo to Las Cruces Arroyo S. Fork						Bonds
• University and I-10 Cycle Track						Bonds
• Walton Road Diet - Lohman to Griggs						Bonds
Total Public Works-Bicycles and Pedestrians	25,582	1,102,500	-	-	3,500,000	State, Local Taxes
Public Works-Street & Traffic						
Amador and Roundtree to Joint Utilities - Fiber Optic Upgrade		400,000		200,000		Local Taxes
Brown Farm Ponding Improvements		600,000		250,000		State
Lohman at Walnut and Walton Signal Improvements		250,000	250,000	50,000		State
ADA Sidewalk Program	250,000	50,000				Sales Tax
Storm Water Maintenance Program	50,000	650,000				Local Taxes
Spruce - Teishor/Triviz Intersection Improvements					250,000	State
Street Lighting Management System					50,000	State
Traffic Signal Program	350,000	1,000,000	1,000,000	1,200,000		State
Transportation System Modernization (ITS Traffic Synchronization)	3,118,278	1,000,000	8,335,575	1,000,000	1,000,000	Sales Tax
University Hawk System	241,336			1,000,000	6,240,189	Sales Tax, State, DOT
Total Public Works - Street & Traffic	4,009,614	3,950,000	9,635,575	3,700,000	7,540,189	State
Public Works-Facilities Management						
Acute Behavioral Health Hospital Feasibility Study	25,000	100,000				State
ADA Compliance	1,007,983	50,000	50,000	50,000	50,000	CIR
Amador Hotel	73,506	218,500				State, HHGRT
Amador Hotel - Ceiling Asbestos Remediation	150,000	50,000	50,000	50,000	50,000	State
Art in Public Places		150,000	100,000			CIR
Benavidez Community Center Project						ALTSD

Infrastructure Capital Improvement Plan FY2020-2024

ICIP Capital Project Description

Year/Rank	2020 003	Priority:	High		ID:30227
Project Title:	Traffic System Modernization	Class:	New	Type/Subtype:	Transportation - Highways/Roads/Bridges
Contact Name:	Amy Bassford	Contact Phone:	575-541-2281	Contact E-mail:	abassford@las-cruces.org
Total project cost:	27,092,314	Proposed project start date:			
Project Location:	Main St Las Cruces NM 88005	Latitude:	32	Longitude:	-106

Legislative Language: To plan, design, construct, install, equip and implement upgrades to modernize the traffic system network for the City of Las Cruces, NM; Dona Ana County. The newest technology will be integrated into our current system with advanced signal equipment, communication infrastructure, and video and radar detection. Modern controllers capable of Adaptive Signal Timing, Bluetooth technology for travel times, fiber optic communications, real-time signal management, and dilemma zone protection are among the various technologies that are ongoing or planned for deployment. A Traffic Management Upgrade Plan should be produced that takes into account the MPO's Regional ITS Architecture, identifies system deficiencies, and establishes the overall implementation schedule. The Advanced Traffic Management System, which is currently in process, will occur first with fiber interconnectivity and upgraded detection occurring along major corridors. As system upgrades are implemented, other technologies such as Adaptive Timing, Bluetooth, and dilemma zone will be installed.

Secured and Potential Funding Budget:

State Grant Funding should only be requested when all other funding sources have been exhausted if entity is providing matching funds, i.e. Federal, Local Taxes, Fees, NM Finance Authority Loans (NMFA), Tribal Infrastructure Fund (TIF), Water Trust Board (WTB), Public School Facility Authority (PSFA), Colonia's Infrastructure Board (CIB), etc.

Please complete table below with all secured and potential funding sources.

Funding Source(s)	Funding Amount	Applied For? Yes or No	Amount Secured	Amt Expended to Date	Date(s) Received	Comment
CAP	725,000	Yes	717,750	571,087	9/30/2014	
LFUNDS	198,800	No	198,800	170,903	9/2/2014	Encumbered-Fiber Optic Install
DOT	8,335,575	Yes	0	0	0	
NMFAL	14,241,425	No	0	0	0	
LGRANT	100,000	Yes	100,000	5,385	9/30/2016	Fiber optic linkage for signal
LFUNDS	3,500,000	No	3,500,000	0		
	0	No	0	0		
	0	No	0	0		
TOTALS	27,100,800		4,516,550	747,375		

Project Budget - Complete the Budget below. Only include unfunded or unsecured funds under each project year. Note: Funded to Date column must equal the amounts listed above here.

Infrastructure Capital Improvement Plan FY2020-2024

	Completed	Funded to Date	Estimated Costs Not Yet Funded				2024	Total Project Cost
			2020	2021	2022	2023		
Water Rights	N/A	0	0	0	0	0	0	0
Easements and Rights of Way	N/A	0	0	0	0	0	0	0
Acquisition	N/A	0	0	0	0	0	0	0
Archaeological Studies	N/A	0	0	0	0	0	0	0
Environmental Studies	N/A	0	0	0	0	0	0	0
Planning	No	0	1,000,000	0	0	0	0	1,000,000
Design (Engr./Arch.)	No	25,339	0	522,406	1,000,000	0	0	1,547,745
Construction	No	4,311,973	0	6,462,806	0	6,040,189	6,000,000	22,814,968
Furnishing/Equipment	No	179,238	0	1,350,363	0	200,000	0	1,729,601
TOTALS		4,516,550	1,000,000	8,335,575	1,000,000	6,240,189	6,000,000	27,092,314
		Amount Not Yet Funded	22,575,764					

RHISING BUDGET

Can this project be phased? Yes

Phasing: Stand Alone: No Multi-Phased: Yes

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

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

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

Phase	Amount	Plan	Design	Construct	Furnish/Equip	Other (Wtr Rights, Easements, Acq)	# Mos to Complete
1	1,000,000	Yes	No	No	No	No	6
2	8,335,575	No	Yes	Yes	Yes	No	18
3	1,000,000	No	Yes	No	No	No	5
4	6,240,189	No	No	Yes	Yes	No	6

Infrastructure Capital Improvement Plan FY2020-2024

5	6,000,000	No	Yes	No	No	6
TOTAL						

	Yes	No	No	No	No	
Has your local government/agency budgeted for operating expenses for the project when it is completed?						
If no, please explain why:						
ANNUAL OPERATING BUDGET						
Annual Operating Expenses plus Debt Service	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
Annual Operating Revenues	510,000	510,000	550,000	550,000	550,000	2,670,000
	0	0	0	0	0	0

Does the project lower operating costs? No

If yes, please explain and provide estimates of operating savings

Entities who will assume the following responsibilities for this project:

	Fiscal Agent:	Own:	Operate:	Own Land:	Own Asset:	Maintain:
Lease/operating agreement in place?	City of Las Cruces	City of Las Cruces	City of Las Cruces	City of Las Cruces	City of Las Cruces	City of Las Cruces
	No	No	No	No	No	No

More detailed information on project.

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

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

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

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

If yes, please list the other entity. The requested funds would allow completion of a fully functional phase such as the planning, design, and/or construction of upgrades to the City's traffic system.

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

Please explain. Public Works Department of the City of Las Cruces will be in charge of oversight for the project. Deb Smith, 575 541 2527, dsmith@las-cruces.org is Purchasing Manager.

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

Infrastructure Capital Improvement Plan FY2020-2024

If yes, please explain.

(g) Does the project benefit all citizens within a recognized region, district or political subdivision?
If yes, please explain and provide the number of people that will benefit from the project.

Yes

213,000 would benefit from signal modernization. It primarily benefits the City of Las Cruces and s

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

No

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



Transportation Priorities Plan



MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DEL VALLE DE MESILLA

ederal regulations require that the Metropolitan Transportation in demonstrate that the region is able maintain and operate the transportation system. Chapter 6 examines the details of all costs federal, state, local, and private) associated with building, installing, and operating the transportation system.

Projects Included for projection

Interchanges and Grade Separation
se items are grouped together because of the significant justification required to stop a project on Interstate ROW, and because they require a high level of justification with the MPO's and FHW's. New access or modification to existing changes on the Interstate Highway system require that an eight part interchange justification report (IJR) is reviewed and approved by the FHW. Several interchange grade separation projects were mentioned throughout the public input process. Upon 2040 recommendations studying these further but does not recommend construction of Engler or Brackton prior to the horizon year (2040).

ICJ list:
for Interchange at I-25 Requires IJR. Engler grade separation project allowed for interchange geometry.
for Interchange at I-10 Requires IJR. I-10 / I-25 IJR considered possible future interchange at Arrowhead. A new IJR will be required for further study of Arrowhead.
for Interchange at I-15 Requires IJR. Potential location identified during I-10 project (2010).

Intersections
ing public input various improvements to thoroughfare intersections were recommended. MPO staff will prioritize other intersections based on crash rate type of thoroughfare intersections.

ICJ list organized by State:
ity improvements at El Paso and Idaho
ity Intersections still going for bicycle use per NACTO guidelines
ity grade separation at University. Preliminary design developed as part of I-25 University Ave. Interchange redesign.

Other Thoroughfare Improvements
any cases, the public mentioned that existing roadway needed improvements. For public funding for ITS enhancements was mentioned as an important part of solving overall traffic flow. The projects below are in line with the MPO goals to create and enhance the existing system.

ICJ list:
ness Complete Street Implementation
Signal Coordination Plan for City of Las Cruces

Thoroughfare Connections
Future Roadway Map shows the roadway connections needed to maintain a well serving transportation system. The MPO does not endorse any expansion projects the region's maintenance status is improved, many thoroughfare are constructed these funds and the Major Thoroughfare Plan provides a framework for their efforts.

ICJ list:
ruff Roadrunner extension to Spoma Ranch
ma Ranch Study Area
y undertaken at University
Mesa Corridor Study

Urban Improvements
ity of pedestrian safety and connectivity concerns and proposed improvements brought up during the public input process. These were organized into sections, signage and striping corridors, and Districts/Areas.

ICJ list:
walk assessment including Mesilla areas
walk assessments for Transportation Assets and Safety Management Plan (TASMP)
walk improvements leading to 27th St bus stops on East Mesa
walk improvements leading to Roadrunner bus stop
walk improvements along University Avenue

Bike Improvements
ity of bicycle safety and connectivity concerns were brought up during the public process. These were organized into corridors and intersections.

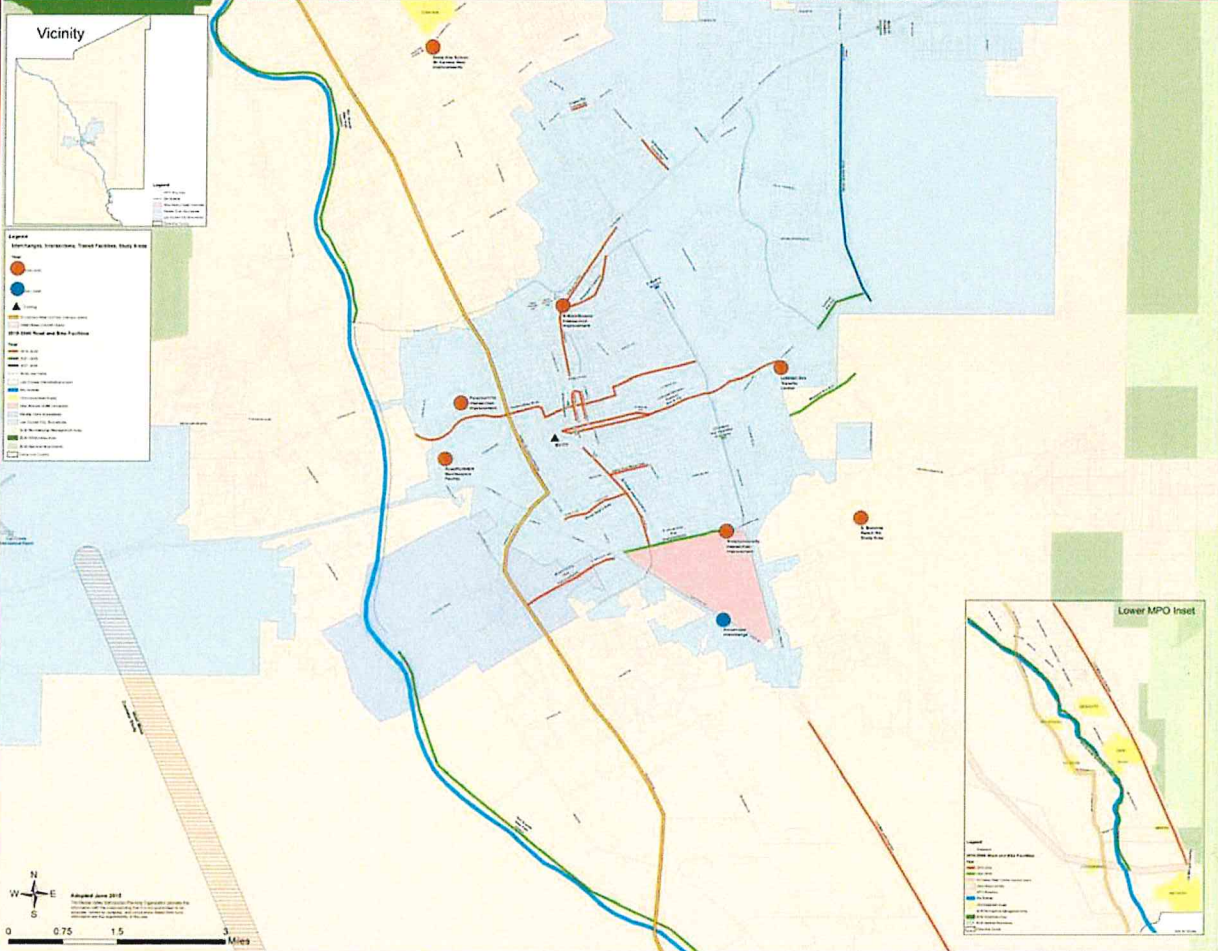
ICJ list:
ry Bicycle Boulevard
potential areas for protected blue lanes
blue lanes (El Paso to Valley)
ue State Bicycle Route 7 off US 70 from

Improvements
rail system priorities consist of first a central loop system and then an extended and feeder system. These loop systems connect some important destinations and neighborhoods to provide a complete network around the City of Las Cruces and into Dona Ana County and Mesilla. A trail connection may include a roadway or multi-use

ICJ list:
rands Trail (Sunland Park to Albuquerque)

Transportation Service
ity of public transportation planning efforts have been completed or are in progress. Including a 5 year Transit Strategic Plan for the City of Las Cruces, a Transit Mobility Action Plan for Human Services transportation (OMAP) for Dona Ana County, the Service and Financial plan for the South Central Regional Transit (SCRTD), and the development of a long range Transit Plan for the City of Las Cruces.

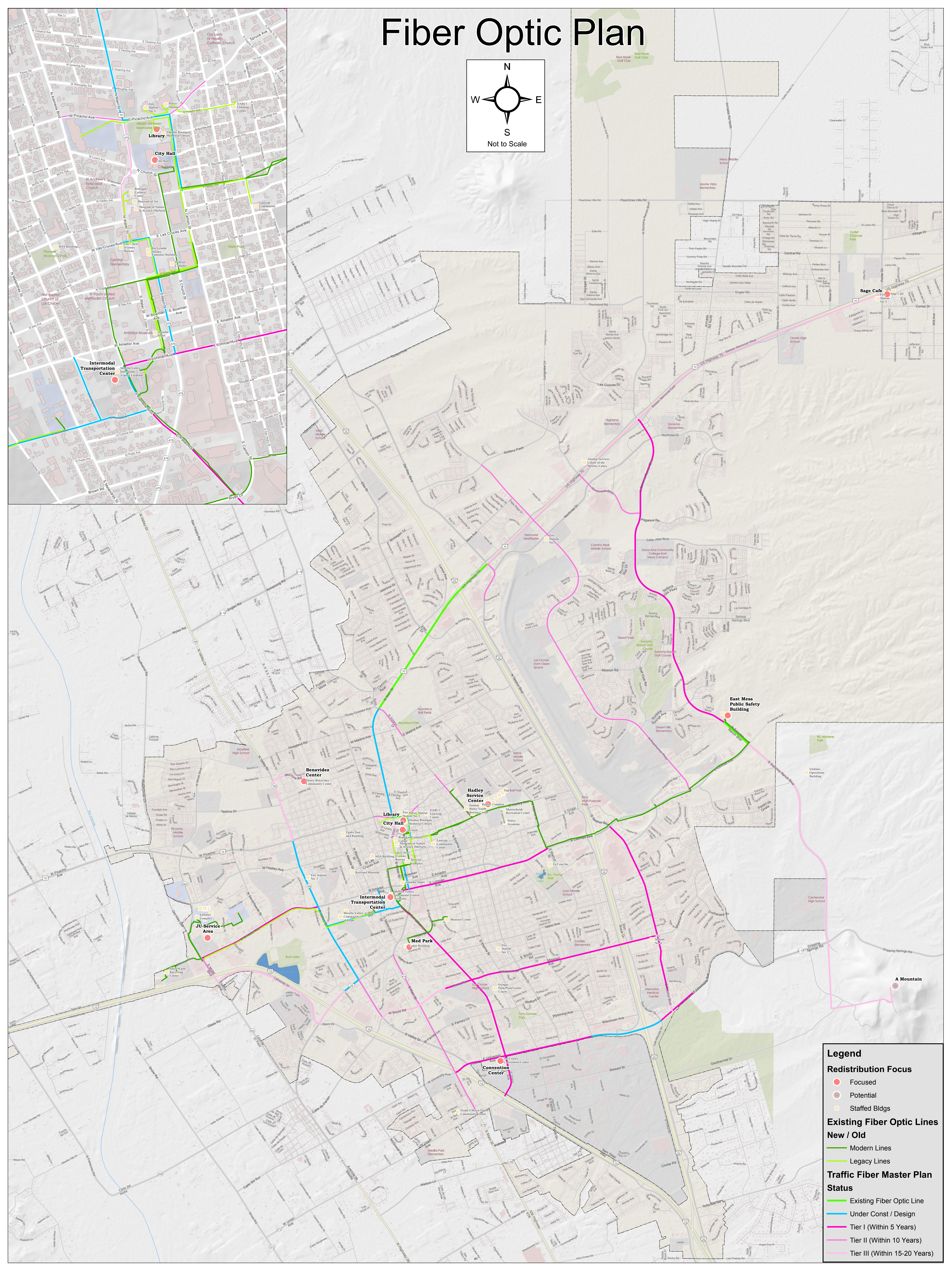
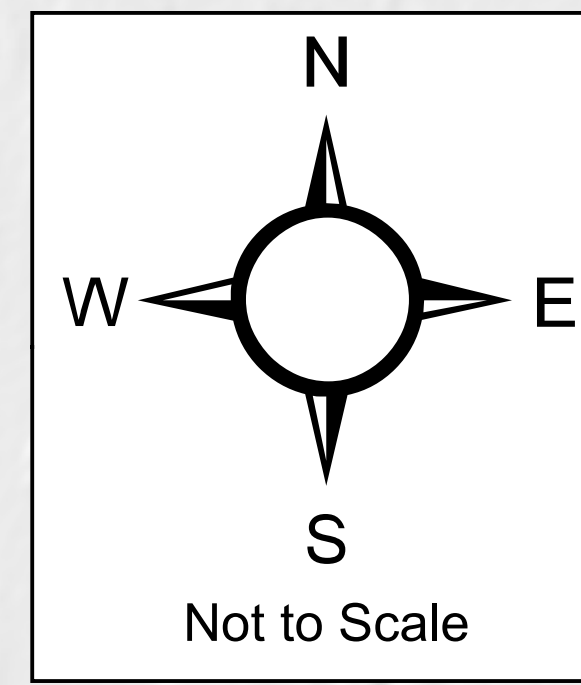
ICJ list organized by State:
me Mesilla Valley Mall transfer point
ment findings of Short Range Transit Plan



Transport 2040

Regional Transportation Planning for the Mesilla Valley
Planificación de Transportación Regional para el Valle de Mesilla

Fiber Optic Plan



Legend

Redistribution Focus

- Focused
- Potential
- Staffed Bldgs

Existing Fiber Optic Lines

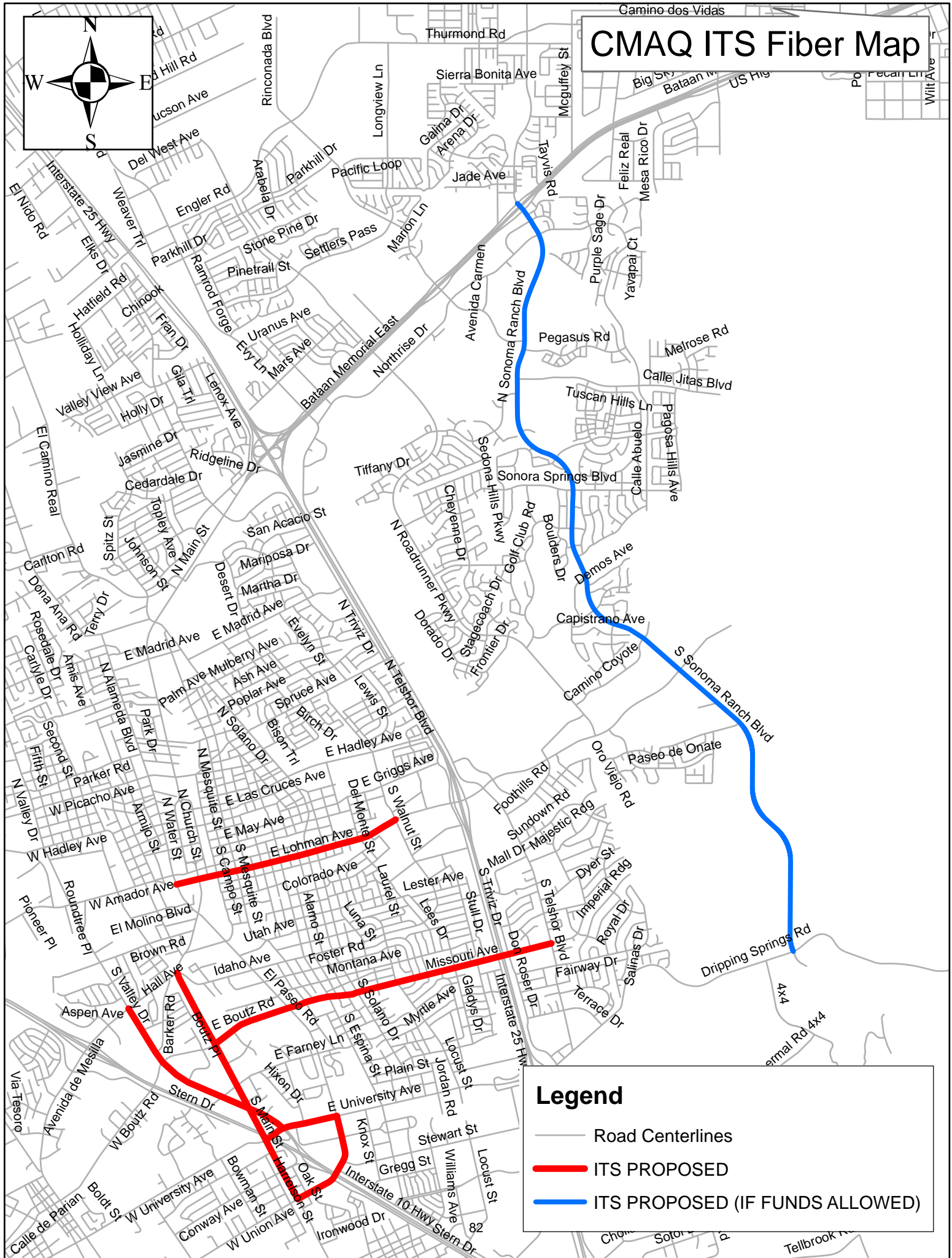
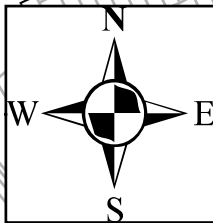
New / Old

- Modern Lines
- Legacy Lines

Traffic Fiber Master Plan Status

- Existing Fiber Optic Line
- Under Const / Design
- Tier I (Within 5 Years)
- Tier II (Within 10 Years)
- Tier III (Within 15-20 Years)

CMAQ ITS Fiber Map



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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 MEETING OF December 12, 2018

AGENDA ITEM:

7.3 Resolution 18-19: A Resolution Amending the 2018-2023 Transportation Improvement Program

ACTION REQUESTED:

Approval by the MPO Policy Committee

SUPPORT INFORMATION:

Resolution 18-19
Email from Aaron Chavarria, NMDOT

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
LC00300	2019	NMDOT	US 70 MP 149.800 to 151.000	Pavement & bridge preservation	Increase bridge preservation funds by \$1.1M Total project cost is \$5,808,000.00	Project will address pavement and bridge condition

This amendment will not affect any other projects currently listed in the TIP.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 18-19

**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 November 13, 2018 meeting; and

WHEREAS, the MPO Technical Advisory Committee reviewed and recommended approval of these amendments at its December 6, 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 12th day of December, 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

EXHIBIT "A" to MVMPO RES 18-18 FFY 2018-2023 TIP Amendments

CN	FFY	Location	Termini	Scope	Current Funds	New Total	Change
LC00300	2019	US 70	MP 149.800 to 151.000	Pavement & Bridge Preservation	\$4,708,000.00	\$5,808,000.00	Increase bridge preservation funds by \$1.1 million



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>

Resolution 18-19 Exhibit “B”

MESILLA VALLEY MPO SELF-CERTIFICATION STATEMENT

In accordance with 23 U.S.C. 450.334, the New Mexico Department of Transportation, and the Mesilla Valley Metropolitan Planning Organization for the Las Cruces urbanized area hereby certify that the transportation planning process is addressing the major issues in the metropolitan planning area and is being conducted in accordance with all applicable requirements of:

- (1) The fiscal constraint required in 23 C.F.R. 450;
- (2) 49 U.S.C. 5323(l), 23 U.S.C. 135, and 23 U.S.C. 450.220;
- (3) Title VI of the Civil Rights Act of 1964 and the Title VI assurance executed by each State under 23 U.S.C. 324 and 29 U.S.C. 794;
- (4) Section 1101(b) of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of Disadvantaged Business Enterprises in FHWA and FTA funded planning projects (Sec. 105(f), Pub. L. 97-424, 96 Stat. 2100; 49 CFR, Subtitle A, Part 26);
- (5) The provisions of the Americans with Disabilities Act of 1990 (Pub. L. 101-336, 104 Stat. 327, as amended) and U. S. DOT implementing regulation;
- (6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and
- (7) Sections 174 and 176(c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506(c) and (d)).

POLICY COMMITTEE CHAIR

Date

NMDOT

Date

From: Chavarria, Aaron, NMDOT <Aaron.Chavarria@state.nm.us>
Sent: Wednesday, November 7, 2018 8:04 AM
To: Andrew Wray
Cc: Herrera, Jolene M, NMDOT
Subject: TIP Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Andrew,

Good morning. Can you open a TIP amendment for the following:

LC00300 – we will be adding \$1.1M of bridge preservation funds (NHPP-NC) FY 2019 to this project through amendment #5.

Thank you,

Aaron Chavarria , P.E.
District One
Technical Support Engineer
Cell: 575-640-6804

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METROPOLITAN PLANNING ORGANIZATION

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

<http://mesillavalleympo.org>

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING OF December 12, 2018

AGENDA ITEM:

8.1 Mesilla Valley Metropolitan Planning Organization Safety Presentation

SUPPORT INFORMATION:

The 2016 Mesilla Valley MPO Safety Report

DISCUSSION:

This year Mesilla Valley MPO Staff has developed a Safety Report for calendar year 2016. Report year 2016 is the most recent year for which safety data is available.

This item is a MPO Staff presentation of the contents of the 2016 Mesilla Valley MPO Safety Report.

Mesilla Valley Metropolitan Planning Organization Safety Report: 2016



Introduction

“Increasing safety for all users starting with those with the most vulnerable modes,” is one of the key goals in *Transport 2040, Metropolitan Transportation Plan Update*, the adopted Metropolitan Transportation Plan (MTP) for the Mesilla Valley Metropolitan Planning Organization (MVMPO) for the years 2015-2020.

Improving safety requires a multifaceted approach. For example, crashes are related to multiple factors such as: inattention due of the use of cell phones; driving while using drugs or alcohol; geometric design of intersections, streets and Interstates; and the amount of vehicle miles travelled. All these factors are in play when examining motorized and non-motorized crashes.

One approach to assist in monitoring and reducing crashes, particularly crashes that include fatalities and serious injuries, is Transportation Performance Management (TPM). This performance-based approach was formally introduced into the Metropolitan Planning Process through the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was signed into law on July 6, 2012, and passage of the subsequent federal transportation authorizing legislation titled Fixing America’s Surface Transportation (FAST) Act in December 2015 continues to emphasize the importance of performance-based metrics and the establishment of targets to guide future transportation investments. For further information, go to the website of Transportation Performance Planning at: <https://www.fhwa.dot.gov/tpm/>

Transportation Performance Management (TPM) is a strategic approach that uses system information to make investment and policy decisions to achieve performance goals. TPM principles ensure that the best projects are selected and delivered to produce the performance outcomes desired by the agency, external partners, elected officials, and the public. TPM helps determine objectives, using information from past performance levels and forecasted conditions to guide investments, measuring progress toward strategic goals, and adjusting to improve performance. TPM is grounded in sound data management, usability, and analysis as well as in effective communication and collaboration with internal and external stakeholders. The key to successful implementation of TPM practices lies in organizational support and agency embrace of data-driven decision making.

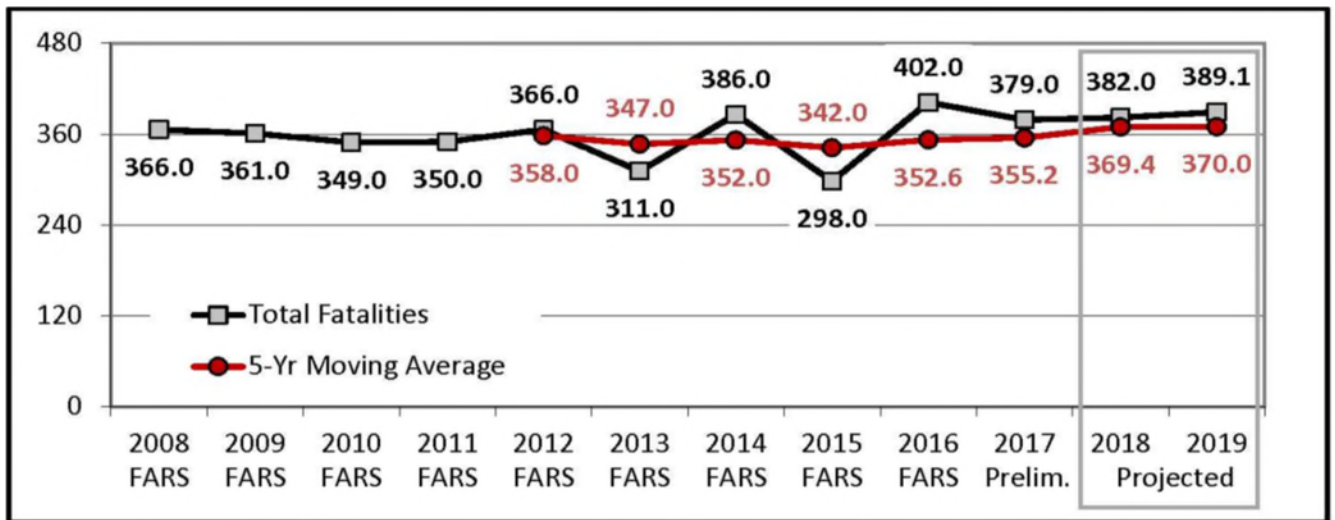
Monitoring and setting targets are the means to determine allocations of scarce Federal, State and local monies for safety projects and programs. There is often a common perception that geometric improvements (including more travel lanes) or signalization of intersections is the solution for decreasing crashes. The number of crashes generally increases as vehicle miles traveled increase. While geometric improvements can decrease crashes, they are not a panacea and can possibly increase crashes. Other factors such as improved safety features for vehicles (seatbelts, air bags, collision warning etc.), effective enforcement against the use of drugs and alcohol while driving, addressing demographic factors (reduction of drivers 18-25 and 65 plus driving vehicles) and elimination of vehicle miles travelled. The use of public transit and non-motorized modes can also be effective in decreasing crashes. Conversely, mode shift from motorized to non-motorized modes can increase crashes for these modes, if there are not proper facilities. For further information on safety target settings refer to this FHWA resource webpage: https://safety.fhwa.dot.gov/hcip/spm/target-setting_resources.cfm

State of New Mexico and Mesilla Valley MPO Crash Target Setting

In November 2018 the Mesilla Valley MPO adopted 2019 Targets for Safety for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP). Statewide traffic crash data can be found in the New Mexico Traffic Crash Annual Report 2016 at: <http://tru.unm.edu/Crash-Reports/Annual-Reports/annual-report-2016.pdf> Crash data for Doña Ana County can be found at: https://tru.unm.edu/Crash-Reports/Community-Reports/2016-community-reports/2016-community-reports-pdfs/County_DonaAna_2016.pdf.

The first chart in each section represents the State Targets, which the Mesilla Valley voted to support, and the State Justification Statement, followed by charts and tables specific to the Mesilla Valley MPO.

1. Fatalities

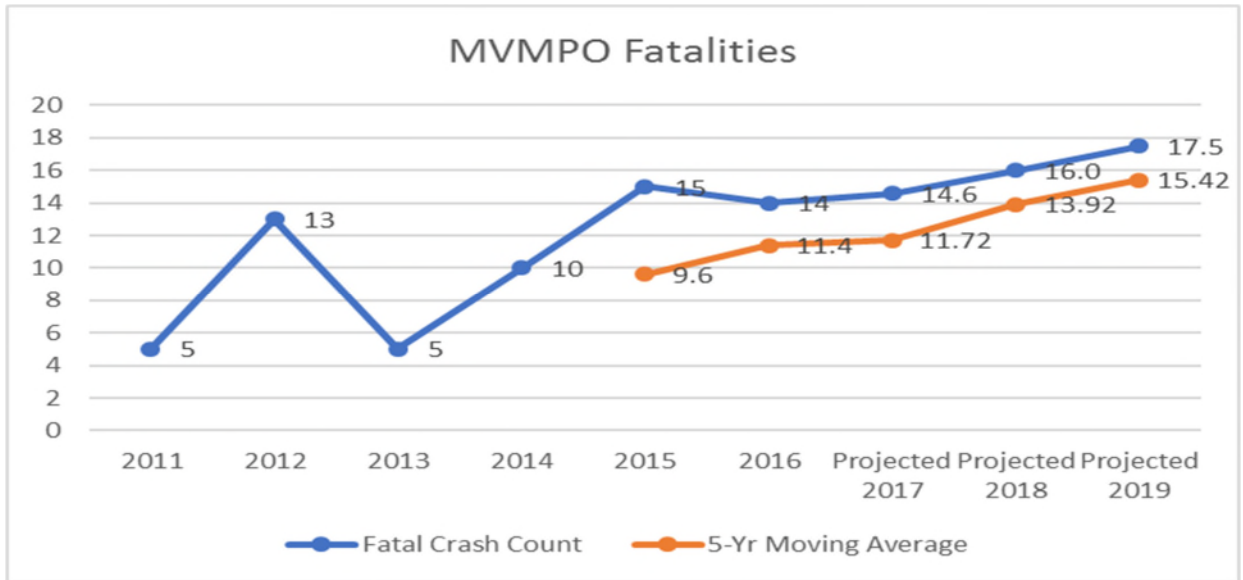


NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

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.

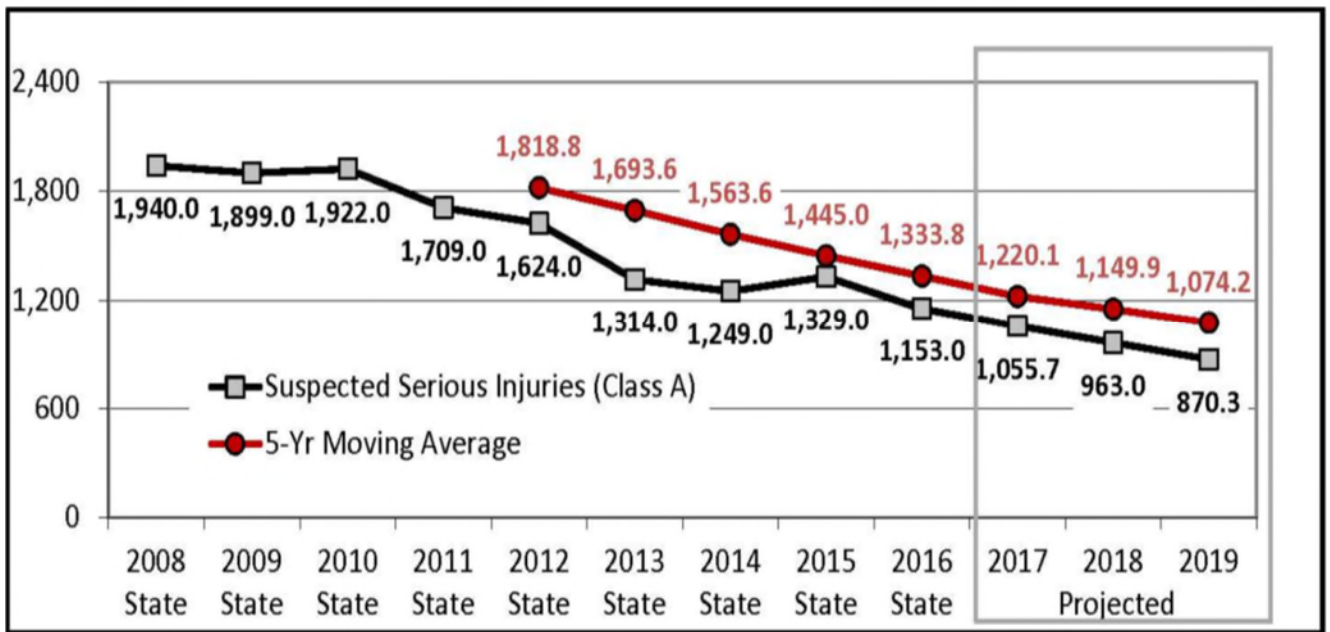
MVMPO Fatalities:

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Fatal Crash Count	5	13	5	10	15	14	14.6	16.0	17.5	180.000%	25.000%
5-Yr Moving Average					9.6	11.4	11.72	13.92	15.42	18.750%	35.263%



MVMPO Performance: Over the study period, 2011 to 2016 fatalities have been increasing (180 % increase.) The fluctuation has been dramatic. Between 2011 and 2013, the number of fatalities went from 5 in 2011 to 13 in 2013 to 5 in 2013 and 10 in 2014. Since 2014 the number of fatalities has risen dramatically. The 5-year average number of fatalities from 2011 to 2015 is 9.6. The 5-year average number of fatalities from 2012 to 2016 is 11.4. The percentage change between the two 5-year intervals is 18.75%. It is projected that in 2018 and 2019, there will be 25% increase and a 35.263% increase between the five year intervals. This is higher than the NMDOT target of a 6.4% increase for the five year period. It must be noted that the number of absolute fatalities are small and erratic and the projected fatalities have a large margin of error. The location and cause of fatal crashes are detailed for 2016 in Section 7.

2. Serious Injuries

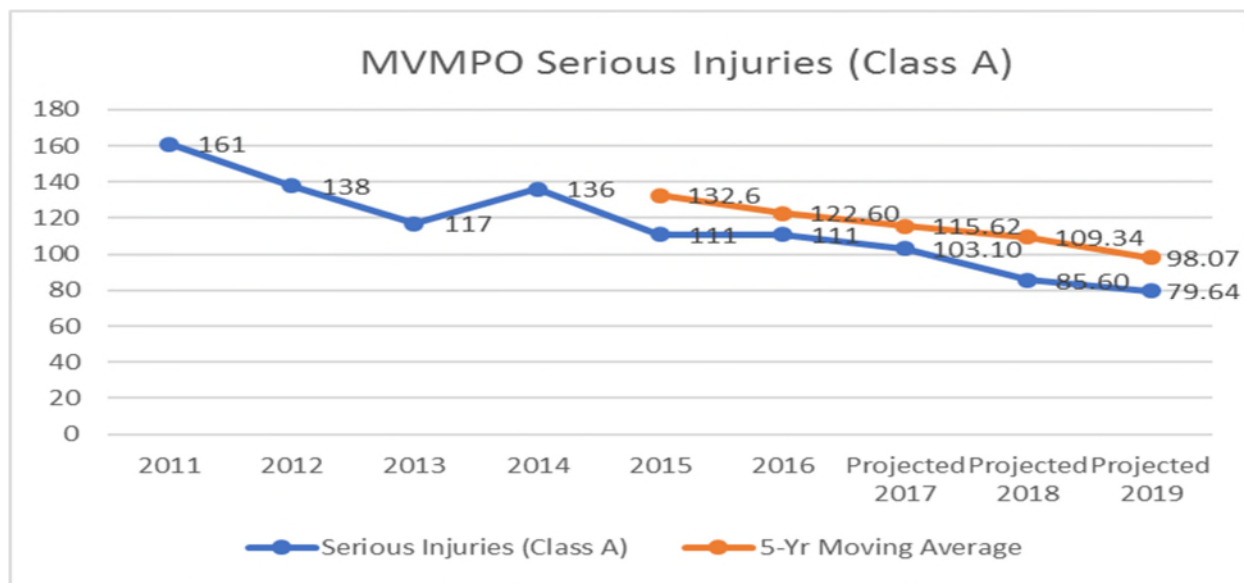


NMDOT Target Statement: Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

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.

MVMPO Serious Injuries (Class A):

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Serious Injuries (Class A)	161	138	117	136	111	111	103.10	85.60	79.64	-31.06%	-28.25%
5-Yr Moving Average					132.6	122.60	115.62	109.34	98.07	-7.54%	-20.01%



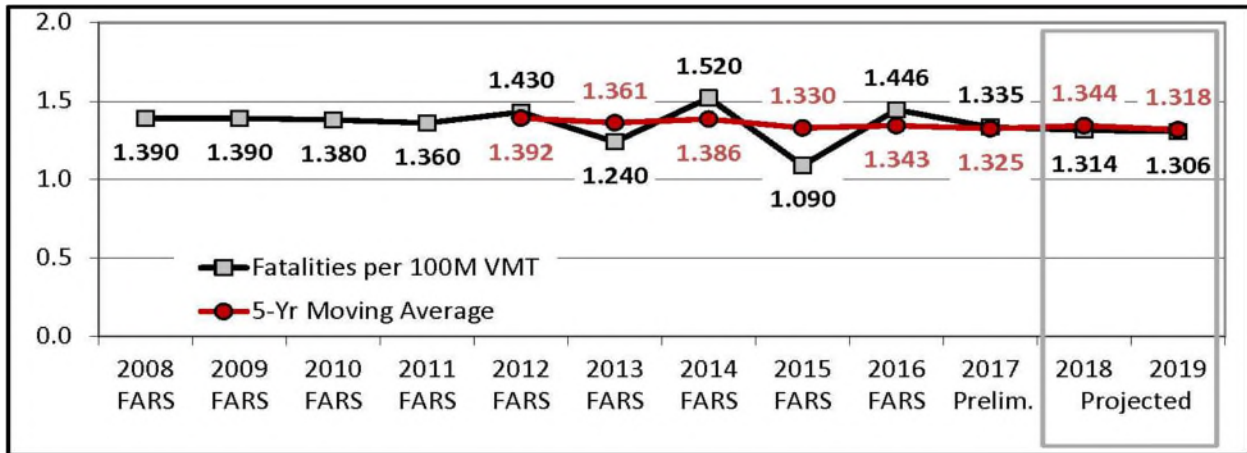
MVMPO Performance: Serious injuries (Class A) have been steadily increasing corresponding to the decrease in the State. The five-year average number of serious injuries (Class A) from 2011 to 2015 is 132.6. The five-year average of serious injuries from 2012 to 2016 is 122.60. The percentage change was -7.54% between the two five-year periods. It is predicted to be a decrease of 28.25% in serious injuries (Class A) by 2019 from 111 in 2016 to 79.64 (predicted) in 2019. The five year period decrease should be 20.01% decrease.

(1) NMDOT definition of injuries:

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. This includes Suspected Serious Injuries (Class A), Suspected Minor Injuries (Class B) and Possible Injuries (Class C). Counts consist of people injured but not killed.

(NMDOT Traffic Crashes Annual Report (2016), p.xviii.)

3. Fatalities per 100 Million Vehicle Miles Travelled (VMT)

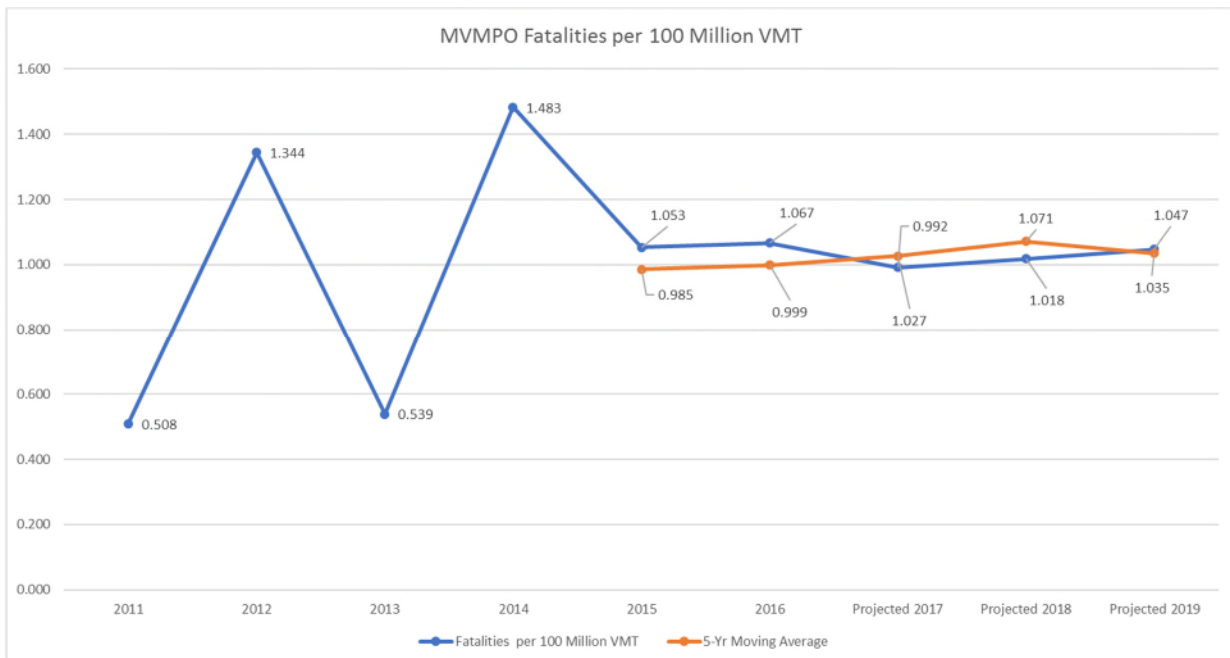


NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

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.

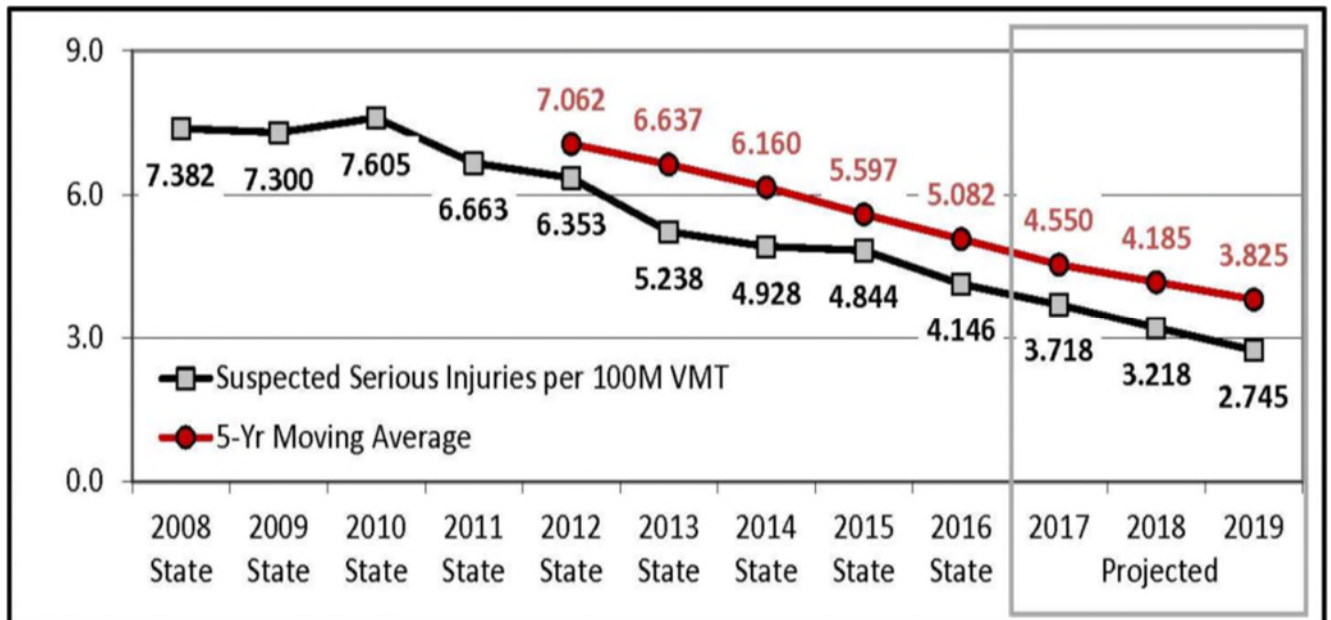
MVMPO Fatalities per 100 Million VMT:

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Fatalities per 100 Million VMT	0.508	1.344	0.539	1.483	1.053	1.067	0.992	1.018	1.047	110.00%	-1.88%
5-Yr Moving Average					0.985	0.999	1.027	1.122	1.035	1.38%	3.63%



MVMPO Performance: The fatality rate per 100 Million VMT fluctuates yearly according to the VMT changes per year for the MPO Area (See Appendix A). Between 2011 to 2014, there were wide fluctuations in the number of fatalities and a decrease in VMT. After 2013, VMT rose dramatically and continued to increase until 2016. It is forecasted that there will be steady increase in the VMT to 2019. The average fatality rate per 100 Million VMT from 2011 to 2015 is .99 The average fatality rate from 2012 to 2016 is 1.10. The percentage difference between the two 5-year periods is 1.38%. The fatality rate is expected to increase till 2019, but will be under the targets set by the State.

4. Serious Injuries per 100 Million VMT

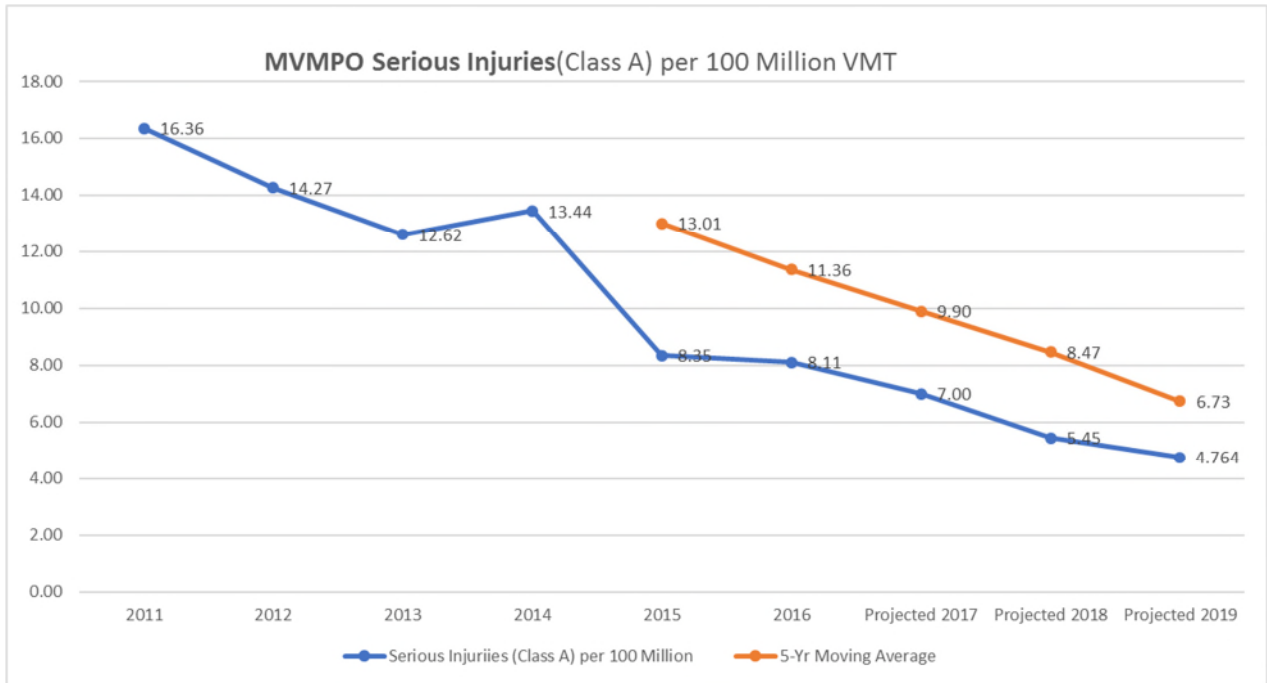


NMDOT Target Statement: Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

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.

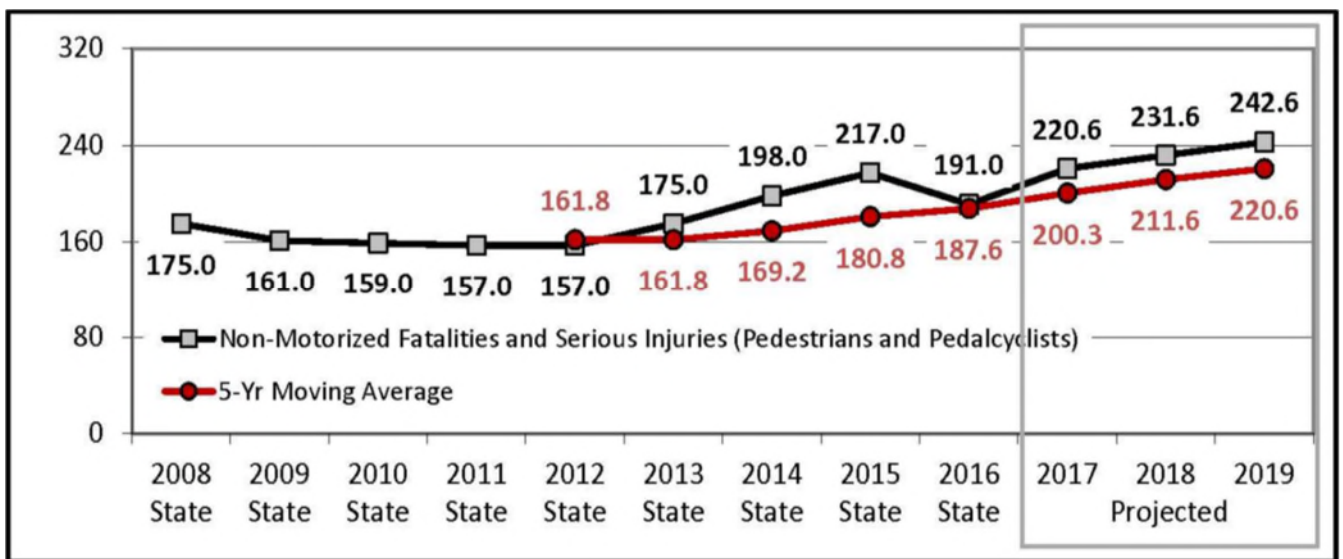
MVMPO Serious Injuries (Class C) per 100 Million VMT:

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Serious Injuries (Class C) per 100 Million VMT	16.36	14.27	12.62	13.44	8.35	8.11	7.00	5.45	4.76	-0.50	-0.41
5-Yr Moving Average					13.01	11.36	9.90	8.47	6.73	-0.13	-0.41



MVMPO Performance: The average serious injury (Class A) rate per 100 Million VMT from 2011 to 2015 is 13.01. The average serious injury rate from 2012 to 2016 is 11.36. The percentage difference between the two 5-year periods is -12.68%. The State’s serious injury rate is projected to be 2.745 by 2019. The projected rate for MVMPO is 4.76 per 100 Million VMT. This is 73.55% above the State’s target rate. To improve this, the MVMPO member jurisdictions should devote more resources to measures that will decrease the area’s serious injury rate.

5. Number of Non-Motorized Fatalities and Serious Injuries

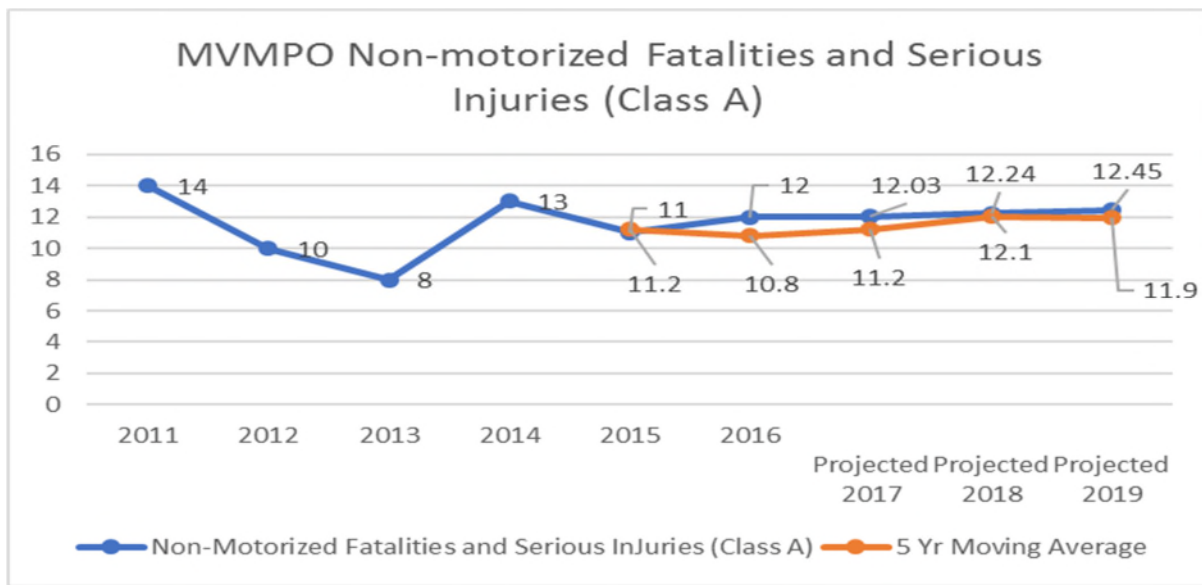


NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

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.

MVMPO Non-motorized Fatalities and Serious Injuries (Class A):

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Non-Motorized Fatalities and Serious Injuries (Class A)	14	10	8	13	11	12	12.03	12.24	12.45	-12.58%	3.7%
5 Yr Moving Average					11.2	10.8	11.2	12.1	11.9	-40.0%	10.6%



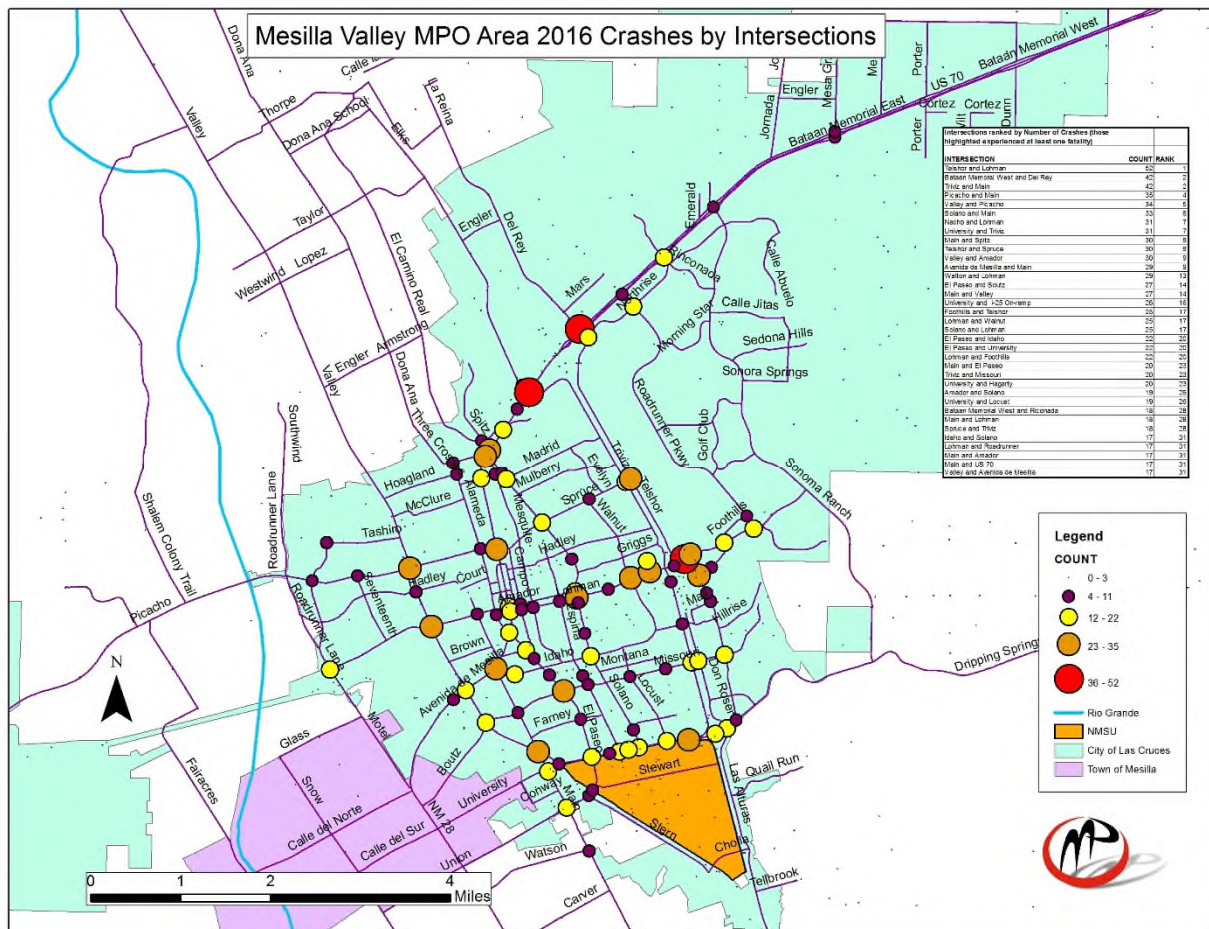
MVMPO Performance: Between 2011 to 2013, there was a decrease in non-motorized fatalities and serious injuries. This number increased in 2014 and decreased slightly in following years. The five-year average from 2011-2015 was 11.20 and the five-year average from 2012-16 was 10.80. There was a 12.58% decrease from 2011 to 2016. There was a 40.0% decrease in the five-year average in 2016 and 2015. The projected average number for 2019 is only a slight increase, 3.7%. It is projected to be a 10.6% from the previous five year average of 2016. These numbers are small and volatile. Therefore, the confidence level in this forecast is tentative.

Mesilla Valley MPO Area Specific Analysis

6. MVMPO 2016 Crashes by Intersection (Top 31)

Intersections ranked by Number of Crashes (highlighted in blue experienced at least one fatality; highlighted in brown experienced at least one serious injury (Class C))				
INTERSECTION	COUNT	RANK	Serious Injuries (Class A)	Fatalites
Telshor and Lohman	52	1		
Bataan Memorial West and Del Rey	42	2	1	
Triviz and Main	42	2		
Picacho and Main	35	4		
Valley and Picacho	34	5		
Solano and Main	33	6		
Nacho and Lohman	31	7		
University and Triviz	31	7	1	1
Avenida de Mesilla and Main	29	9	2	
Main and Spitz	30	9	2	
Telshor and Spruce	30	9	2	
Valley and Amador	30	9		
Walton and Lohman	29	13	1	
El Paseo and Boutz	27	14		
Main and Valley	27	14		
University and I-25 On-ramp	26	16		
Foothills and Telshor	25	17		
Lohman and Walnut	25	17		
Solano and Lohman	25	17		
El Paseo and Idaho	22	20		
El Paseo and University	22	20	1	
Lohman and Foothills	22	20		
Main and El Paseo	20	23		
Triviz and Missouri	20	23	1	
University and Hagarty	20	23		
Amador and Solano	19	26		1
University and Locust	19	26		
Bataan Memorial West and Riconada	18	28	1	
Main and Lohman	18	28	1	
Spruce and Triviz	18	28	1	1
Idaho and Solano	17	31		
Lohman and Roadrunner	17	31		

Main and Amador	17	31	1	1
Main and US 70	17	31		
Valley and Avenida de Mesilla	17	31		

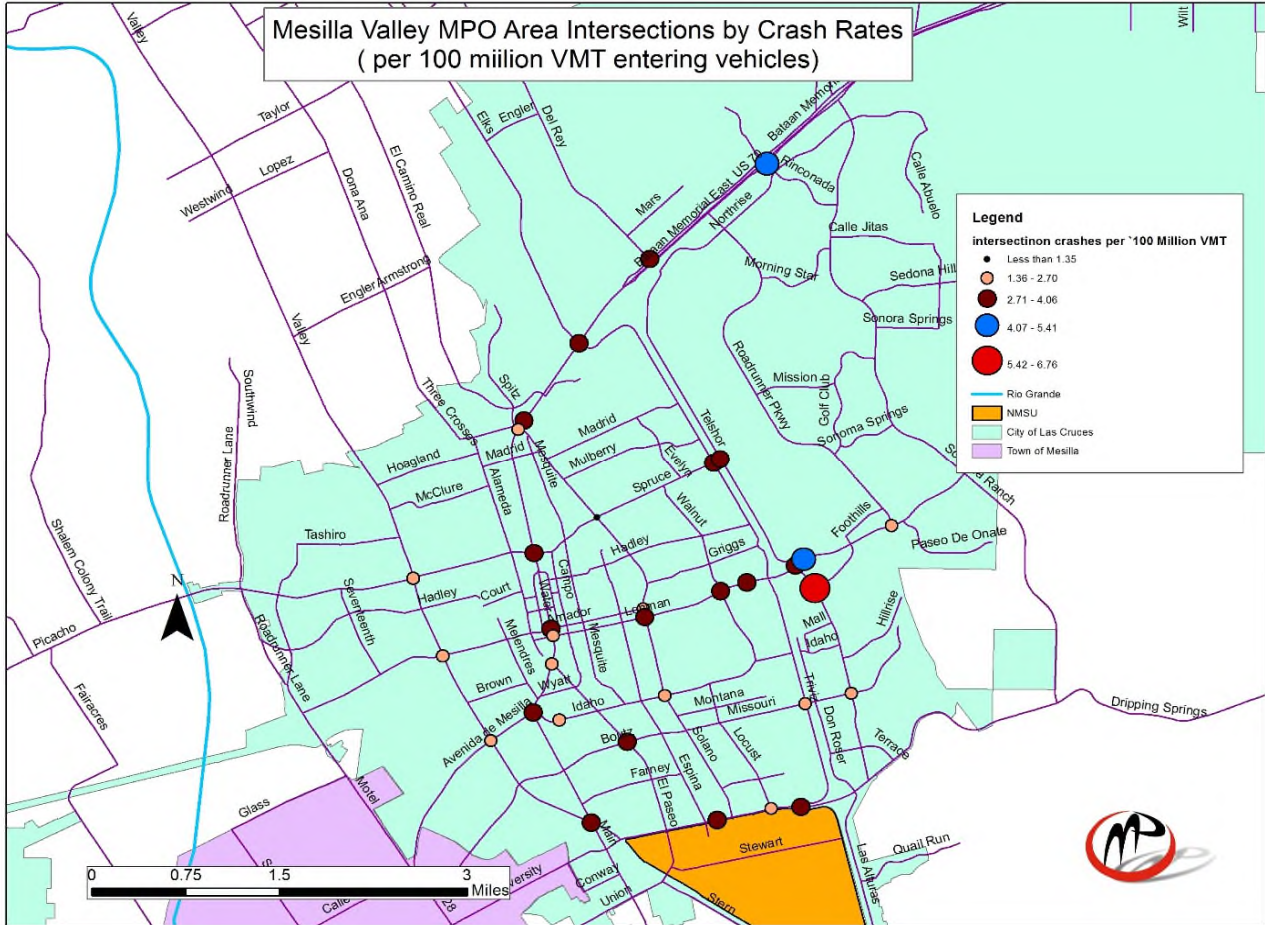


The top three intersections by number of crashes are: Telshor and Lohman; Bataan Memorial West and Del Rey; and Triviz and Main. There are clusters of intersections with high number of crashes along Lohman from Walnut to Telshor; surrounding the Three Crosses/Solano/Main intersection; along University from Triviz to Main and along Lohman/Amador from Solano to Main. These areas of crashes might indicate some systematic problems and warrant further study.

Crash Rates by Intersection
(lines highlighted in blue indicates partial data)

Intersection		COUNT	Volume	Crash Rate
Foothills	Telshor	25	10125	6.76
Bataan Memorial West	Riconada	18	9498	5.19
Nacho	Lohman	31	20679	4.11
Picacho	Main	35	24655	3.89
Solano	Lohman	25	17980	3.81
Telshor	Spruce	30	22231	3.70

University	Hagerty	20	14915	3.67
Telshor	Lohman	52	40272	3.54
Main	Valley	27	21162	3.50
Del Ray	Bataan Memorial West	42	33168	3.47
Avenida de Mesilla	Main	29	23032	3.45
Walton	Lohman	29	23723	3.35
University	I-25 On-Ramp	26	21951	3.25
University	Triviz	31	27108	3.13
Solano	Main	33	31842	2.84
El Paseo	Boutz	27	26170	2.83
Spruce	Triviz	18	17449	2.83
Bataan Memorial West	Sonoma Ranch	16	15643	2.80
Lohman	Walnut	25	24594	2.78
Triviz	Main	42	41669	2.76
Main	Amador	17	17184	2.71
Valley	Picacho	34	34992	2.66
Valley	Amador	30	31161	2.64
Main	Spitz	30	31842	2.58
Idaho	Solano	17	18428	2.53
El Paseo	Idaho	22	23988	2.51
Solano	Missouri	16	18630	2.35
Main	El Paseo	20	23302	2.35
Triviz	Missouri	20	23364	2.35
University	Locust	19	22286	2.34
Main	Lohman	18	21538	2.29
Amador	Solano	19	24274	2.14
El Paseo	University	22	28644	2.10
Lohman	Foothills	22	34063	1.77
Lohman	Roadrunner	17	31482	1.48
Valley	Avenida de Mesilla	17	31670	1.47
Main	US 70	17		



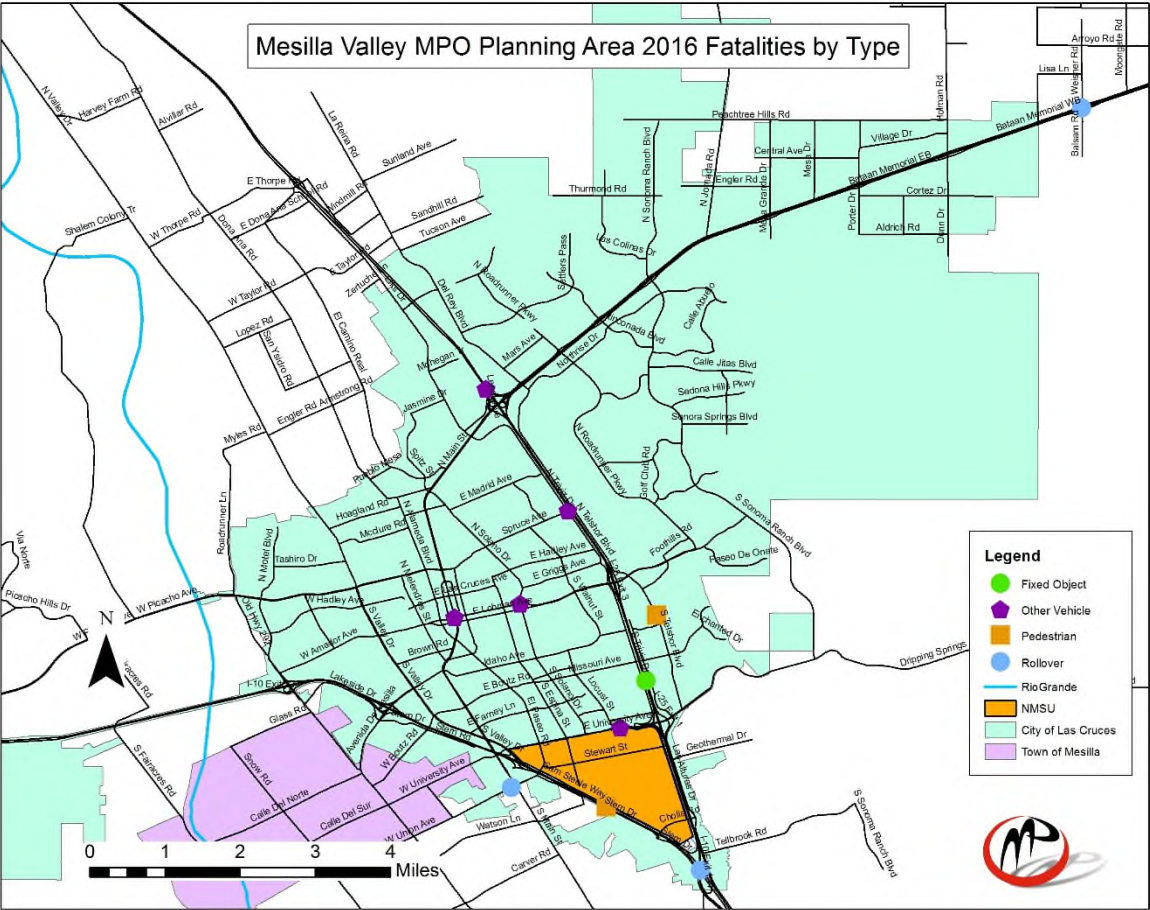
The intersections with the highest crash rates are: Foothills and Telshor; Bataan Memorial West and Rinconada; Nacho and Lohman; Picacho and Main; and Solano and Lohman. This indicates that at these intersections there are significant problems while accounting for the vehicles entering the intersection.

7. MPO 2016 Fatality Locations

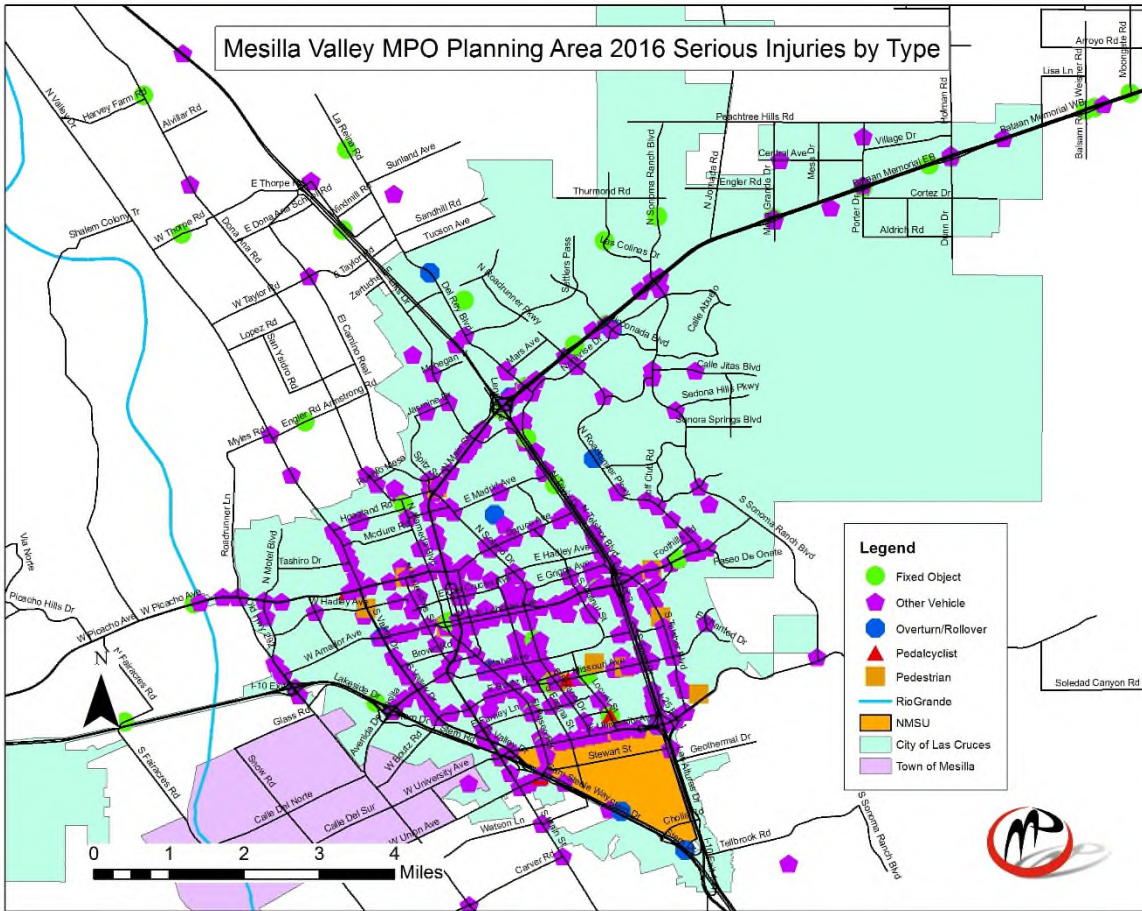
Location	Persons Killed	Number Vehicles Involved	Factor
E. Amador and S. Main	1	2	Missing Data
I-25 and N. Main Interchange	4	3	Alcohol/Drug Involved
Harrelson St and Union	1	2	Avoid No Contact - Vehicle
Solano and Amador	1	2	Missing Data
Triviz and Spruce	1	2	Missing Data
1-10 East (near mile marker 143)	1	2	Alcohol/Drug Involved
University and Triviz	1	3	Alcohol/Drug Involved
1-25 West near mile marker 4	1	1	Alcohol/Drug Involved

900 S. Telshor Blvd	1	2	Pedestrian Error
I-10 and I-25 Interchange	1	1	Defective Tires
U.S. 70 and Wiesner Rd.	1	2	Alcohol/Drug Involved

Of the eleven locations where fatalities occurred 6 involved alcohol or drugs, and 3 had missing data. There was one pedestrian fatality on Telshor caused by “pedestrian error.”



8. MPO Area Serious Injury Crashes Location

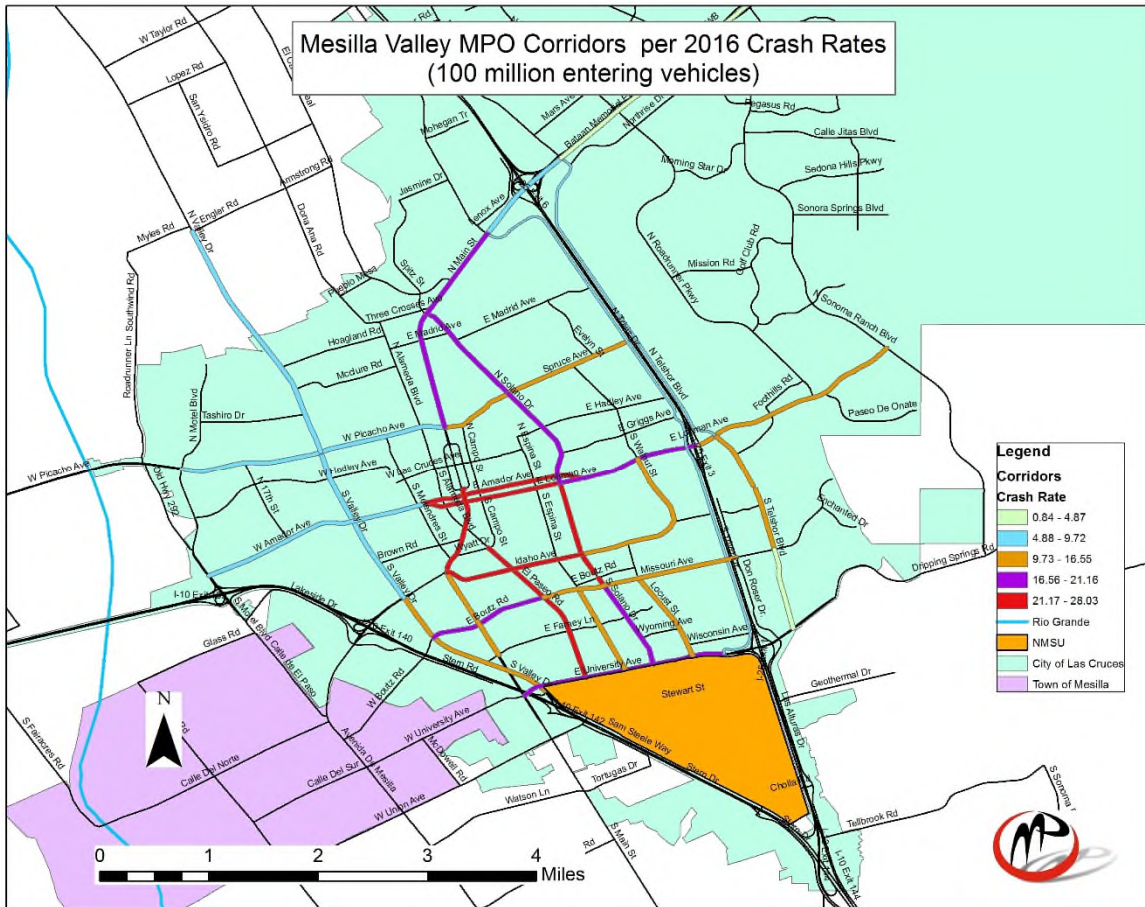


Most serious injuries (Class C) occurred between other vehicles. There is a concentration of locations with serious injuring along Lohman and South Solano, from Nevada to Missouri.

10. Corridor Crashes

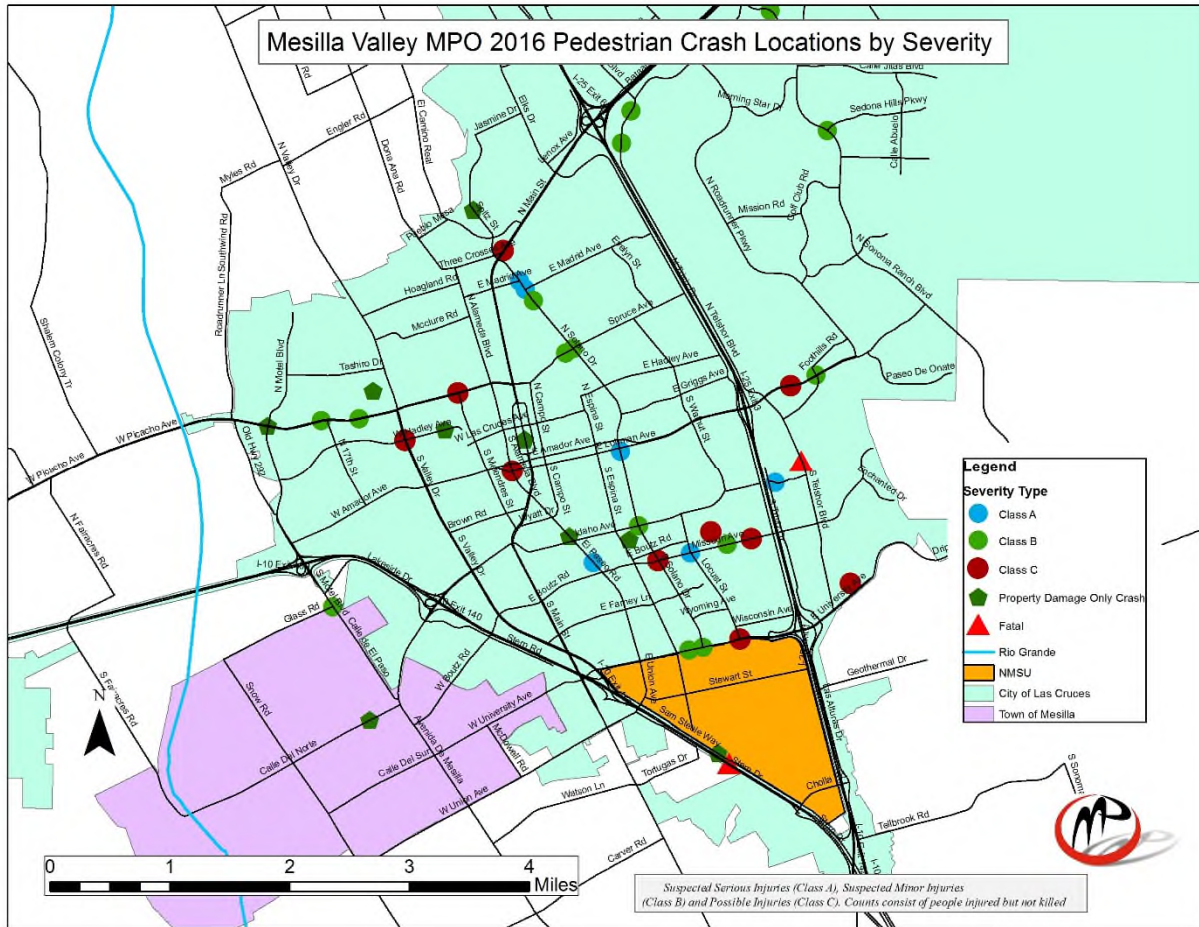
Corridor	Count	Miles	AADT	Crash Rate
Main: Ave de Mesilla-Bowman	102	0.8	12,464	28.03
Solano: Lohman-Missouri	100	1	11,216	24.43
Amador: Lohman-near Solano	102	1.3	9,024	23.82
Lohman: Amador-Solano	88	1.1	9,217	23.78
El Paseo: Missouri-University	66	0.7	11,044	23.39
Idaho: Solano-Main	89	1.1	9,658	22.95
El Paseo: Wyatt-Idaho	86	0.8	12,967	22.71
Boutz: Valley-El Paseo	60	0.9	8,631	21.16
Main: Solano-Picacho	102	1.1	12,264	20.71
N. Main: Solano-Triviz	148	0.9	22,149	20.34

N. Solano: Lohman-Spruce	95	1	13,400	19.42
Lohman: Solano-I 25 Exit	172	1.2	20,719	18.95
Solano: Missouri-University	38	0.9	6,141	18.84
Solano: N. Main-Spruce	86	1	13,330	17.68
University Ave: Triviz- Main	175	1.6	17,220	17.40
Missouri: El Paseo-Don Roser	126	1.6	13,038	16.55
Espina: University-Missouri	35	0.9	6,602	16.14
Walnut/Idaho: Lohman-Solano	68	1.4	8,346	15.95
Locust: Missouri-University	38	0.9	7,269	15.91
Lohman: I 25 Exit-Sonoma Ranch	169	1.7	17,605	15.47
Valley: Avenida de Mesilla-University	84	1.3	11,470	15.43
Telshor: Lohman-Missouri	140	1.2	20,877	15.31
Spruce: Main-Triviz	110	1.6	14,103	13.36
Main: Ave. de Mesilla-Farney	40	0.9	9,507	12.81
Picacho: Main-Motel	123	2.1	16,513	9.72
Triviz: Lohman-University	79	2.2	10,193	9.65
Valley: Avenida de Mesilla-Amador	111	1.5	21,172	9.58
Valley: Picacho-Engler	64	2.2	9,089	8.77
Telshor: US 70-Lohman	139	2.9	15,254	8.61
Amador: Melendres-Motel	63	1.8	11,351	8.45
US 70: Elks-Del Rey	109	0.9	43,129	7.69
Triviz: N. Main-Lohman	85	2.9	11,280	7.12
Telshor: Missouri-University	38	1.8	11,888	4.87
US 70: Del Rey- Sonoma Ranch	30	2.1	40,773	0.96
US 70: Sonoma Ranch-MPO Bound	67	10.2	21,430	0.84



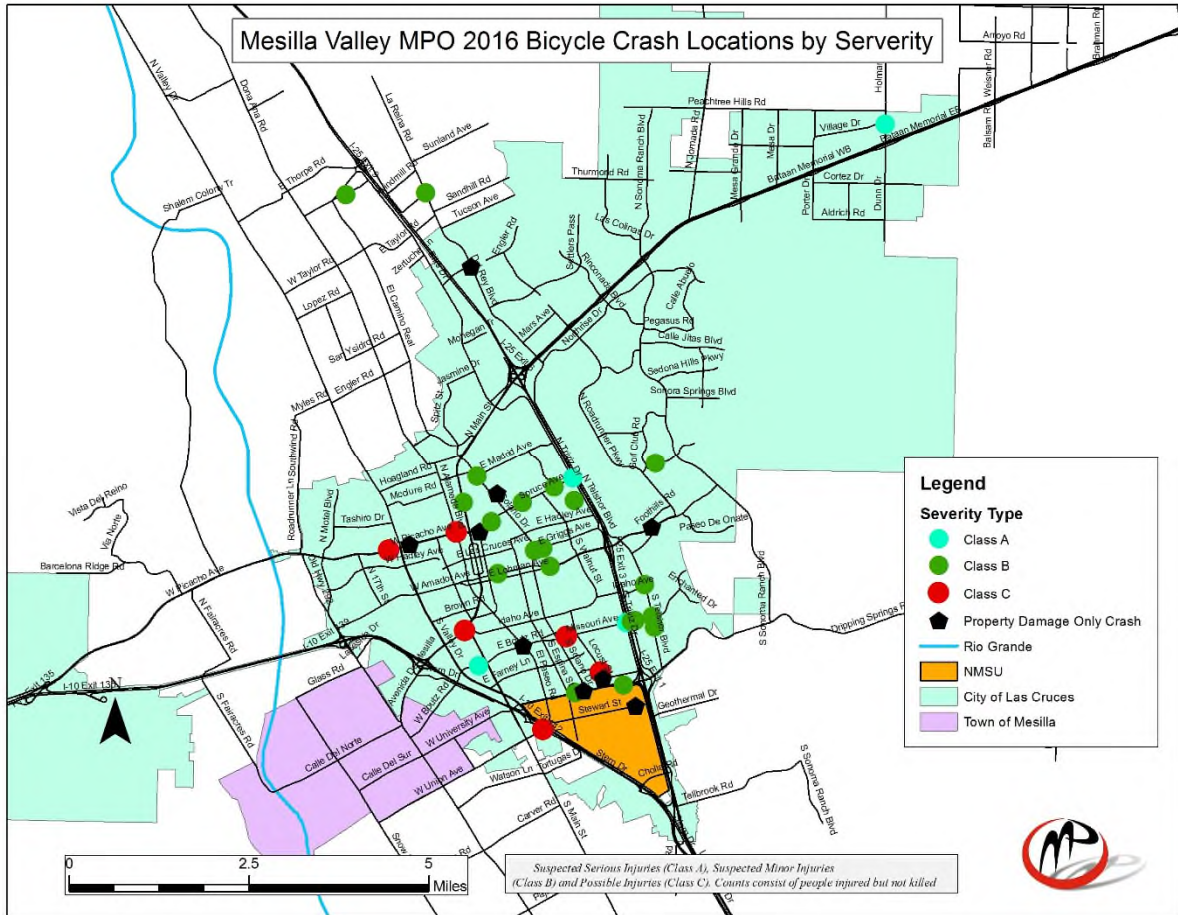
The highest crash rates per corridor are for the following corridors: Lohman and Amador from Melendres to I-25; Idaho from Solano to Main; University from I-25 to Triviz; and Main from Idaho to Amador

9. MPO Mesilla Valley MPO Pedestrian Crashes



The pedestrian crashes are concentrated along Missouri and Idaho. The two fatalities were located on Telshor and along I-25.

10. Mesilla Valley MPO Bicycle Crashes



9. MVMPO 2016 Causes of Crashes

Cause of Crash	Count	Rank	Percent
Driver Inattention	948	1	24.7%
Failed to Yield Right of Way	569	2	14.8%
None/Missing Data	558	3	14.5%
Following Too Closely	318	4	8.3%
Other Improper Driving	231	5	6.0%
Alcohol/Drug Involved	154	6	4.0%
Disregarded Traffic Signal	127	7	3.3%
Improper Lane Change	125	8	3.3%
Made Improper Turn	116	9	3.0%
Other - No Driver Error	96	10	2.5%
Excessive Speed	86	11	2.2%
Improper Backing	84	12	2.2%
Avoid No Contact - Vehicle	70	13	1.8%
Avoid No Contact - Other	49	14	1.3%
Speed Too Fast for Conditions	49	14	1.3%
Passed Stop Sign	48	16	1.2%
Drove Left Of Center	46	17	1.2%
Inadequate Brakes	43	18	1.1%
Improper Overtaking	32	19	0.8%
Pedestrian Error	26	20	0.7%
Defective Tires	25	21	0.7%
Other Mechanical Defect	21	22	0.5%
Driverless Moving Vehicle	10	23	0.3%
Defective Steering	6	24	0.2%
Road Defect	4	25	0.1%
Vehicle Skidded Before Brake	3	26	0.1%
Grand Count	3844		100.0%

By far the highest percentage of causes for crashes is “driver inattention.” “Driver inattention” could be actions such as texting or talking on a cell phone, changing radio stations and other distractions. It is suspected that texting is now a major cause for crashes. Missing data is prevalent among the “reasons” for the crashes and ranks 3. Drug and alcohol abuse is ranked 6.

Recommendations and Conclusion

Overall crashes are decreasing in the Mesilla Valley MPO Area and all of the State targets will be met within the MPO area the exception of reduction in serious crashes per 100 Million vehicle miles travelled. There is a

decreasing amount of fatalities, but this amount is volatile and could change from year to year based on numerous and sometimes unpredictable factors. The number of pedestrian and bicycle crashes are increasing.

Recommendations:

1. Better recording of crash data by law enforcement with specific reasons for collisions.
2. Increased enforcement to reduce fatalities due to alcohol and drug abuse.
3. Studies of intersection and corridors ranked high in this Safety Report.
4. Improved pedestrian and bicycle facilities.
5. Traffic calming to reduce crashes and severity.
6. Encouragement of use of public transit.
7. Better land use and transportation integration to reduce VMT.

Resources:

Crash Data for the United States:

<https://crashstats.nhtsa.dot.gov/#/>

National Highway Traffic Safety Administration

<https://www.nhtsa.gov/>

National Safety Council (motor vehicles):

<https://injuryfacts.nsc.org/motor-vehicle/overview/introduction/>

New Mexico Traffic Crash Annual Report (2016):

<https://tru.unm.edu/Crash-Reports/Annual-Reports/annual-report-2016.pdf>

New Mexico Traffic Crash Reporting:

<https://tru.unm.edu/index.html>

State of New Mexico Uniform Crash Report Instruction Manual

<http://nmtrafficrecords.com/wp-content/uploads/NM-UCR-InstructionManualFinal-09-091.pdf>

Transportation Performance Management (TPM) Tool Box:

<https://www.tpmtools.org/guidebook/>

Vision Zero Network:

<https://visionzeronetwork.org/>

Appendix A: MVMPO Vehicle Miles Travelled (2011-2019)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Est. Annual VMT (Millions)	984.12	966.92	927.43	1,011.58	1,329.69	1,368.41	1,472.11	1,571.86	1,671.60

