



# METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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## MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE

### AGENDA

The following is the agenda for the Mesilla Valley Metropolitan Planning Organization's (MPO) Bicycle and Pedestrian Facilities Advisory Committee meeting to be held on **October 15, 2013 at 5:00 p.m.** in the **Doña Ana Commission Chambers, 845 Motel Boulevard**, Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://lcmpoweb.las-cruces.org).

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1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **APPROVAL OF AGENDA** \_\_\_\_\_ **Chair**
3. **APPROVAL OF MINUTES** \_\_\_\_\_ **Chair**
  - 3.1. March 19, 2013 \_\_\_\_\_
  - 3.2. May 21, 2013 \_\_\_\_\_
  - 3.3. August 20, 2013 \_\_\_\_\_
4. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
5. **ACTION ITEMS** \_\_\_\_\_
  - 5.1. Transportation Improvement Program Amendments \_\_\_\_\_ **MPO Staff**
  - 5.2. Recommendation to Policy Committee of Bike/Ped Contact Resolution \_\_\_\_\_ **MPO Staff**
6. **DISCUSSION ITEMS** \_\_\_\_\_
  - 6.1. Asset Management Presentation \_\_\_\_\_ **Denise Weston, AICP**
7. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_
  - 7.1. Local Projects update \_\_\_\_\_ **CLC, DAC, TOM, NMSU Staff**
  - 7.2. NMDOT Projects update \_\_\_\_\_ **NMDOT Staff**
8. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
9. **ADJOURNMENT** \_\_\_\_\_ **Chair**
10. **PARK RIDGE WORK SESSION** \_\_\_\_\_ **Chair**

1                   **LAS CRUCES METROPOLITAN PLANNING ORGANIZATION**  
2                   **BICYCLE and PEDESTRIAN FACILITIES ADVISORY COMMITTEE**

3  
4   The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory  
5   Committee of the Las Cruces Metropolitan Planning Organization (MPO) which was held  
6   March 19, 2013 at 5:00 p.m. in Commission Chambers at Dona Ana County Government  
7   Building, 845 Motel Blvd., Las Cruces, New Mexico.

8  
9   **MEMBERS PRESENT:**     George Pearson, Chair (City of Las Cruces Citizen Rep)  
10                               Sean Higgins (Dona Ana County Rep)  
11                               Jolene Herrera (NMDOT rep)  
12                               Jerry Cordova (City of Las Cruces Rep)  
13                               David Shearer (NMSU – Environmental Health & Safety)  
14                               Carlos Coontz (Pedestrian Community Rep)  
15                               Lance Shepan (Town of Mesilla)

16  
17   **MEMBERS ABSENT:**     Albert Casillas (Dona Ana County Citizen Rep)  
18                               Mark Leisher (DAC Citizen Rep)  
19                               Leslie Kryder (Bicycle Rep)  
20                               Karen Rishel (Las Cruces Community Bicycle Rep)

21  
22   **STAFF PRESENT:**       Andrew Wray (MPO staff)  
23                               Ezekiel Guza (MPO staff)  
24                               Chowdhury Siddiqui (MPO staff)

25  
26   **1. CALL TO ORDER**

27  
28   Meeting was called to order at 5:05 p.m.

29  
30   **2. APPROVAL OF AGENDA**

31  
32   David Shearer motioned to approve the agenda as is.  
33   Jerry Cordova seconded the motion.  
34   ALL IN FAVOR.

35  
36   **3. PUBLIC COMMENT - none**

37  
38   **4. APPROVAL OF MINUTES**

39  
40       **4.1.   October 16, 2012 Minutes**

41  
42   Jerry Cordova motioned to approve the minutes as is.  
43   Jolene Herrera seconded the motion.  
44   ALL IN FAVOR.

45  
46   **5. ACTION ITEM**

1  
2 5.1. 2014 – 2019 Transportation Improvement Program  
3

4 Andrew Wray gave a brief presentation.  
5

6 DISCUSSION: Every two years, the Las Cruces MPO is required to develop a  
7 Transportation Improvement Program (TIP). The TIP outlines the 6-year program for  
8 funding of various transportation projects that receive federal or selected state funds for  
9 their completion. Through the TIP process, the MPO can also request federal funding  
10 for transportation construction projects.  
11

12 Jolene Herrera motioned to approve the recommendation to the Policy Committee.

13 Jerry Cordova seconded the motion.

14 ALL IN FAVOR  
15

16 5.2. Urbanized Areas Boundary Adjustment  
17

18 Andrew Wray gave a brief presentation.

19 Discussion: After each Census MPOs may adjust their Urbanized Area (UZA) based on  
20 projected conditions. In January TAC began the discussion of adjusting the UZA for the  
21 Las Cruces Urbanized Area. While the adjusted UZA is due to FHWA in June 2014, the  
22 NMDOT is undergoing a Functional Classification update and has requested that the  
23 MPO complete its adjustment by May 2013.

24 Proposals for adjusting the Las Cruces UZA include:

- 25 • Adding Onate High School and other land abutting US 70 from Sonoma Ranch to  
26 Porter
- 27 • Using proposed Mesa Grande alignment to proposed Lohman extension to  
28 square off UZA boundary south of US 70
- 29 • Using Desert Wind/ Arroyo Rd. from I25 to Sonoma Ranch extension to square  
30 off boundary north of US 70.
- 31 • Include the Las Cruces International Airport and the West Mesa Industrial Park.
- 32 • Include Red Hawk Golf Club and NMSU Golf Course Clubhouse.

33 George Pearson asked if the UZA was tied to the City limits.  
34

35 Andrew Wray said it is purely a census tract.  
36

37 George Pearson asked if the Centennial High School area was included.  
38

39 Andrew Wray said the Centennial High School is included in the UZA.  
40

41 George Pearson requested clarification regarding the use of the UZA.  
42

1 Andrew Wray stated that it relates to funding that particular facilities can be eligible for.  
2 The distinction is between urban and rural funding and if it is within the Urban Boundary  
3 then it is eligible for urban funding, which seems to be a little bit more plentiful than the  
4 rural.

5  
6 Sean Higgins asked if it included the Las Cruces Outfall Channel and the extension of  
7 the trail north of Picacho. After general discussion it was agreed that this area is not in  
8 the UZA.

9  
10 Andrew Wray said that the entirety of Picacho already qualifies as an Urban Corridor so  
11 to include the Las Cruces Outfall Channel and the trail north of Picacho would not be  
12 necessary.

13  
14 Jolene Herrera said the UZA map is specifically about roadways so it is important to get  
15 the corridors where it affects the transit funding.

16  
17 George Pearson asked if the area was far enough south to impact with the Regional  
18 Transportation District.

19  
20 Jolene Herrera said the El Paso MPO takes care of the planning of the transit funding  
21 for that section south of Las Cruces. Berino Road is the boundary of the two Districts.  
22 The two UZAs butt against each other so there's no portion in between Las Cruces and  
23 El Paso headed south that's left out of a UZA.

24  
25 Someone (did not state name) asked why the Talavera area was not included.

26  
27 Andrew Wray said the residents may want to keep the rural character of the community.  
28 He will forward the question to Tom Murphy.

29  
30 Someone (did not state name) noted it is based on the census tract and due to the size  
31 of the tract it does not average out to 1,000 per square mile.

32  
33 Jerry Cordova said we should include the area because the area around the Airport is  
34 already included and the Talavera area might help get more transit funding.

35  
36 George Pearson said it might help impact spending on Dripping Springs, which is the  
37 feeder for that area.

38  
39 Andrew will pass the questions to Tom Murphy for a response.

40  
41 Jolene Herrera clarified Mr. Cordova's comment about the Airport. Even though it  
42 doesn't have the density it is a major employment center so those have to be included  
43 in the UZA Boundaries as well. Anything that generates a lot of traffic flowing into and  
44 out of the UZA is included.

1 Jerry Cordova noted that Talavera and Dripping Springs Road are high traffic  
2 generators as well.

3  
4 David Shearer asked about the “dog leg” that goes westward south of the golf course  
5 then jogs back.

6  
7 Andrew Wray said that was based on the census tracts. The NMSU Golf Course was  
8 included as a trip generator by the TAC.

9  
10 Jolene Herrera noted that adjustments are made following roadways or major  
11 landmarks so that they’re easily identifiable for the Census Bureau. The line may look  
12 arbitrary but it probably followed something that they considered a landmark.

13  
14 George Pearson requested a motion to send the item to the Policy Committee with  
15 comments attached.

16  
17 Jerry Cordova made the motion to submit to the Policy Committee.

18 Sean Higgins seconded the motion.

19 ALL IN FAVOR.

## 20 21 6. DISCUSSION ITEMS

### 22 23 6.1. BPAC Subcommittee

24  
25 George Pearson said there will be a Subcommittee and the members are: George  
26 Pearson, Jolene Herrera, Jerry Cordova and Sean Higgins

27  
28 David Shearer asked for clarification on the purpose of the Subcommittee.

29  
30 George Pearson said there are two goals: one is to make a recommendation for best  
31 practices for lane markings at intersections and the other is to identify some problem  
32 intersections that we have in the MPO area for future consideration as projects come  
33 up. The idea is that the Subcommittee will submit those areas as the appendices to the  
34 Transportation Plan. Information will be passed to the Policy Committee for  
35 consideration.

36  
37 David Shearer asked to be included in the Subcommittee.

38  
39 Andrew Wray suggested setting up a work session for the Subcommittee.

40  
41 George Pearson suggested using the regular April 15<sup>th</sup> meeting as the work session.

42  
43 Jolene Herrera said the DOT will be providing safety funding to each one of the MPOs  
44 to program so these are the types of projects that would be a good thing to find with that  
45 safety money. So it is important that the Subcommittee move quickly and come up with  
46 the list of projects so that we are ready to spend the money when it comes.

## 7. COMMITTEE AND STAFF COMMENTS

George Pearson noted that the Town of Mesilla Citizen Representative is open.

Andrew Wray said that Mayor Barraza has sent out feelers to find a new representative.

George Pearson asked about the Transportation Alternatives Program funding which was allocated to the MPO, how would it be programed and how will projects be identified to use the available funds

Jolene Herrera said it was discussed at the MPO Quarterly meeting. Fifty percent of the TAP money has to be allocated by population per Map 21. The other fifty percent is what will be flexible and given to the MPOs and RPOs based on some other funding formula. There are still a couple of scenarios about how much money each of the MPOs are going to receive. As far as the process for selecting projects, there will be one process for the entire state so each of the MPOs and RPOs will all use the same process. The State is charged with coming up with that process. It is still in draft form and we have to keep in mind that Map 21 requires performance measures to be included so we are trying to figure out how to include performance measures when we still don't have what the national performance measures will be. If it changes at the national level then we will have to go back and make some changes.

George Pearson said there are still previous projects hanging out there.

Jolene Herrera said the performance measures are critical and they are trying to figure out how to give them values or, as an example, rate environmental justice versus another performance measure and how to make them quantitative instead of qualitative. Although the MPOs and RPOs throughout the state are vastly different they will all have to use the same ranking process. She provided a draft of what the ranking form would look like to be available to the Subcommittee. She requested feedback and comments.

Jolene Herrera noted that the way the program is set up through Map 21 it is to find shovel-ready projects but we can't limit it to projects that need design money. There is confirmation that each of the MPOs will be receiving money.

David Shearer said NMSU is moving forward toward a bike friendly campus and gave a brief update of improvements. He provided a presentation. Pedestrian issues are also being addressed by lowering speed limits on some of the streets and adding signage, flashing lights at crosswalks.

Jerry Cordova recommended that Mr. Shearer work with Lisa Murphy at the city of Las Cruces Transportation Department. He recommended that mast arms be used to put indicators over the roadway instead of just on the side.

Jolene Herrera provided information on the APA Conference October 2-5, 2013 in Farmington.

1 She discussed the Open Container and Repeat Offender fines and why the Legislators do not  
2 support the funding going to the DOT. The Legislators do not understand that the money  
3 (\$15M) does go to the DOT and instead specify how the funds are to be spent in programs.  
4 Both laws failed this year because of the confusion on how the monies are allocated.  
5

#### 6 **7.1. Local Projects Update –**

7

8 Carlos Coontz gave an update on the Outfall Channel Multi-use Trail. During a meeting with  
9 many members of the bicycling community earlier in the month it was demonstrated that the  
10 bollards used at the entrances to the Multi-use path are too narrow for the bicycles to get  
11 through the configuration. The engineers came up with the most reasonable configuration to  
12 keep motorized vehicles from getting on the pathway. After seeing the demonstration from the  
13 bicyclers, the second row of bollards and then there will be a minimum of at least 36 inches  
14 between the bollards that remain.  
15

#### 16 **7.2. NMDOT Projects Update**

17

18 Jolene Herrera gave a brief update.  
19

- 20 • Motel Blvd. should be completed by the first week of March.

21  
22 George Pearson asked if the NMDOT Design Committee would be meeting. Jolene said they  
23 had not met yet and she would forward information to him.  
24

25 Andrew Wray introduced Chowdhury Siddiqui, the new MPO Associate Planner and Ezekiel  
26 Guza, the new MPO Planning Technician.  
27

28 **8. PUBLIC COMMENT – No public comment**  
29

#### 30 **9. ADJOURNMENT**

31

32 Meeting adjourned at 6:00 p.m.  
33

34 Jerry Cordova motioned to adjourn.

35 Jolene Herrera seconded the motion.

36 ALL IN FAVOR  
37  
38  
39

40 \_\_\_\_\_  
41 Chair

1                   **LAS CRUCES METROPOLITAN PLANNING ORGANIZATION**  
2                   **BICYCLE and PEDESTRIAN FACILITIES ADVISORY COMMITTEE**

3  
4   The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory  
5   Committee of the Las Cruces Metropolitan Planning Organization (MPO) which was held May  
6   21, 2013 at 5:00 p.m. in Commission Chambers at Dona Ana County Government Building,  
7   845 Motel Blvd., Las Cruces, New Mexico.

8  
9   **MEMBERS PRESENT:**     George Pearson, Chair (City of Las Cruces Citizen Rep)  
10                               Jolene Herrera (NMDOT rep)  
11                               Jerry Cordova (City of Las Cruces Rep)  
12                               Leslie Kryder (Bicycle Rep)  
13                               David Shearer (NMSU – Environmental Health & Safety)  
14                               Carlos Coontz (Pedestrian Community Rep)  
15                               Jorge Castillo (proxy for Sean Higgins – Dona Ana County Rep)

16  
17   **MEMBERS ABSENT:**     Karen Rishel (Las Cruces Community Bicycle Rep)  
18                               Sean Higgins (Dona Ana County Rep)  
19                               Lance Shepan (Town of Mesilla)  
20                               Mark Leisher (DAC Citizen Rep)

21  
22   **STAFF PRESENT:**       Tom Murphy (MPO staff)

23  
24   **OTHERS PRESENT:**     Jack Valencia (SCRTD)  
25                               Griselda Velez (Zia Engineering)  
26                               Francisco Urueta (Zia Engineering)

27  
28   **1. CALL TO ORDER**

29  
30   Meeting was called to order at 5:10 p.m. Quorum was present.

31  
32   **2. APPROVAL OF AGENDA**

33  
34   David Shearer motioned to approve the agenda.  
35   Leslie Kryder seconded the motion.  
36   All in favor.

37  
38   **3. PUBLIC COMMENT – No public comment**

39  
40   **4. APPROVAL OF MINUTES**

41  
42       **4.1           January 15, 2013**

43  
44   Jolene Herrera motioned to approve the minutes of January 15, 2013.  
45   Carlos Coontz seconded the motion.  
46   All in favor.



1       **4.2       March 19, 2013**

2  
3       Jerry Cordova motioned to approve the minutes of March 19, 2013.

4       David Shearer seconded the motion.

5  
6       George Pearson stated that on page 5, line 8, there was reference to (inaudible); I think it said  
7       transportation, I don't have the notes in front of me, artery and it should be alternatives.

8  
9       All in favor, minutes for March 19, 2013 are accepted.

10  
11       **4.3       April 16, 2013**

12  
13       Jolene Herrera motioned to approve the minutes of April 16, 2013.

14       Jerry Cordova seconded the motion.

15  
16       George Pearson stated that on page 7, line 5 and 6 stated that the Committee adjourned at  
17       5:31 for a work session and that the work session adjourned at 6:23, he recalls that they  
18       actually came back to session for the last couple of items and then adjourned from there at  
19       6:23 and the minutes don't show any notation there.

20  
21       Tom Murphy stated that he thought the transcribing staff stopped listening at that point. Tom  
22       said that the remaining items on the agenda could be tabled.

23  
24       George Pearson stated that the items should be tabled. He asked for a motion to table.

25  
26       Leslie Kryder motioned to table the April 16 minutes.

27       Jerry Cordova seconded the motion.

28       All in favor.

29  
30       **5. DISCUSSION ITEMS**

31  
32       **5.1       Las Cruces Country Club Road Alignment**

33  
34       Tom Murphy stated that staff from Zia Engineering was present and they are working with the  
35       applicant for development in the property that is the former Las Cruces Club which is located  
36       at Main and Solano. It is 110 acre site and one of the items that Zia is looking to get  
37       discussion on from the BPAC is the road alignment.

38  
39       Tom gave a brief presentation.

40  
41       Griselda Velez, Planning Manager with Zia Engineering, gave a presentation.

42  
43       Kryder:       Mr. Chair, I have questions. A couple of things that I'm curious about, the main  
44       road going through here, the one that starts at Madrid at least in the original and  
45       goes up to Main Street, I guess it would come off of Solano; how many lanes  
46       wide is it and what would the speed limit be on that road?

1 Velez: We are proposing a speed limit of 35 mph; from Main Street here to the entrance  
2 to the hospital the fire department require that we have four lanes and so we  
3 have four lanes and a width of 100 feet from this point to the intersection with  
4 Main, just this section, after the roundabout or whatever means of intersection we  
5 have here we are going to go back to two lanes to discourage speeding.  
6  
7 Kryder: And there would be separate bicycle lanes on both sides all along that main  
8 route.  
9  
10 Velez: That is correct.  
11  
12 Kryder: And then the other questions I had, I didn't see and maybe there are plans for  
13 this but coming out of this area as a cyclist I try to avoid the main routes as much  
14 as possible because of the traffic so for instance if I was coming through here  
15 from Main Street to Madrid and I wanted to stay off of that main one it would be  
16 good to have another way to get out of this development back to Madrid whether  
17 through that easement that you are talking about on the east side or some other  
18 way to get out and then to conveniently get across Madrid onto another side  
19 street, that's the kind of thing I would be looking for as a cyclist. The same  
20 question goes getting across Solano to the west, so you have some roads that  
21 run across parallel to Solano there, the little piece of road, is there some way to  
22 create an exit there that a cyclist or pedestrian could use to get across Solano  
23 safely and then the same way north across Main Street and also east back  
24 across to the other subdivision.  
25  
26 Velez: Okay, let me just see if I understand correctly, so you are saying if people didn't  
27 want to use this collector necessarily, can they get around through the  
28 development.  
29  
30 Kryder: Can they get out into and out of the development safely across the bigger  
31 streets.  
32  
33 Velez: Okay.  
34  
35 Urueta: My name is Francisco Urueta. I'm with Zia Engineering. Right now we don't have  
36 the signed documents to specifically tell you exactly how we are going to address  
37 this issue, but right now if you are entering the side for instance here on Main on  
38 a bicycle and you would like to go to this development you will need to go  
39 through this road here so we would need to bring you through the internal streets  
40 through here and then through here. We mapped already like seven times with  
41 this group of owners and they don't want any connectivity but pedestrian,  
42 probably we can tell that you advise us to connect some bicycles. I don't see  
43 why not bicycle can mix with pedestrian so we can connect you through here.  
44 On the drainage issues, this is an existing outfall from all these runoffs that go  
45 through the existing pond here and we are going to use that as a pedestrian  
46 connectivity so we can do that right there, okay, that answers I believe your

1 question. The other question through Madrid, this is existing and this is going to  
2 remain. We're not going to touch it because of a lot of legal issues, okay; we're  
3 not going to disturb the existing park, baseball park, so you can't connect through  
4 there. Eventually we're going to have a connection between this road going  
5 here, you see it right there, and then the existing drive and if we can see that in,  
6 we're going to have this connection. Of course, this conceptual right now but  
7 we're going to have a connection that will guide you probably with your bicycle to  
8 Madrid. Right now, grade wise, topographic wise I don't see an option of  
9 connecting other either cars, well we don't know yet, we have a big differential in  
10 grade from this corner to the other corner on Main going north here, it is a huge  
11 grade differential so in order to bring somebody there it will create retaining walls,  
12 we're not in the design process, we'll take that consideration, we'll let you know  
13 how we came out with that design but right now I believe you're going to have  
14 three safe outs of that on your bicycle.

15

16 Shearer: So this collector would be basically Madrid, right, the extension of Madrid as it  
17 crosses Solano. There is a light there now right?

18

19 Velez: There is a light and that was one of the points that was mentioned during our  
20 staff meetings. Members of staff suggested that naming of the streets would  
21 have to be revisited so there is no confusion because right now it is confusing as  
22 it is because Madrid, east Madrid east of Solano and then we have east Madrid  
23 west of Solano and there is enough said between them and there is an  
24 intersection at both of them and so I think that is something that would be  
25 considered. At this very conceptual stage we were labeling these as Park Ridge  
26 Boulevard but that is subject to change if they think it is safer and more adequate  
27 to make it simpler and easier to understand.

28

29 Shearer: Well I was not so concerned about what it was named. It was part of the  
30 question she asked about crossing Solano and that's a controlled intersection  
31 and you can continue on the collector straight across Solano with the light so  
32 there wouldn't be any problem there. The problem I see is if you go to the other  
33 end to cross Main, it would be difficult because I don't believe there is a light  
34 there now is there. There is an existing light there so there would be a way out of  
35 the development across those two major streets and through controlled  
36 intersections.

37

38 Velez: It is right and these intersections based on the increase of traffic that we are  
39 going to have because this vacant area that we're now going to develop, this  
40 intersection may require some improvements and so that would give us an  
41 opportunity to account for pedestrian and bicycle crossing.

42

43 Herrera: Mr. Chair, I'm going to piggyback on kind of what the other Committee members  
44 are saying, currently the DOT doesn't recommend bicycles on that section of US  
45 70/Main Street because the traffic volume is so high and the road is pretty narrow  
46 right there, the shoulder on some sections so I guess unless there are going to

1 be some major improvements to that intersection and you are talking about  
2 maybe doing it all the way from the intersection with Solano to the intersection at  
3 Camino del Rex, I don't see how you are going to safely accommodate cyclists  
4 going out of this development onto Main Street, so maybe if you could kind of  
5 make that more clear when you submit show how you are planning on doing that.  
6 Also, I wanted to just point out that the DOT has yet to receive an updated traffic  
7 impact analysis so we have no idea what you guys are proposing for that  
8 intersection. We saw the old one when it included Apodaca Park for a few hours  
9 but we don't have anything so it's really hard to determine kind of anything until  
10 we see that.

11

12 Velez: Yes, definitely I understand and I'm going to answer your second question first.  
13 As I mentioned at the beginning we submitted a PUD and we were stopped in  
14 our tracks because the City didn't desire to do that realignment of Madrid and  
15 relocation of Apodaca Park and so they asked us to stop our submittal until we  
16 decided on a road alignment and the last meeting we had was on May 16 when  
17 we finally got the blessing from the Parks and Recreation Board after meeting  
18 with the Policy and Technical MPO Committees and so we are going to carry on  
19 with our PUD after a meeting we are having with staff on the 23<sup>rd</sup> and we will  
20 revise the PUD to reflect the new alignment and you are going to see details of  
21 this intersection of course.

22

23 Urueta: And of course if we see that that intersection is not safe for bicycles we  
24 understand that we will block that but I believe that this connection to the outfall  
25 pedestrian is safe because it is on a small street and then it covers a city parcel  
26 that the developer is willing to cooperate with the City to develop and make a  
27 safe crossing for pedestrians and bicycles. Probably this will be a safer route for  
28 everybody and we'll promote that one.

29

30 Herrera: Right, thank you and I guess my concern is not so much about local cyclists but if  
31 you get people traveling from out of town and they say okay well let's take this  
32 road and then you are throwing them out onto US 70 as head I guess east  
33 towards I-25, it is really dangerous in there especially with the narrow bridge so  
34 that would be my main concern about putting cyclists on 70. One other thing that  
35 I wanted to just bring up, for I guess the record, is that the meeting with the  
36 Technical Advisory Committee, they actually chose Option B, yeah so most of  
37 the technical committee members to include the City traffic engineer chose  
38 Option B. I don't know if that was brought up at the Policy Committee meeting, I  
39 don't remember.

40

41 Murphy: We did state that to the Policy Committee.

42

43 Herrera: Okay, so I just wanted to let all of these committee members know that that was  
44 the option that the Technical Committee chose, thank you.

45

1 Pearson: So the next phase is working on the intersection on Main, US 70 and the  
2 Madrid/Spruce area, is that plan that is underway is that going to have any  
3 impact on what they are doing?  
4

5 Herrera: I don't know, we haven't seen (inaudible).  
6

7 Pearson: So it's something that needs to be considered.  
8

9 Herrera: Certainly.  
10

11 Pearson: It's getting ready to go to bid or it's as far along as projects go.  
12

13 Herrera: The north main, I think the project that you are referring to is from the intersection  
14 of Solano all the way to now it's going to be the intersection with Picacho and  
15 Main Street so that section of roadway will probably out to bid later this fall. The  
16 intersection improvements that will realign that funky intersection with Spitz,  
17 Spruce and Three Crosses will be done in 2016, so we're definitely going to need  
18 to coordinate whatever roadway improvements you all have planned.  
19

20 Urueta: We already had a coordination meeting with Wilson Engineers about this. We  
21 met with them several times, we have their plans. The design for this road goes  
22 up to here and the construction because funding was stopped here to the south  
23 we understand the design on this portion or system will be analyzed in this  
24 intersection as per the requirements of Willie Roman, the City of Las Cruces  
25 traffic engineer, also this intersection will be analyzed, in our original TIA this was  
26 not considered. We had a lot of commercial area in this area that is removed  
27 now, definitely this development will impact less and will generate less traffic and  
28 we will address this issue as soon as we have the go ahead to (inaudible) to  
29 resubmit.  
30

31 Murphy: Mr. Chair, if I could add to some of the routing conversation. I do believe that  
32 that portion of Main Street is currently designated as State Bike Route 7 from  
33 Madrid where it intersects Main Street then turns up Main Street takes it to Triviz  
34 and then directs you to the crossing under the interstate at the north Triviz path  
35 and I do know that the State Bicycle Coordinator is revisiting that precise  
36 alignment because of some of the concerns that Ms. Herrera has raised. I just  
37 kind of (inaudible) Option A would probably lend to that rerouting, you could  
38 continue Bike Route 7 up Madrid all the way to Solano utilize Park Ridge Place,  
39 that collector take it onto Camino del Rex, which is that local street immediately  
40 adjacent to Main Street till you can get to the outfall channel and then Triviz path  
41 and then the Interstate 25 crossing, so that would be one additional benefit to  
42 Option A that I see.  
43

44 Cordova: Mr. Chair, I had a question, maybe a couple of observations, you said you were  
45 only going to put a sidewalk on one side is that correct?  
46

1 Velez: At this point we have proposed a sidewalk on one of the sides and a multi-use  
2 trail on the other side.  
3

4 Cordova: Are you considering maybe a five or six foot sidewalk?  
5

6 Velez: Original submittal is proposed four feet sidewalk with three feet parkway and it  
7 was one of the comments. We got through the first round of comments and  
8 that's when we were stopped and one of the comments from MPO was precisely  
9 to provide five feet sidewalks and that is something the developer is willing to do,  
10 so our next submittal will include five feet sidewalks instead throughout.  
11

12 Cordova: Good, I was going to recommend that also.  
13

14 Pearson: So in-road bicycle plus a wide sidewalk and no side path.  
15

16 UNKNOWN: You did say there would be a multi-use path on one side also.  
17

18 Velez: Yes, sir.  
19

20 Pearson: So it has a multi-use.  
21

22 Velez: Yes, so we will have, the section would be a sidewalk, parkway, driving lane, I'm  
23 sorry bike lane, driving lane, median, driving lane, bike lane and then we'll have a  
24 multi-use trail on the other side.  
25

26 Pearson: I wonder if having sidewalks on both sides would be better than multi-use with  
27 the in-road facilities there because people can use the sidewalks then, if it's a  
28 wide enough sidewalk they can use it for the bicycle if they need to because  
29 most of the bicycles especially on the collector, the transportation bicyclist will be  
30 in the roadway and so it's used and then other people that aren't really  
31 comfortable being in the roadway would be on your multi-use path but that's  
32 probably more appropriate as a sidewalk unless of course it's connecting to the  
33 outfall channel but it doesn't seem that this one that would connect.  
34

35 Velez: The reason and Mr. Chair, let me go back to the site plan and so again referring  
36 to our original submittal where the Apodaca Park was going to be relocated to  
37 this area, we had the intention of creating continuity between a multi-use trail that  
38 was going to travel through these linear park across this park extension coming  
39 through here and then connecting to the east side of Park Ridge Boulevard, so it  
40 made sense because it was a continuous multi-use trail. I really appreciate your  
41 feedback because with the new road alignment we have to revisit that design and  
42 see if it is worth having it as a multi-use trail or just a wider sidewalk, maybe we  
43 can instead of having one trail wide on one side we can have wider sidewalks on  
44 both sides since we are already providing bike lanes on eastbound, so we'll take  
45 that into consideration within our design.  
46

1 Pearson: Okay, another thing I noticed on the alignment on the Plan A picture it wasn't  
2 clear and maybe you explained a little more now, right now it's a bicycle facility  
3 along Madrid that connects from Main Street to Triviz and so any bicyclist that is  
4 going through there goes through the park and with this picture it wasn't obvious  
5 that that connectivity was still available there, but that is a bicycle facility and that  
6 is how I get from point A to point B.  
7

8 Velez: Mr. Chairman, if I understand correctly, this is Solano and this is Madrid, if people  
9 were traveling on a bicycle through Madrid they will still have the ability to come  
10 through this internal Apodaca Park Road and connect into this collector, so it the  
11 geometry of it might change based on the specific design but the connectivity  
12 would still be there.  
13

14 Pearson: Right so that's essential and it wasn't obvious from the plan so for the bicycles so  
15 that's.....  
16

17 Velez: Okay and we'll make sure we incorporate that; it's important, thank you for the  
18 input.  
19

20 Cordova: Mr. Chair, the other observation that I had and it's at this intersection, I'm glad  
21 you have this up and I'm sure you are not done with your design and you have to  
22 look at this but it looks like there is a pretty good skew angle between Madrid on  
23 one side and the proposed new roadway, you may need to swing that out more  
24 to get that to line up better.  
25

26 Urueta: The through lane coming on this boulevard through the intersection has enough  
27 area to go through here. The other one will be the right lane here and this will be  
28 the right lane in.....  
29

30 UNKNOWN: But it looks like it is kind of, they are not aligning.....  
31

32 Urueta: That is an angle, yes, this is an existing angle, this will be as much as we can  
33 align it and this is an existing skew angle, yes sir. We will need to coordinate  
34 this, we will need to do – on the final design (inaudible), a final survey, drawn  
35 survey of all this area but we believe based on aerial photos that we can have  
36 the two lane safe movement.  
37

38 Pearson: And maybe during your design or maybe with, I don't know who is responsible for  
39 the intersection, make sure that bicycles can be detected as they come through  
40 there because that is a problem in that intersection, that might be for the City  
41 traffic engineer.  
42

43 Urueta: Mr. Chair, the good thing about these is that in this portion from here to here  
44 everything is a good level. We don't have great differential and as you can see  
45 this is an open space. We'll be sure that we have site angles in this intersection.  
46 This is an open space, the bicycles are going to have a safe.....

1  
2 Pearson: Right now there is a lane there for going straight through that intersection but  
3 there is not good traffic detection, I don't know maybe a (inaudible) camera  
4 system for traffic detection and that will be solved with that, I don't know how  
5 much of a redesign of that intersection of the traffic signal lights you need to do  
6 for that.  
7  
8 Urueta: Mr. Chair, these traffic signals will be improved per City of Las Cruces traffic  
9 engineer requirements and we are already talking to him so we will bring this into  
10 consideration, we'll tell him your concern. Also, the other one if we decide that it  
11 is a safe cross on I-70 we will need to do probably the same. We don't know yet  
12 but we'll talk to Willie about it.  
13  
14 Pearson: The one thing to remember is that bicycles are allowed on all the roadways so  
15 you can't, except for some NMDOT roads, but interior roadways I don't think  
16 even that piece of name you could prohibit bicycles.  
17  
18 Herrera: No, we can't prohibit them but we strongly don't recommend them.  
19  
20 Pearson: Right, but if there is a recommendation local cyclists are going to figure out what  
21 is safest but like you say people traveling through need that extra guidance which  
22 hopefully working with the bike/ped coordinator at the State level maybe we can  
23 realign that whole bike lane through downtown Las Cruces and through this  
24 which might be other efforts of this Committee even in the future.  
25  
26 Herrera: Right and that's a conversation that we've had. Tom, I just wanted to go back to  
27 something that you said, Mr. Chair, if you don't mind. I actually don't think that  
28 that portion of 70 is the designated bike route. I'll have to go double check my  
29 map but if memory serves me correctly it does go down Madrid at some point.  
30  
31 Pearson: I know it turns off at Triviz off of Main.  
32  
33 Murphy: I believe it's on Madrid from Alameda to Main Street. At least that was the  
34 original alignment, if it's been changed since in the last six months I'm unaware  
35 of it.  
36  
37 Herrera: Okay, I'll have to go back and double check that because that's not safe.  
38  
39 Velez: Mr. Chairman, if you allow me to add, I appreciate the feedback of Ms. Herrera.  
40 We understand that although you cannot prohibit the traffic, you want to  
41 encourage safer routes and so once we get past this preliminary stage, of  
42 course, all the proper engineering studies have to be conducted to be sure that  
43 this works from an engineering standpoint and we'll also analyze what's available  
44 in terms of bicycle facilities around this site and the find the best way to connect  
45 to them in a logical way so that we at least enforce safer routes.  
46



1 Pearson: Good and it sounds like you are following the Complete Street principles, which  
2 we have complete street policy in the City.  
3

4 Velez: Well, we're trying and I know the developer really wants to create a nice  
5 development. This is an upscale development that we really think is needed in  
6 this area of Las Cruces. It's a very big development that could really encourage  
7 economic activity of the area and he is always open to input. He is, like Mr.  
8 Urueta mentioned, he has held about seven meetings with neighbors before the  
9 public meetings are required through the process and so I think he would be very  
10 happy to come back here before you when we have a more detailed plan if that is  
11 something that you would like to see and receive your feedback.  
12

13 Pearson: I think we'd always enjoy seeing things before they happen because we've often  
14 had cases where things happen and then it's too late to fix so a look ahead of  
15 time would be helpful.  
16

17 Velez: Thank you Mr. Chair. We're trying to avoid that too.  
18

19 Valencia: Thank you Mr. Chairman and members of the Committee, Jack Valencia with the  
20 South Central Regional Transit District. I hadn't anticipated on coming up here  
21 but seeing this presentation raises a few questions that as you said that you  
22 would like to get on the front side instead of on the back side. In one of your  
23 earlier pictures you showed the bus stops that you identified within the area, has  
24 there been communication with ROADrunner Transit? Has there been contact  
25 with ROADrunner Transit to date to kind of understand what the flow of what your  
26 activity is going to be in there in order to determine what their accessibility is  
27 going to be and then secondly, is the developer or has the developer provided  
28 easements and right-of-way in order for bus cutaways and bus stops that would  
29 be located within that development?  
30

31 Velez: Mr. Chairman, members of the Committee, Mr. Valencia, at this point we have  
32 not met particularly with the traffic authority. We will do so when we have the  
33 road alignment and I know the developer is willing to accommodate right-of-way  
34 for a bus stop if it is necessary within the development. He wants to bring people  
35 into the development and he wants to make it accessible and so that is  
36 something that would be addressed.  
37

38 Pearson: Yeah, right, the Complete Streets would cover all users, vehicles, transit,  
39 pedestrian, bicycle.  
40

41 Velez: Yes and that's what we're trying to move toward.  
42

43 Pearson: And the transit is just as important as the others.  
44

45 Velez: Yes.  
46

1 Valencia: Thank you Mr. Chairman and I have some other questions and you can deem  
2 them out of order and I'll go back and sit and then wait till they finish their  
3 conversation but road width under PUD, is this under City standards or is there a  
4 decreased road width requirement in the development?  
5

6 Velez: Mr. Chairman, members of the Committee, Mr. Valencia, we are proposing a  
7 variance in the road width in our first submittal. The width that we're proposing  
8 when we have four lanes is a 100 feet and then we're going out to 76 feet.  
9

10 Valencia: Thank you Mr. Chairman, I have some other questions and I'll just hit them real  
11 quick. What is the zoning and dwellings, is that R3, R2?  
12

13 Velez: The current zoning of the property is R1a. We would request a PUD zoning with  
14 underlying uses so PUD would be the required zoning.  
15

16 Valencia: And so how many units are you with total build-up?  
17

18 Velez: We are considering about 400 apartment units and probably less than 50  
19 townhome units at this point.  
20

21 Valencia: One last question with regard to the power line that you showed there and it's a  
22 low hanging power line, are you going to underground that or is that going to be  
23 raised?  
24

25 Velez: That easement belongs to Tri-State Electrical. We've had coordination with  
26 them. I visited the site with them in the last month, based on the requirements  
27 they are looking at acquiring a little bit more width but as it is the easement is  
28 safe. They even required making the lines higher or making them underground.  
29 The placement of the buildings is far enough from the easement so they are not  
30 worried about that. We also discussed the proposed uses under the line which  
31 as I mentioned earlier would be that of a linear park with a trail, they didn't see a  
32 problem with that as long as their maintenance trucks have access at any time.  
33 The power poles are very separated. We have about 600 feet in between posts  
34 so that allows us to use the area and keep the grades around the existing  
35 structures to not damage them and make it safe.  
36

37 Cordova: Mr. Chair, are we going to have an opportunity to see Option B just as a basis of  
38 comparison? I'm interested to see what it has that this option doesn't and that  
39 the Technical Advisory Committee why they choose that option.  
40

41 Velez: Of course, Option B as I said during the staff meetings they suggested we  
42 explore a couple of routes, the one being Option A, the other one going behind  
43 the existing ball park. There is an existing girl scout camp right behind the park  
44 which would be taken over by the road basically and this was basically the  
45 alignment and we also have this is a more detailed view of the intersection. As  
46 you can see there is a challenge in terms of existing intersection distance which

1 would make full movements complicated. This is an existing storage unit site  
2 and this is less than 150 feet distance from center line to center line. We also  
3 have a list of pros and cons we went by and I just want to say that.....  
4

5 Urueta: Mr. Chairman, one of the technical challenges that we will face here and  
6 probably is the most difficult is Saxton Street, we want to prohibit left here  
7 definitely, right in/right out only. We will need to put a barrier, physical barrier, in  
8 some length of this street to prohibit left turns inclusive the left turn on the  
9 existing Mall Park because the distance is so close. When you have continuous  
10 right here, the through here, this left will be a dangerous movement so it will  
11 correct a lot problems through the community traffic wise.  
12

13 Pearson: So even from the bicycle perspective that would be more difficult than Option A  
14 because to connect from West Madrid to East Madrid.  
15

16 Urueta: Mr. Chairman, yes especially we need to raise a physical barrier here. It will  
17 prohibit the bicycle to, we don't know yet if we will prohibit the left but based on  
18 the preliminary studies this left also needs to be prohibited so we're not going to  
19 have left anywhere so if I'm driving eastbound on my bicycle and I want to go  
20 north I will need to go more streets and then come back through the existing  
21 development and then go through this housing but it is not only with the bicycles  
22 it will be also with the vehicles, with everything, we'll correct a lot of problems.  
23

24 Velez: Well, some of the benefits we looked at is it would provide, of course it depends  
25 on the perspective of each person but it would provide the connectivity between  
26 Main Street and Madrid Avenue as originally planned on the MPO Thoroughfare  
27 Plan. It would (inaudible) traffic out of Madrid to Park Ridge development. It  
28 wouldn't impact Apodaca Park at all. The placement of the multi-family  
29 residential development adjacent to the park would provide land use capability  
30 without the road being in the middle. It would be consistent with the MPO  
31 Thoroughfare Plan and as Francisco said some of the challenges especially the  
32 technical would be the proximity of the intersection with Saxton which would  
33 result in prohibiting most left turns in the area. It could negatively impact the  
34 surrounding businesses because the storage unit has a driveway very close to  
35 the corner that would probably become useless. It increases the number of  
36 signalized intersections in the area because we would have this one and then the  
37 one at Solano and Madrid east, west of Solano and then the one at Solano and  
38 Madrid east, east of Solano. This would be more costly in terms of transportation  
39 and traffic costs and it would impact more city area, not Apodaca Park but still go  
40 through that existing pond and behind the ball park.  
41

42 Kryder: Mr. Chairman, just a question for her if that's alright. I'm just curious on this  
43 Option B, what was the constraint that caused this thoroughfare road to have to  
44 be here and that it couldn't be further east. In other words, the intersection  
45 where it comes out at Madrid, I see there are some buildings there but I thought  
46 those were going away or something.

1  
2 Velez: Mr. Chairman and members of the Committee, this is private property currently.  
3 There is a daycare and I think there is an academy so they don't belong to our  
4 developer that is the reason why.  
5

6 Pearson: Okay, well thank you for coming and telling us this because there was very useful  
7 information and we look forward to hearing more details as you get closer as is  
8 appropriate.  
9

10 Velez: We thank you for the opportunity Mr. Chairman and members of the Committee  
11 and I understand it can be a little confusing with all the processes that we have  
12 ongoing but we appreciate your patience and your input will be taken into  
13 account and hopefully we'll have a very successful development for all of us.  
14

15 Urueta: Thank you very much and if you have any questions please direct your questions  
16 to Tom right now and then we will address your comments, your questions as I  
17 mentioned but Griselda will meet with City staff now to define final definition of  
18 this approach and we're expecting to resubmit the PUD information as soon as  
19 possible. The traffic impact analysis will be part of it and street sections at that  
20 time we will like to schedule another meeting with them and show them the final  
21 street sections, connectivity or even if it's a conceptual but still it will have more  
22 detail than what we have presented right now. Thank you very much for your  
23 time.  
24

## 25 **5.2 Walk and Roll to School Day SRTS Update**

26  
27 During May 7 – May 10, 2013, nine schools within the MPO area participated in National Bike  
28 to School Day. The events included kids, parents, teachers, and community leaders walking,  
29 biking and rolling to schools from a remote drop off site. All of these schools saw an  
30 enthusiastic turn out and Safe Routes to School program hopes to continue building upon the  
31 momentum generated by these events.  
32

33 Walk and Roll to School attendance:  
34

- |    |                           |                            |
|----|---------------------------|----------------------------|
| 35 | • Jornada Elementary      | 195 participating students |
| 36 | • Alameda Elementary      | 140 participating students |
| 37 | • Mesilla Park Elementary | 13 participating students  |
| 38 | • Highland Elementary     | 30 participating students  |
| 39 | • MacArthur Elementary    | 267 participating students |
| 40 | • Mesilla Elementary      | 30 participating students  |

41  
42 Devashree Desai gave a brief presentation.  
43

44 DIDN'T STATE NAME: Mr. Chair, I have a question, I know that I attended one of the Safe  
45 Routes to School committee meetings and there was talk about inviting some of the school  
46 districts from Hatch and Gadsden to the event. Is there a status on that?

1 Desai: We actually tried setting up a meeting along with the County but somehow that  
2 has been cancelled repeatedly so no more updates on that one from my side.  
3  
4 UNKNOWN: Well, hopefully in the future we can kind of coordinate, maybe we'll help you with  
5 what we can as well to try to just encourage some, we're particularly interested in  
6 Hatch but also in Gadsden because there are lot of different types of activities  
7 that are going on in that part of the County that are promoting pedestrian and  
8 healthy active lifestyles so we want to incorporate them where we can. Thank  
9 you.  
10  
11 Pearson: So the next event will be in October which is the Walk School Day so we'll have  
12 more opportunities maybe.  
13  
14 Desai: Yes, I hope that we do more schools than last time because last time I think we  
15 did really nice but we could have some more schools this year.  
16  
17 Pearson: So we have the champions hired now?  
18  
19 Desai: The job postings are still up because as you know we hired three but one person  
20 dropped even before joining because she had another, she got admitted to  
21 NMSU or something like that and the other person she has some family  
22 emergencies and she is away right now so we are thinking of (interrupted).  
23  
24 Pearson: So she is still hired but she'll take over presumably in the fall.  
25  
26 Desai: Yeah, when she gets back to Las Cruces but the job posting is still so if anybody  
27 is interested we are really encouraging them to apply.  
28  
29 Pearson: Okay and we've gotten some good publicity in the paper in the past, much more  
30 so than previous times.  
31  
32 Desai: Yes and also on the radio.  
33  
34 Pearson: Thank you for this update. I'd like if we could to forward this information to the  
35 Policy Committee so that they are aware that our Safe Routes to School activities  
36 are going forward well and getting some good response.  
37  
38 Desai: Yes, actually no just on that day but Alameda, Jornada and MacArthur  
39 Elementary, which the new Safe Routes to School champion is overlooking, they  
40 have continuing their walking or rolling to school each week and they are getting  
41 almost the similar numbers every week so that's a good sign, so let's hope for  
42 the best for next school year. Thank you.  
43  
44  
45  
46

### 5.3 TAP funds update

Jolene Herrera gave a presentation.

Tom Murphy stated that he has issued the call of projects to the executives of the governments – the school district and transit agencies. He set an application deadline to return applications to the MPO by August 12, 2013 so that the BPAC could review at the August 20<sup>th</sup> meeting and then the TAC would review at their September 5<sup>th</sup> meeting and the Policy Committee can have final approval over the list at their September 11<sup>th</sup> meeting and make the October 1 deadline to the TAP coordinator.

Tom stated that staff would be assigning the initial score and then have it verified or adjusted through the Committee process.

Someone (didn't state name) stated that planning and design was mentioned as an eligible activity and would the match for that be a cash match or for planning specifically or for planning and design is that an in-kind match.

Jolene Herrera replied that it could probably include an incline match but she would need to verify that.

Someone (didn't state name) asked if the timeline was a federal schedule? Does the El Paso MPO have a similar timeline that Jolene had outlined in her presentation.

Jolene replied yes that all of the MPO's in the State – Las Cruces and El Paso – will be using this timeline for the New Mexico portion.

Jerry Cordova stated that if he understood things correctly then an entity would have to get approval from their council prior to submitting the application.

Jolene asked Jerry if he was talking about the resolution. She stated that she had talked to Rosa and as long as they have the resolution by the time the final application is submitted or by October 1.

Jerry asked if an entity was limited to one application for a project or one application per department.

Tom stated that there has not been any discussion regarding limiting applications, so he said he will say there is no limit.

George Pearson asked if it was known if any of the entities were prepared to make applications.

Tom stated that he is aware of one project that the City has inquired about its eligibility and that was finishing the last connection of the Outfall Channel Trail.

1 George Pearson asked about the Safe Routes to School planning position. The funding is  
2 only good for another year or two so when would they have to start thinking to apply for  
3 those funds to continue that planning position.  
4

5 Jolene stated that funding is up through 2014 so it will take it all the way through  
6 September 30, 2014, so for fiscal year 2015 the MPO should probably look at somehow  
7 funding that position. Jolene stated that there is basically a year on the contract on  
8 Devashree's position that's funded through the DOT.  
9

10 George asked if the process should be started now in order to make sure it is funded.  
11

12 Jolene replied yes.  
13

14 George asked if it was reasonable that an application include the Safe Routes to School  
15 Coordinator in this cycle.  
16

17 Jolene replied yes, because the MPO is going to be programming funding for FY 14 and FY  
18 15 now, so submit the applications for both fiscal years.  
19

20 George stated that because of the restraint against the MPO applying then we are going to  
21 have find a sponsoring agency for that position, so is there any way to find out if there is a  
22 sponsoring agency for that position.  
23

24 Tom stated that he has spoken with the City's Community Development Director and that  
25 would probably come forward out of that office.  
26

27 George asked if they could expect an application for that funding.  
28

29 Tom stated he thought so.  
30

31 Jack Valencia, South Central Regional Transit District, stated they are planning on being an  
32 applicant for some of the TAP monies. He stated for clarification that he understands the  
33 monies have been provided to the discretion of the MPO's and RPO's in the State and  
34 asked if there was an allocation per each MPO and RPO, and when they make the  
35 prioritization do they go to the DOT and that approving form as to redistribute or modify the  
36 priorities as they compete on a State-wide basis or are they left up to the prioritization of  
37 the local MPO and RPO.  
38

39 Jolene responded that they are left up to the discretion of the MPO. They will be scored  
40 based on the guidelines and each MPO and RPO is allocated its own pot of money so  
41 there is no State-wide competition at all.  
42

43 Jack asked what was the dollar amount.  
44

1 Jolene responded that in rural areas and small urban clusters the MPO has \$38,769. In  
2 large urban clusters and small UZA's - \$172,872, and then in flexible (kind of anywhere)  
3 \$211,322, so in total the MPO has approximately \$423,000.  
4

#### 5 **5.4 Trail Priorities**

6

7 George Pearson stated that one of the goals of the Committee has been to try to establish  
8 some of the trail priorities. He didn't know if the trail priority plan had been updated since  
9 recent events have happened such as the Outfall Channel, etc.  
10

11 Tom responded that the plan had not been updated.  
12

13 George asked if the first order of business should be to update the trail priority plan to  
14 reflect the current realities and maybe prioritize good connection links. George stated that  
15 with the Outfall Channel he noticed that connecting from Motel Boulevard to the Outfall  
16 Channel Trail might be a good spot. There is discussion with the project at Main and  
17 Picacho, the drug store that is going in there and using some of the EBID right-of-way that  
18 is in that area to connect the trail that is behind into the downtown area and there are  
19 probably other priority areas that need to be connected.  
20

21 Tom stated that Transport 2040 listed about five or six projects that should be pursued with  
22 the Outfall Channel being one of those projects. The last two CIP cycles for the City, the  
23 Public Works Director requested a list of what the priorities were from Tom, so Tom used  
24 the list from Transport 2040 and ordered it by whether they were Tier 1, Tier 2 or Tier 3  
25 facilities on the bicycle implementation map and submitted that as the priorities. He  
26 recognizes that the implementation of the Outfall Channel has probably changed some  
27 things. Tom stated that staff would like the BPAC to come forward and update that list.  
28

29 George Pearson asked if that should be a discussion item for the Committee. Should they  
30 hold a work session?  
31

32 Tom stated that staff doesn't have anything ready at this time.  
33

34 George stated that for future meeting that a list of priorities be ready and maps brought so  
35 that the Committee can identify problem areas.  
36

37 Tom stated that he will put it on the next meeting agenda with the list and provide the  
38 maps. He encouraged the Committee members to look at both the in-road facility map and  
39 the trail plan to really decide what the priority projects would be.  
40

#### 41 **6. COMMITTEE AND STAFF REPORTS**

42

43 George Pearson stated that the League of American Bicycles does an annual ranking of  
44 bicycle friendly states and New Mexico has fallen from 45 to 44 and now is at 48 ahead of  
45 Alabama and North Dakota. Las Cruces is a bicycle friendly community and it was noted that  
46 we just reached 100,000 population boundary which makes us a Class 1 city. One of the



1 recommendations for the Leagues while they look at bicycle friendly communities is that they  
2 have one bike program staff member for every 77,000 citizens, well we reached 100,000  
3 citizens and as far as he knows there is not a dedicated bicycle/pedestrian staff member of any  
4 type at either the County or the City level. He wanted to know the consensus of the Board  
5 about looking toward creating a resolution to present to the Policy Committee where they can  
6 recommend to the entities that the entities designate a staff member as a bike/ped coordinator  
7 or some such designation.

8  
9 Jolene Herrera said it sounded like a good idea to her. It always good to have one point of  
10 contact when you have issues with bicycles and pedestrians just because there is so much  
11 history and if you have one point of contact they pretty well know all the players and know  
12 what's been done. It works well for the State.

13  
14 George stated that the MPO has kind of taken that lead in the past but his understanding is  
15 that with the previous audit from the FHWA that staff has been more or less directed not to  
16 take that lead position. He asked Tom if that was a fair statement.

17  
18 Tom stated that there is greater scrutiny from the FHWA level on what are appropriate  
19 expenditures of grant funds and whether there is a line between an MPO function and a local  
20 function, so staff has been more conscious of that in the last few years.

21  
22 George stated that if there is a consensus from the Board then he would like to move forward  
23 with that idea. He had an email from Shawn Higgins that prompted him with this idea.

24  
25 Someone (didn't state name) wanted to add that in the resolution he would encourage looking  
26 for some of the initiatives that are on-going in some of the peer cities like Tucson or local.

27  
28 George stated that Albuquerque is larger and they have a number of staff positions.

## 29 30 **6.1 Local Projects update**

31  
32 Jerry Cordova stated that they were successful in their grant application for safety funds on El  
33 Paseo Road between University and Alameda. The scope of work on the project includes  
34 some safety upgrades to some of the signals along that corridor as well as some ADA  
35 improvements and geometric improvements to some of the intersections for controlled access  
36 for pedestrian safety, bicycle safety, and increased safety to vehicles as well. He believes the  
37 amount of the grant was \$330,000 and if he remembers correctly there is no match  
38 requirement. Jerry thanked Jolene and the DOT who helped by writing a letter of support for  
39 the project and Tom and his staff also helped with the application.

40  
41 David Shearer announced that NMSU has received the bronze Bike Friendly status. They are  
42 waiting to hear back if they have any comments or recommendations. He stated that they  
43 should get the plaque sometime in June.

## 44 45 **6.2 NMDOT Projects update**

46

1 Jolene gave the project updates.

- 2
- 3 • The railroad that has Picacho closed – it is not the DOT. There is not a whole lot the
- 4 DOT can do about it when the railroad decides they want to do something then they do
- 5 it and the DOT helps them do it.
- 6 • The cable barrier project is well ahead of schedule. They will be done paving as of the
- 7 end of this week and most of the posting cable barrier is up for most of that corridor
- 8 going up to NASA on US 70. The second phase of that project is going to be from
- 9 where the cable barrier stops all the way to the interchange of I-25 on US 70 and that
- 10 will be a concrete wall barrier project. They were successful in getting safety funding for
- 11 that and that is a \$3M project that is now in design. They are hoping to let it this
- 12 December or as quickly as they can after the start of federal fiscal year 2014.
- 13 • The Avenida de Mesilla bridge project. The notice to proceed was issued to the
- 14 contractor on April 24. They have a 60 day ramp up time so they are looking at starting
- 15 construction around the end of June. It will be similar to what happened at Motel and
- 16 they have approximately 330 calendar days for that project, so it's going to be a long
- 17 one, traffic is going to be similar to Motel.
- 18 • The project on North Main Street – the project limits have been increased, so for some
- 19 reason the original project went from the intersection of Solano and Spitz to Chestnut
- 20 leaving just a little portion between Chestnut and the intersection of Picacho so they
- 21 have decided to go ahead and extend that project so that the entire corridor will be
- 22 reconstructed. They are hoping to have that out for bid this fall, then construction would
- 23 start, weather permitting, in the winter in the spring depending on what the contractor
- 24 decides. There will probably be monthly construction meetings on that just because it is
- 25 a very high traffic roadway. Jolene said she would be keeping Tom and the
- 26 Committees up-to-date on when those are happening so if there is any input during
- 27 construction on any concerns that the Committee might have please feel free to let her
- 28 know or come to the public meetings and let them know.
- 29 • Picacho from the bridge – what Jolene has heard from her project manager is that all of
- 30 the roadblocks should be lifted by the end of May, so traffic should be open by the end
- 31 of May, then minor work will done with minor lane closures. Stripping is not finished yet.
- 32 The next phase will be from the bridge headed up to the hill to Morton Lane. The plans
- 33 are being turned into Santa Fe this week. She is hoping for a summer let for fall or
- 34 spring construction and it will be similar to what happened on the section here through
- 35 town.
- 36

37 **7. PUBLIC COMMENT** – No public comment

38

39 **8. ADJOURNMENT**

40

41 Meeting adjourned at 6:50 p.m.

42 Jolene Herrera motioned to adjourn.

43 David Shearer seconded the motion.

44

45

46 \_\_\_\_\_  
Chair

1                   **LAS CRUCES METROPOLITAN PLANNING ORGANIZATION**  
2                   **BICYCLE and PEDESTRIAN FACILITIES ADVISORY COMMITTEE**

3  
4   The following are minutes for the meeting of the Bicycle and Pedestrian Facilities Advisory  
5   Committee of the Las Cruces Metropolitan Planning Organization (MPO) which was held  
6   August 20, 2013 at 5:00 p.m. in Commission Chambers at Dona Ana County Government  
7   Building, 845 Motel Blvd., Las Cruces, New Mexico.  
8

9   **MEMBERS PRESENT:**     George Pearson, Chair (City of Las Cruces Citizen Rep)  
10                               Jolene Herrera (NMDOT rep)  
11                               Leslie Kryder (Bicycle Rep)  
12                               Mark Leisher (DAC Citizen Rep)  
13                               Carlos Coontz (Pedestrian Community Rep)  
14                               Albert Casillas (proxy - Dona Ana County Rep)  
15

16   **MEMBERS ABSENT:**     Karen Rishel (Las Cruces Community Bicycle Rep)  
17                               Lance Shepan (Town of Mesilla)  
18                               Jerry Cordova (City of Las Cruces Rep)  
19                               David Shearer (NMSU – Environmental Health & Safety)  
20

21   **STAFF PRESENT:**       Andrew Wray (MPO)  
22                               Chowdhury Siddiqui (MPO)  
23                               Tom Murphy (MPO)  
24

25   **1. CALL TO ORDER**

26  
27   Meeting was called to order at 5:08 p.m. Quorum was established.  
28

29   **2. APPROVAL OF AGENDA**

30  
31   Leslie Kryder motioned to approve the agenda.  
32   Albert Casillas seconded the motion.  
33   All in favor.  
34

35   **3. APPROVAL OF MINUTES**

36  
37       **3.1           July 16, 2013**  
38

39   Albert Casillas stated that Sean Higgins is no longer employed with the County and that he will  
40   be temporarily filling in as DAC representative until someone else can be appointed.  
41

42   George Pearson stated that the March 19 and May 21 minutes are still outstanding for  
43   approval. George asked if those minutes would be on the next agenda.  
44

45   Tom responded that they will work to get the minutes on the next agenda.  
46

1 Mark Leisher motioned to approve the minutes as presented.  
2 Carlos Coontz seconded the motion.  
3 All in favor. Motion passes 6 – 0 (4 members absent)

4  
5 **4. PUBLIC COMMENT** – No public comment

6  
7 **5. ACTION ITEMS**

8  
9 **5.1 Public Participation Plan**

10  
11 The current MPO Public Participation Plan (PPP) calls for an update every five years. The  
12 current PPP was passed in 2008 and is due for update. As part of this update MPO staff:

- 13  
14 • Expanded the Environmental Justice Section with Title VI information and added a Title  
15 VI complaint process  
16 • Added the Annual Listing of Obligated Projects  
17 • Added a Social Media Section  
18 • Added a Performance Evaluation Section

19  
20 Andrew Wray gave a brief presentation.

21  
22 George Pearson asked for a motion to approve the Public Participation Plan.

23 Jolene Herrera motioned to approve.

24 Mark Leisher seconded the motion.

25 All in favor. Motion passes 6 – 0 (4 members absent)

26  
27 **5.2 TAP Fund Ranking**

28  
29 The Transportation Alternatives Program (TAP) is a new Federal program authorized under  
30 Section 1122 of the most recent Federal transportation funding act, Moving Ahead for  
31 Progress in the 21st Century (MAP-21). Funding for TAP is derived from several programs and  
32 encompasses most of the activities previously funded under the Transportation Enhancements  
33 (TE), Recreational Trails Program (RTP), and Safe Routes to School (SRTS) programs of the  
34 previous Federal transportation bill, SAFETEA-LU.

35  
36 Funding from this program is being allocated through the MPOs and RPOs in New  
37 Mexico. The MPO advisory committees will review staff scoring and make recommendation to  
38 the Policy Committee on project funding. Included in the packet are the applications received  
39 by the MPO. Reference material submitted by the applicants will be sent under a separate  
40 email due to size limitations.

41  
42 Tom Murphy gave a presentation.

43  
44 Pearson: I have one question about the Safe Routes to School applications. I noticed that  
45 on the first section on the scoring they are not applicable but still they are

1 counted toward the whole point structure so it looks like we're looking at the old  
2 problem of comparing apples and oranges.  
3

4 Murphy: That is correct and that was a point of discussion when this process was being  
5 developed through meetings, teleconferences with all the MPO's and RPO's thru  
6 the State and DOT Planning Office in Santa Fe. The feeling was that there is  
7 really no one application that would score in everything so one application not  
8 scoring well in a particular area is not going to handicap it to well, that being said  
9 I do believe that there a remains a bias in this towards projects versus programs  
10 which is the difference between the Safe Routes to School and the trail  
11 programs. I do believe the MPO meaning the Policy Committee does have the  
12 latitude to separate the funding to award a certain amount to a specific  
13 application whether it be a project or a program regardless of how it's scored we  
14 just have to justify it went through the competitive scoring process.  
15

16 Pearson: Because if you look at the City's Safe Routes to School if you take out and score  
17 it by the 55 points you can go against it gets an 85% rating which is higher than  
18 any of the other ratings.  
19

20 Murphy: I think that's something that you can recommend to the Policy Committee that  
21 they choose that based on that justification that it didn't score in factors like right-  
22 of-way and design factors that it cannot compete with but if you look at the  
23 percentage of eligible points it does score strongly and I think that's a strong  
24 basis for us to make the case of dividing funding that way.  
25

26 Kryder: I had another question about this, so on page 43 we see five projects listed, are  
27 these all of the applications that have been received to this point? Is this all of  
28 the applications that will be received?  
29

30 Murphy: Yes, these are all the applications that were received as of the deadline last  
31 week and we'll probably update and get with the other RPO's and MPO's State-  
32 wide and update the process and we'll have another call for projects in two-year's  
33 time.  
34

35 Kryder: And then the fiscal year 2014 target dollars at the bottom I'm not clear what the  
36 total amount available is and whether the totals of the projects exceed that.  
37

38 Murphy: The totals come to \$422,000 and some dollars.  
39

40 Kryder: The bottom part (inaudible).  
41

42 Murphy: All of them combined come up to \$422,000. I do believe that both of the City's  
43 trail projects do exceed that amount that is available to them for the urban area  
44 being that the City's projects are not eligible for the rural monies so that's  
45 \$38,000 that is taken off that \$422 so we would have to definitely check with the

1 City if they are willing to increase their minimum match amounts or amend the  
2 project in order to come within the financial constraints.  
3

4 Kryder: And then the Safe Routes to School coordinator, I see there are two applications,  
5 are they half time? Would that end up being one person or is that two half-time  
6 people?  
7

8 Murphy: From my understanding is it is two half-time persons at this point. I do have a  
9 meeting scheduled I think on Thursday to meet with the representatives from the  
10 City and the school district and talk with them about possibly combining that or  
11 how they want to proceed with it but since this was a very abbreviated process  
12 the Federal Highway Administration didn't approve the process until I believe it  
13 was mid-May so we had to put out the call right away and there wasn't a lot of  
14 time for coordination so we're doing a lot of coordinating on the fly.  
15

16 Kryder: So just to make sure I understand then the applications, the totals for the  
17 applications exceed let's say just for FY14, that exceeds the funds available, so  
18 we're being asked to choose among these five or can we approve less than the  
19 full application amount or how does that work?  
20

21 Murphy: Essentially yes, we're asking you to choose among the five based on the ranking  
22 process and certainly the MPO can award less than the total amount.  
23

24 Pearson: We're recommending to the Policy Committee and the Policy Committee makes  
25 the final decision. The under \$5,000 monies, the \$38,000 for the two fiscal years  
26 each, what projects would that money fit into?  
27

28 Murphy: What that fits into is the Regional Transit District could if they decided to locate  
29 all their sign, shelters and benches they are asking for outside the urbanized  
30 area, they are eligible for that pot of money and the Safe Routes to School since  
31 the Las Cruces Public School district which both applications envision as their  
32 service one we get to apply a percentage of the MPO urban/rural population  
33 against that, I believe the MPO population is about 22% rural so we could use  
34 22% of the Safe Routes to School programs from the rural pot.  
35

36 Pearson: So about \$6,000 of the 30, roughly \$6 or \$7,000 of that.  
37

38 Murphy: Yes, in that neighborhood.  
39

40 Herrera: Mr. Chair, if I could just maybe share a thought here. Would it affect you at all  
41 Tom if I didn't vote on these? I kind of just don't feel that it is appropriate being  
42 that I'm with the DOT and this is meant to be more of a local government process  
43 and I guess I just would like feedback on that if you're okay with that Mr. Chair  
44 and then how MPO staff feels about that.  
45

1 Pearson: Well, if your job description is to directly rate these processes as they come  
2 through then your reasoning is logical but just because you work for the DOT  
3 doesn't mean that you can't work on this.  
4

5 Herrera: Okay, I just don't want it to become a conflict of interest. I'll certainly answer  
6 questions and offer input but as far as me actually scoring them I'm just not sure  
7 if that's appropriate because I'm definitely not doing that for the RPO's and the  
8 other MPO's.  
9

10 Pearson: So you would see all those other applications also and work on those as part of  
11 the process?  
12

13 Herrera: I have seen those applications. I was there to answer questions but I was not  
14 directly involved in rating them.  
15

16 Pearson: But you're also not a member of those Boards.  
17

18 Herrera: Right.  
19

20 Murphy: Mr. Chair, Ms. Herrera, from the MPO staff perspective we don't see a conflict. I  
21 think she provides valuable insight and her scoring I trust will be professionally  
22 done, added to that the awarding Body is the MPO Board of which the DOT's  
23 District Engineering is going to be a voting member, a voting member of.....as  
24 is the three City Councillors who also have it so I would view Ms. Herrera's  
25 participation on this really no different than City Councillors participation at the  
26 Policy Committee level.  
27

28 Herrera: Okay, thank you, I'm fine with that I just wanted to kind of bring that up and see  
29 how everybody felt about it, thanks.  
30

31 Pearson: So given the way that the pots of money are distributed, instead of going through  
32 all the ranking and everything can we just rank say we want these projects of  
33 higher priority, say for example, Safe Routes to School projects and then one of  
34 the trail's projects and.....  
35

36 Murphy: Mr. Chair, I think that could be the BPAC's recommendation, although for a, at  
37 least from a procedural standpoint I'd like to have some affirmation of the staff  
38 scoring of the objective criteria that we did, make sure that staff isn't out of line in  
39 the scores that we awarded on those and if you all just wanted to, not  
40 individually, just kind of give them a quick go over or however the Committee is  
41 comfortable in doing because as it really turns out the highest, the projects do  
42 score highest because they get the most points and then the programs are not  
43 going to take all the pot of money so there's depending on how things fall out you  
44 could recommend that to the Policy Committee and staff would be fine with that.  
45

1 Pearson: So at this point all the projects are actually eligible for this money. There  
2 wouldn't be something that would disqualify any particular project?  
3

4 Murphy: There is still some discussion about the eligibility of the Regional Transit District's  
5 monies although bus shelters, signs, benches are eligible there is a question that  
6 the District does not currently operate a transit route in the area and there is  
7 some controversy of whether that's eligible or not.  
8

9 Herrera: Mr. Chair, I can share a little bit of insight. The South Central RTD also  
10 submitted TAP applications with the El Paso MPO and the South Central RPO  
11 because they span all three planning organizations. We and by we I mean the  
12 DOT, our TAP coordinator in Santa Fe, Rosa, determined that the RTD's  
13 application in the El Paso MPO was not eligible and a lot of that had to do with  
14 the fact that they don't have a service plan.....  
15

16 Murphy: Service and Financial Plan in place.  
17

18 Herrera: Right, it's not in place yet so we can't really see funding them if they don't have  
19 their core documents kind of in place yet and additionally with this particular TAP  
20 application I think we need more data. I mean where are they planning to put  
21 these bus shelters, whose right-of-way is it in, do they have support from those  
22 entities where they are going to put the shelters, there is a lot lacking I think.  
23

24 Pearson: Is that RTD even offering services at all or are they still in the planning phase?  
25

26 Herrera: As far as I know they are still in the planning phase. Our Transit and Rail Bureau  
27 has yet to see their operations plan so we can't really where they are at.  
28

29 Pearson: So even the fiscal year 14 request might not even be appropriate to award and  
30 since we're doing both (inaudible) fiscal year 15 and then see what happens.  
31

32 Murphy: I suppose you could offer denial of the FY 14 request and recommend a  
33 conditional approval based on the condition that the RTD adopts a Service and  
34 Financial Plan and has service operating within the corridor for FY 15.  
35

36 Leisher: I think the conditional idea is pretty reasonable.  
37

38 Pearson: Because they are still the only ones really eligible for that one pot of money.  
39

40 Murphy: That is true except for about \$6,000 that we could apply toward each of the Safe  
41 Routes to School projects.  
42

43 Leisher: And maybe getting awarded the money will give them motivation to hurry the  
44 process up a little bit.  
45



1 Pearson: Well, they have been working as diligently as they can in the process I believe to  
2 because part of their authority would even be to impose a tax, I don't know if it's  
3 a gross receipts or property, but they have some taxing authority to raise funds to  
4 support the RTD and they haven't even started the planning phase for that I don't  
5 believe.  
6

7 Murphy: It is part of the planning phase for it. It's part of their intentions, they have the  
8 authority to put forth the question to the voters and I believe that is their intention  
9 so at one point they could have substantial services.....(interrupted)  
10

11 Pearson: So this might be good practice for them to make the application but might be  
12 more realistic that they'll be funded in the 16/17 cycles.  
13

14 Herrera: I would agree with that Mr. Chair and then I also just wanted to say that the TAP  
15 process was left up to the local governments but ultimately the final approval has  
16 to come from DOT, it's written into the law that way. We got interpretation from  
17 FHWA after we put this process out that final approval has to come from DOT, so  
18 once your list of projects is submitted to Rosa, our TAP coordinator, she'll be  
19 checking these applications again for eligibility and I'm guessing that based on  
20 what was determined in El Paso MPO is going to be the same for this  
21 application, so maybe your suggestion about 2016/17 might be better.  
22

23 Leisher: What happens to the money if we don't award it this time?  
24

25 Murphy: If we don't award the money it then reverts back to the State and if there are  
26 eligible projects in other areas of the State that can utilize the funding it will be  
27 applied towards that. If there are not, there is some provision that the money can  
28 be flexed over to highway improvements.  
29

30 Herrera: To any of the other programs.  
31

32 Murphy: To any of the other programs.  
33

34 Herrera: Can I just say that the State, the DOT has kind of made a commitment to not do  
35 that. We don't want to put this money in other programs so we're definitely going  
36 to try to put it in other TAP projects in other areas of the State and I can tell you  
37 that El Paso MPO only received the one application from the RTD and it was not  
38 eligible so their money will be going back to the State. So there are all these little  
39 pots of money coming from other MPO's and RPO's which will be combined into  
40 more projects.  
41

42 Pearson: Are the percentages for urban and rural still going to be applied for this  
43 redistribution of money or is that still up in the air?  
44

45 Herrera: No, it will be applied.  
46

1 Pearson: Okay, so if the El Paso, well the El Paso MPO qualifies for or do they have  
2 \$200,000 plus monies then so we wouldn't even qualify to get any of that money.  
3

4 Herrera: No, you would qualify, they got funding in all three categories though, yeah so  
5 the other two pots – the small urban and then the rural – would still.....  
6

7 Pearson: The possibility then that Sunland Park money, El Paso MPO money could be  
8 applied toward the City of Las Cruces trail projects?  
9

10 Herrera: It could be and kind of what the suggestion has been from the State is when you  
11 submit these lists of approved projects, submit all of your projects. So say if  
12 these were the ones that were picked for funding at this amount but we also  
13 received these applications that way you've already got them ranked, we can just  
14 kind of go through what we have and say this project qualifies for this pot of  
15 money, let's fund it.  
16

17 Pearson: Well previous under the SAFETEA-LU program, Safe Routes to School was a  
18 separate funding category and didn't have to compete with anything. I think  
19 we've had great success with Safe Routes to School in the Las Cruces MPO  
20 area. I'd be supportive of assigning SRTS monies, those two projects, the City's  
21 as first ranking, the school district as a second ranking and then we can discuss  
22 ranking the 12 projects and the RTD I think that one just falls off the end if it  
23 doesn't qualify or we can still keep it on the list.  
24

25 Leisher: I agree that we should go ahead and just rank the two SRTS things at the top  
26 and then discuss the remainder. What does everybody else think?  
27

28 Coontz: I agree.  
29

30 Pearson: I see head shakes the rest of the way around, so on the two trail projects to me  
31 the dam trail project is more important because it is a new project where the La  
32 Llorona, although the improvement will be nice it is still an existing project but  
33 they are in separate fiscal years too so they can just be ranked one, two.....so  
34 let's the rank the dam project as the third priority, the La Llorona as the fourth  
35 priority and no recommendation I guess for the RTD but include it on the list.  
36

37 Murphy: Mr. Chair, that's sounds good. I would offer maybe swapping the dam and the  
38 La Llorona trail based on the fiscal year. I believe that the readiness for the City  
39 to proceed on the La Llorona trail is advanced ahead of the dam project.  
40

41 Pearson: Okay and they are in separate fiscal years anyway so that makes.....  
42

43 Murphy: It could be a 3a and a 3b.  
44

45 Pearson: Okay so I would like to hear a motion that affirms the staff rankings of the scoring  
46 for the projects and that our recommendation is to rank the City of Las Cruces

1 SRTS 1<sup>st</sup>, the LCPS SRTS project as 2<sup>nd</sup>, the City La Llorona project is 3<sup>rd</sup>, the  
2 City dam trail project is 4<sup>th</sup> and leave the RTD as an unranked project.  
3  
4 Leisher: I so move.  
5  
6 Casillas: Just a comment, for the RTD can we just maybe include something in there  
7 where if they do come up with a plan of attack then probably consider it a future  
8 rating.  
9  
10 Murphy: Mr. Chairman, Mr. Casillas, I'll have to check into that. I'm afraid I don't have the  
11 answer to that. I do believe that the money would revert back.  
12  
13 Kryder: Mr. Chair, I believe that you just said that you wanted to rank La Llorona as 3 and  
14 Las Cruces dam trail as 4, does it make a difference if we were to take the staff  
15 recommendation of the 3a and 3b?  
16  
17 Pearson: That's fine, whoever makes the motion can change that.  
18  
19 Kryder: Alright, I move.  
20  
21 Pearson: Well, we have a motion on the floor, so since I presented it.  
22  
23 Murphy: I believe we need a second on the motion.  
24  
25 Pearson: Well, it hasn't been seconded yet so we withdraw it and propose it as.....  
26  
27 Leisher: I withdraw that motion.  
28  
29 Pearson: Okay, why don't you present then since I did all the talking last time.  
30  
31 Kryder: I propose it with La Llorona phase as he said except the La Llorona Phase 2  
32 would be 3a and Las Cruces dam trail improvement would be 3b and then bus  
33 routes, shelters, the RTD should be just listed. Is that alright?  
34  
35 Pearson: Do we have second.  
36  
37 Casillas: Second.  
38  
39 Pearson: Any further discussion?  
40  
41 Herrera: Mr. Chair, I guess I just would like to know what the outcome of the meeting with  
42 the schools and the City is about the SRTS coordinator because I kind of see  
43 that as redundant a little bit. I mean if you're paying for a SRTS coordinator for  
44 the MPO the only school district within the MPO is well Gadsden right and then  
45 Las Cruces Public Schools so why are we paying for two coordinator positions  
46 for the same school district?

1  
2 Murphy: Mr. Chairman, Ms. Herrera, I felt that as well, although somebody on the SRTS  
3 coalition did make a case to me that those positions can be done complimentary  
4 and I think I feel comfortable inviting you to the meeting as the DOT rep on there  
5 so that you can attend that and I do know that you will have an opportunity to  
6 hear this again with the Technical Advisory Committee and then prior to the  
7 Policy Committee so I certainly welcome your involvement in these discussions.  
8  
9 Pearson: Part of this is the short time line genesis where the City and the school district  
10 really didn't have a chance to work out any of these details.  
11  
12 Murphy: Right, they didn't, neither one of them knew that the other would be able to apply  
13 for it so they both applied and .....  
14  
15 Pearson: And in looking at the description of the projects the titles are the same but the  
16 descriptions it sounds like the City project is a planning position and the school  
17 district was described more as a SRTS champion project so I don't know if they  
18 are describing the same position or .....  
19  
20 Murphy: Yes, Mr. Chair that was the case Ms. Curry had made to me was that the City's  
21 would be more along the lines of the engineering and enforcement aspect of it,  
22 which when the MPO had the position we concentrated on those aspects, and  
23 the school's position could concentrate more on the education and  
24 encouragement aspects, which is more of a trademark of the champion role.  
25  
26 Pearson: Well, I'm comfortable with the motion as it is because the Policy Committee will  
27 have more information by the time they are able to make their decision and with  
28 the information that we have I think we're making a correct decision and  
29 emphasizing the SRTS is a valid project.  
30  
31 Herrera: And I think really it affects the funding so I mean whatever if that is a redundant  
32 position then the money that is left over from that I guess will just go towards one  
33 of the Las Cruces trail projects so that they would be more fully funded but I  
34 guess you will have that clarification by the time Policy Committee meets.  
35  
36 Pearson: Can you remind us of the time frame for the Policy Committee?  
37  
38 Murphy: The Policy Committee meets September 11 so less than a month away. The  
39 TAC I think that date is September 1 or 2 and it's due up to Santa Fe by October  
40 1<sup>st</sup>.  
41  
42 Wray: Mr. Chair, September 5 is the next TAC meeting.  
43  
44 Pearson: Any further discussion? So I'll call for a vote for the motion as presented. All in  
45 favor?  
46

1 All: Aye.

2  
3 Pearson: Any opposed? No one opposed.

4  
5 Motion passes, vote 6 – 0 (4 members absent)

## 6. COMMITTEE AND STAFF COMMENTS

### 6.1 Local Projects update

10  
11 Tom Murphy gave an update on the infra-red trail counters.

12  
13 George Pearson commented that it looked like a good start to him and asked if there were any  
14 plans to purchase additional counters.

15  
16 Tom Murphy responded yes, that he has some money the traffic count program and he plans  
17 on purchasing a minimum of four more. He can purchase off the same contract for  
18 approximately \$450 each.

19  
20 George asked if there was only count data and time of day. He asked if there was velocity or  
21 anything that could determine if it was a pedestrian or bicyclist.

22  
23 Tom responded that was correct.

24  
25 Tom stated that he found out that the Committee was not aware that staff was unable to  
26 replace Devashree. The decision was made from Santa Fe to not renew the work  
27 authorization even though the money for the SRTS position was in the TIP; therefore, the  
28 position was not filled. Meanwhile Mr. Coontz, who is the SRTS Champion at the school  
29 district, will be working to keep the coalition meetings moving forward.

### 6.2 NMDOT Projects update

30  
31  
32  
33 Jolene Herrera gave the NMDOT project updates

- 34
- 35 • North Main project from the intersection of Picacho and Main Street all the way to the  
36 intersection of Solano and Spitz/Three Crosses. Scheduled to let in October,  
37 construction will likely begin in December 2013/January 2014 or as weather allows.  
38 There will be public meetings during construction just to keep everyone aware of what is  
39 going on.
  - 40 • US 70 – the next section from the bridge headed towards I-10 up the hill to Morton  
41 Lane. It has been awarded – should start construction in November and bike lanes will  
42 be included in that section as well as the section that is still being worked on thru town  
43 up to Valley Drive.
  - 44 • US 70 concrete wall barrier project from the interchange at I-25/US 70 to where the  
45 cable barrier currently stops, will likely begin construction in January 2014.

- US 70 where the cable barrier already exists they are going to add a second run on the other side of the road. Right now there is cable barrier on the north side of the road so another strand will be added to the south side. Construction will begin as soon as possible probably within the next couple of weeks – plan will be similar to the other project – hours of work will be between 9 a.m. & 3 p.m. and no scheduled time frames on weekends.
- Mesquite/Vado interchange projects should probably begin construction Fall of this year. Public meetings will be held.

George Pearson stated there have been a couple of unfortunate incidents with bicyclists in the past week. There was a fatality on Valley and a fatality on Pete Domenici Highway. The Valley Drive fatality was a hit and run. The fatality on Pete Domenici Highway possibly had partial paving condition issues. He asked about the condition of the roadway.

Jolene Herrera stated she did not know the condition of the road. She does know that they have recently completed one section of pavement preservation as well as the addition of a separate path for bicycles and pedestrians. They didn't have funding to take it all the way down Pete Domenici. They will probably look at funding as they can in the future.

Albert Casillas gave updates: Memorandum of Agreement with EBID and the County to work on some trails along the EBID ditches is currently at County Legal and Risk Management. The intersection of El Camino Real and Dona Ana School Road roundabout at that intersection, Albert spoke with Robert Armijo and they looked at various options and it looked like having two T intersections will probably be the most feasible for that area.

**7. PUBLIC COMMENT** – No public comment

## **8. ADJOURNMENT**

Meeting adjourned at 6:10 p.m.

Jolene Herrera motioned to adjourn.  
Leslie Kryder seconded the motion.  
All in favor.

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Chair



## METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004  
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<http://lcmpoweb.las-cruces.org>

### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF October 15, 2013

#### AGENDA ITEM:

5.1 2014-2019 Transportation Improvement Program Amendments

#### ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

#### SUPPORT INFORMATION:

FFY 2014 Transportation Improvement Program Amendment Reports

Email from Jolene Herrera, NMDOT Urban and Regional Planner

Spreadsheet from Jolene Herrera, NMDOT Urban and Regional Planner detailing TIP amendment requests

#### DISCUSSION:

On May 8, 2013, the MPO Policy Committee approved the 2014-2019 Transportation Improvement Program (TIP).

The following amendment(s) to the TIP have been requested:

CN	FY	Agency	Project & Termini	Scope	Change
W100032	2014	City of Las Cruces	Safe Routes to School Coordinator	SRTS Operations	Deleted from the TIP to reflect the ending of this project
1100620	2016	NMDOT	I-10 – Las Cruces to TX State Line	Pavement Preservation Project	Moved from FY 2015 to FY 2016
LC00100	2014	NMDOT	Missouri Bridge	Bridge Reconstruction/Widening	\$800K added for preliminary engineering
LC00110	2014	NMDOT	El Camino Real and Dona Ana School Rd	Intersection Realignment	Moved from FY 2013 per DAC Engineering, \$42,750 left in FY 2013 for Design

No CN	2014-2017	MVMPO		MPO Planning Funds-PL	Funding Amount Adjusted Slightly
LC00150	2016	NMDOT	I-10/MP 133-143.2	Pavement Preservation	New Project
LC00160	2014 & 2017	NMDOT	NM 188 (Valley Drive)/Ave de Mesilla to Picacho, including intersections	Roadway Reconstruction	New Project, \$800K in FY 2014 for preliminary engineering, Construction in FY2017
No CN	2014-2015	City of Las Cruces	City of Las Cruces Safe Routes to School TAP Project	SRTS Operations	New Project
No CN	2014-2015	Las Cruces Public Schools	Las Cruces Public Schools Safe Routes to School TAP Project	SRTS Operations	New Project
No CN	2015	City of Las Cruces	Las Cruces Dam Trail	Improvements to the Las Cruces Dam Trail	New Project
No CN	2014	City of Las Cruces	La Llorona Trail	Improvements to the La Llorona Trail	New Project
No CN	2014-2015	South Central Regional Transit District	Bus stop improvement project	Bus Signs, Shelters, and Benches	New Project
No CN	2014-2017	MVMPO	Transportation Alternative Program Placeholder Project	Financial placeholder project for TAP Funding	Deleted due to TAP Applications being submitted

These amendments will not affect any other projects currently listed in the TIP.



<b>Las Cruces Metropolitan Planning Area</b>	<b>Las Cruces Metropolitan Planning Organization</b>	<b>Transportation Improvement Program (TIP)</b>
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<b>CN:</b>	<b>W100032</b>	<b>Las Cruces MPO - PIN:</b>	<b>7</b>	<b>NMDOT Dist.:</b> 1	<b>County:</b> Dona Ana	<b>Municipality:</b> N/A not applicable
<b>Fed ID:</b>	W100032	<b>Lead Agency:</b>	Las Cruces MPO	<b>Length:</b>	0 Miles	
<b>RT:</b>	<b>Proj</b> Safe Routes to Schools Coordinator <b>Fr:</b> <span style="float: right;"><b>To:</b></span>					<b>Est. Proj. Cost:</b> \$64,281 <b>Est. Letting:</b> TIP Amendment Pending? ■
<b>Category:</b> Miscellaneous						

**Project Desc.:** SRTS Coordinator position at Las Cruces MPO

**Project Phases:**   ☐ Environ. Document   ☐ Prel. Engr.   ☐ Design   ☐ Right-of-way   ☐ Construction   ☒ Other                      **Work Zone:** Routine

**Remarks:** (2-13-13) Add'l funding for FY 2013, 14 (10-08-13) All funding removed at DOT request to reflect the ending of this program

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match	\$0				\$0		
Local Match	\$0				\$0		
Safe Rts to Sch-Flex	\$0	44			\$0		
<b>Totals</b>	\$0				\$0		

## Las Cruces Metropolitan Planning Area

## Las Cruces Metropolitan Planning Organization

## Transportation Improvement Program (TIP)

CN: 1100620

Las Cruces MPO - PIN:

70

NMDOT Dist.: 3 County: Dona Ana

Municipality: Various Multiple Jurisd.

Fed ID: 1100620

Lead Agency: NMDOT D-1

Length: 0 Miles

RT: I00010

Proj I-10 Mill and Inlay

Est. Proj. Cost: \$9,000,000

Fr: MP 164

To: MP 146

Est. Letting:

TIP Amendment Pending? ☐

Category: Hwy &amp; Brg Pres

Project Desc.: Mill and Inlay

Project Phases: ☐ Environ. Document ☐ Prel. Engr. ☐ Design ☐ Right-of-way ☐ Construction ☐ Other

Work Zone:

Remarks: New TIP Funding Sources

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match			\$1,310,400		\$1,310,400		
Local Match			\$0		\$0		
NHPP MAP-21			\$4,272,000	05	\$4,272,000		
STP-Flex			\$1,708,800	05	\$1,708,800		
STP-L			\$683,520	05	\$683,520		
STP-S			\$1,025,280	05	\$1,025,280		
<b>Totals</b>			\$9,000,000		\$9,000,000		

## Las Cruces Metropolitan Planning Area

## Las Cruces Metropolitan Planning Organization

## Transportation Improvement Program (TIP)

CN: LC00100

Las Cruces MPO - PIN:

74

NMDOT Dist.: 3 County: Dona Ana

Municipality: City of Las Cruces

Fed ID: LC00100

Lead Agency: NMDOT D-1

Length: 0 Miles

RT: 000125

Proj I-25/Missouri Avenue Bridge Rehabilitation

Est. Proj. Cost: \$9,000,000

Fr: Missouri Avenue

To:

Est. Letting:

Category: Hwy &amp; Brg Pres

TIP Amendment Pending? ☐

Project Desc.: Bridge Rehabilitation (Structure # 6825, 6826)

Project Phases: ☒ Environ. Document ☒ Prel. Engr. ☒ Design ☒ Right-of-way ☒ Construction ☐ Other

Work Zone:

Remarks: New TIP Funding Sources; Admin Adjust - \$900,000 to Design (12-12-12)

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match	\$1,426,880				\$1,426,880		
Local Match	\$0				\$0		
NHPP MAP-21	\$7,689,600	14			\$7,689,600		
STP-Flex	\$683,520	14			\$683,520		
Totals	\$9,800,000				\$9,800,000		

## Las Cruces Metropolitan Planning Area

## Las Cruces Metropolitan Planning Organization

## Transportation Improvement Program (TIP)

CN: LC00110

Las Cruces MPO - PIN:

75

NMDOT Dist.: 3 County: Dona Ana

Municipality: N/A not applicable

Fed ID: LC00110

Lead Agency: Dona Ana County

Length: 0 Miles

RT: Proj Intersection Realignment

Fr: El Camino Real Rd at Dona Ana School Rd

To:

Est. Proj. Cost: \$0

Est. Letting:

TIP Amendment Pending? ☐

Category:

Project Desc.: Design and Construction for Intersection Realignment: El Camino Real Rd at Dona Ana School Rd

Project Phases: ☐ Environ. Document ☐ Prel. Engr. ☒ Design ☐ Right-of-way ☒ Construction ☐ Other

Work Zone:

Remarks: Added to the TIP; New TIP Funding Sources; Admin Adjust: 10-25-12; Admin Adjust 08-21-13; has \$42,750 obligated in FFY 2013

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match	\$17,830				\$17,830		
Local Match	\$0				\$0		
Safety (HSIP)	\$224,420	21			\$224,420		
<b>Totals</b>	\$242,250				\$242,250		

<b>Las Cruces Metropolitan Planning Area</b>	<b>Las Cruces Metropolitan Planning Organization</b>	<b>Transportation Improvement Program (TIP)</b>
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<b>CN:</b>		<b>Las Cruces MPO - PIN:</b>	<b>82</b>	<b>NMDOT Dist.:</b> 3	<b>County:</b> Dona Ana	<b>Municipality:</b> Various Multiple Jurisd.
<b>Fed ID:</b>		<b>Lead Agency:</b>	Las Cruces MPO		<b>Length:</b>	0 Miles
<b>RT:</b>	<b>Proj</b> MPO PL Funds <b>Fr:</b> Las Cruces MPO <b>To:</b>					<b>Est. Proj. Cost:</b> \$0 <b>Est. Letting:</b> TIP Amendment Pending? <input type="checkbox"/>
<b>Category:</b>						
<b>Project Desc.:</b> Ongoing MPO Planning funds						
<b>Project Phases:</b> <input type="checkbox"/> Environ. Document <input type="checkbox"/> Prel. Engr. <input type="checkbox"/> Design <input type="checkbox"/> Right-of-way <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Other						<b>Work Zone:</b>
<b>Remarks:</b> Ongoing distribution of Planning Funds						

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category										TIP Informational Years	
FUND SOURCE	2014		2015		2016		2017		4 Yr. TOTALS	2018	2019
State Match	\$0		\$0		\$0		\$0		\$0		
Local Match	\$37,062		\$37,062		\$37,062		\$37,062		\$148,249		
PL	\$217,481	18	\$217,481	18	\$217,481	18	\$217,481	18	\$869,924		
<b>Totals</b>	\$254,543		\$254,543		\$254,543		\$254,543		\$1,018,173		

<b>Las Cruces Metropolitan Planning Area</b>	<b>Las Cruces Metropolitan Planning Organization</b>	<b>Transportation Improvement Program (TIP)</b>
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<b>CN:</b>		<b>Las Cruces MPO - PIN:</b>	<b>84</b>	<b>NMDOT Dist.:</b> 1	<b>County:</b> Dona Ana	<b>Municipality:</b> Various Multiple Jurisd.
<b>Fed ID:</b>		<b>Lead Agency:</b>	Las Cruces MPO		<b>Length:</b>	0 Miles
<b>RT:</b>	<b>Proj</b> MPO TAP Funds <b>Fr:</b> Las Cruces MPO					<b>Est. Proj. Cost:</b> \$0
	<b>To:</b>					<b>Est. Letting:</b>
<b>Category:</b>						TIP Amendment Pending? <input type="checkbox"/>
<b>Project Desc.:</b> Ongoing distribution of MPO TAP funds						
<b>Project Phases:</b> <input type="checkbox"/> Environ. Document <input type="checkbox"/> Prel. Engr. <input type="checkbox"/> Design <input type="checkbox"/> Right-of-way <input type="checkbox"/> Construction <input type="checkbox"/> Other						<b>Work Zone:</b>
<b>Remarks:</b> Ongoing distribution of MPO TAP funds						

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category										TIP Informational Years			
FUND SOURCE	2014		2015		2016		2017		4 Yr. TOTALS	2018		2019	
State Match	\$0		\$0		\$0		\$0		\$0				
Local Match	\$0		\$0		\$0		\$0		\$0				
TAP	\$0	01	\$0	01	\$0	01	\$0	01	\$0				
<b>Totals</b>	\$0		\$0		\$0		\$0		\$0				

<b>Las Cruces Metropolitan Planning Area</b>	<b>Las Cruces Metropolitan Planning Organization</b>	<b>Transportation Improvement Program (TIP)</b>
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<b>CN:</b>		<b>Las Cruces MPO - PIN:</b>	<b>90</b>	<b>NMDOT Dist.:</b> 3	<b>County:</b> Dona Ana	<b>Municipality:</b> City of Las Cruces
<b>Fed ID:</b>		<b>Lead Agency:</b>	City of Las Cruces			
<b>RT:</b>	<b>Proj</b> City of Las Cruces SRTS Position <b>Fr:</b> <span style="float: right;"><b>To:</b></span>					<b>Length:</b> 0 Miles  <b>Est. Proj. Cost:</b> \$0 <b>Est. Letting:</b> TIP Amendment Pending? <input type="checkbox"/>
<b>Category:</b>						
<b>Project Desc.:</b> Transportation Alternatives Program funding for a City of Las Cruces Safe Routes to School Position						
<b>Project Phases:</b> <input type="checkbox"/> Environ. Document <input type="checkbox"/> Prel. Engr. <input type="checkbox"/> Design <input type="checkbox"/> Right-of-way <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Other						
<b>Remarks:</b> City of Las Cruces Part Time Safe Routes to School Position						
<b>Work Zone:</b>						

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category									TIP Informational Years				
FUND SOURCE	2014		2015		2016		2017		4 Yr. TOTALS	2018		2019	
State Match	\$0		\$0						\$0				
Local Match	\$5,777		\$5,777						\$11,553				
TAP	\$33,898	18	\$33,898	18					\$67,796				
Totals	\$39,675		\$39,675						\$79,349				

## Las Cruces Metropolitan Planning Area

## Las Cruces Metropolitan Planning Organization

## Transportation Improvement Program (TIP)

**CN:**  **Las Cruces MPO - PIN:**  **NMDOT Dist.:** 3 **County:** Dona Ana **Municipality:** City of Las Cruces  
**Fed ID:**  **Lead Agency:** Las Cruces Public Schools **Length:** 0 Miles  
**RT:**  **Est. Proj. Cost:** \$0  
**Fr:**  **To:**  **Est. Letting:**  
**Category:** ☐ TIP Amendment Pending? ☐

**Project Desc.:** Transportation Alternatives Program funding for a Las Cruces Public Schools Safe Routes to School Position

**Project Phases:** ☐ Environ. Document ☐ Prel. Engr. ☐ Design ☐ Right-of-way ☐ Construction ☒ Other

**Work Zone:**

**Remarks:** City of Las Cruces Part Time Safe Routes to School Position

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category										TIP Informational Years			
FUND SOURCE	2014		2015		2016		2017		4 Yr. TOTALS	2018		2019	
State Match	\$0		\$0						\$0				
Local Match	\$5,112		\$5,112						\$10,225				
TAP	\$30,000	18	\$30,000	18					\$60,000				
Totals	\$35,112		\$35,112						\$70,225				



<b>Las Cruces Metropolitan Planning Area</b>	<b>Las Cruces Metropolitan Planning Organization</b>	<b>Transportation Improvement Program (TIP)</b>
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<b>CN:</b>		<b>Las Cruces MPO - PIN:</b>	<b>92</b>	<b>NMDOT Dist.:</b> 3	<b>County:</b> Dona Ana	<b>Municipality:</b> City of Las Cruces
<b>Fed ID:</b>		<b>Lead Agency:</b>	City of Las Cruces			
<b>RT:</b>	Proj Las Cruces Dam Trail					<b>Est. Proj. Cost:</b> \$0
	Fr: To:					<b>Est. Letting:</b>
<b>Category:</b>						TIP Amendment Pending? <input type="checkbox"/>
<b>Project Desc.:</b> Transportation Alternative Program funding for improvements to the Las Cruces Dam Trail						
<b>Project Phases:</b> <input checked="" type="checkbox"/> Environ. Document <input checked="" type="checkbox"/> Prel. Engr. <input checked="" type="checkbox"/> Design <input type="checkbox"/> Right-of-way <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Other						<b>Work Zone:</b>
<b>Remarks:</b>						

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match		\$0			\$0		
Local Match		\$56,577			\$56,577		
TAP		\$332,002	28		\$332,002		
<b>Totals</b>		\$388,579			\$388,579		

<b>Las Cruces Metropolitan Planning Area</b>	<b>Las Cruces Metropolitan Planning Organization</b>	<b>Transportation Improvement Program (TIP)</b>
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<b>CN:</b>		<b>Las Cruces MPO - PIN:</b>	<b>93</b>	<b>NMDOT Dist.:</b> 3	<b>County:</b> Dona Ana	<b>Municipality:</b> City of Las Cruces
<b>Fed ID:</b>		<b>Lead Agency:</b>	City of Las Cruces			
<b>RT:</b>	Proj Las Cruces La Llorona Trail					<b>Est. Proj. Cost:</b> \$0
	<b>Fr:</b>	<b>To:</b>				
<b>Category:</b>						<b>Est. Letting:</b> TIP Amendment Pending? <input type="checkbox"/>
<b>Project Desc.:</b> Transportation Alternative Program funding for improvements to the Las Cruces La Llorona Trail						
<b>Project Phases:</b> <input checked="" type="checkbox"/> Environ. Document <input checked="" type="checkbox"/> Prel. Engr. <input checked="" type="checkbox"/> Design <input type="checkbox"/> Right-of-way <input checked="" type="checkbox"/> Construction <input type="checkbox"/> Other						<b>Work Zone:</b>
<b>Remarks:</b>						

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category							TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019	
State Match	\$0				\$0			
Local Match	\$56,577				\$56,577			
TAP	\$332,002	28			\$332,002			
<b>Totals</b>	\$388,579				\$388,579			

<b>Las Cruces Metropolitan Planning Area</b>	<b>Las Cruces Metropolitan Planning Organization</b>	<b>Transportation Improvement Program (TIP)</b>
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<b>CN:</b>		<b>Las Cruces MPO - PIN:</b>	<b>94</b>	<b>NMDOT Dist.:</b> 3	<b>County:</b> Dona Ana	<b>Municipality</b> Various Multiple Jurisd.
<b>Fed ID:</b>		<b>Lead Agency:</b>	South Central Transit Dist.		<b>Length:</b>	0 Miles
<b>RT:</b>	Proj SCRTD Bus Signs, Shelters, and Benches				<b>Est. Proj. Cost</b>	\$0
	<b>Fr:</b>	<b>To:</b>			<b>Est. Letting:</b>	
<b>Category:</b>						<input type="checkbox"/> Amendment Pending? <input style="color: red;" type="checkbox"/>
<b>Project Desc.:</b> Transportation Alternative Program funds for the construction of bus signs, shelters, and benches						
<b>Project Phases:</b> <input type="checkbox"/> Environ. Documen <input type="checkbox"/> Prel. Engr <input type="checkbox"/> Design <input type="checkbox"/> Right-of-way <input type="checkbox"/> Construction <input checked="" type="checkbox"/> Other						<b>Work Zone:</b>
<b>Remarks</b>						

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match	\$0	\$0			\$0		
Local Match	\$4,260	\$4,260			\$8,521		
TAP	\$25,000	\$25,000			\$50,000		
<b>Totals</b>	\$29,260	\$29,260			\$58,521		

## Las Cruces Metropolitan Planning Area

## Las Cruces Metropolitan Planning Organization

## Transportation Improvement Program (TIP)

CN: LC00150

Las Cruces MPO - PIN:

95

NMDOT Dist.: 1 County: Dona Ana

Municipality: Various Multiple Jurisd.

Fed ID: LC00150

Lead Agency: NMDOT

Length: 10.2 Miles

RT: Proj I-10 Pavement Preservation

Est. Proj. Cost: \$5,000,000

Fr: 133

To: 143.2

Est. Letting:

Category: Hwy &amp; Brg Pres

TIP Amendment Pending? ☐

Project Desc.: Pavement Preservation project on Interstate 10

Project Phases: ☐ Environ. Document ☒ Prel. Engr. ☒ Design ☐ Right-of-way ☒ Construction ☐ Other

Work Zone:

Remarks:

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match			\$728,000		\$728,000		
Local Match			\$0		\$0		
STP-Flex			\$1,708,800	06	\$1,708,800		
STP-Sm Urb			\$2,563,200	06	\$2,563,200		
<b>Totals</b>			\$5,000,000		\$5,000,000		

## Las Cruces Metropolitan Planning Area

## Las Cruces Metropolitan Planning Organization

## Transportation Improvement Program (TIP)

CN: LC00160

Las Cruces MPO - PIN:

96

NMDOT Dist.: 1 County: Dona Ana

Municipality: City of Las Cruces

Fed ID: LC00160

Lead Agency: NMDOT

Length: 1.5 Miles

RT: Proj NM 188 (Valley Drive) Roadway Reconstruction

Est. Proj. Cost: \$7,800,000

Fr: Ave de Mesilla

To: Picacho

Est. Letting:

Category: Hwy &amp; Brg Pres

TIP Amendment Pending? ☐

Project Desc.: Valley Drive Reconstruction from Ave de Mesilla north to Picacho including the intersections

Project Phases: ☐ Environ. Document ☒ Prel. Engr. ☒ Design ☐ Right-of-way ☒ Construction ☐ Other

Work Zone:

Remarks:

PROGRAMMED FUNDS - Four Year Federal TIP by Funding Category						TIP Informational Years	
FUND SOURCE	2014	2015	2016	2017	4 Yr. TOTALS	2018	2019
State Match	\$116,480			\$1,019,200	\$1,135,680		
Local Match	\$0			\$0	\$0		
NHPP MAP-21				\$2,990,400 04	\$2,990,400		
STP-Flex	\$683,520 04				\$683,520		
STP-Sm Urb				\$2,990,400 04	\$2,990,400		
<b>Totals</b>	\$800,000			\$7,000,000	\$7,800,000		

**From:** Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>  
**Sent:** Tuesday, October 01, 2013 9:16 AM  
**To:** Andrew Wray  
**Subject:** FW: TIP Follow Up  
**Attachments:** FY2014 TIP Amendment 1.xls

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

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**From:** Herrera, Jolene M, NMDOT  
**Sent:** Wednesday, September 11, 2013 4:11 PM  
**To:** 'Andrew Wray'  
**Subject:** RE: TIP Follow Up

Hi Andrew,

Please see the attached spreadsheet with the TIP Amendments that need to be made. Can you please put this on the BPAC, TAC, and PC agendas as an action item for October?

Thanks,

**Jolene Herrera**  
**Urban & Regional Planner D1 & D2**  
**NMDOT South Region Design**  
**750 N Solano Dr**  
**Las Cruces, NM 88001**  
**O: (575) 525-7358**  
**C: (575) 202-4698**

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**From:** Andrew Wray [<mailto:awray@las-cruces.org>]  
**Sent:** Tuesday, September 10, 2013 10:18 AM  
**To:** Herrera, Jolene M, NMDOT  
**Subject:** TIP Follow Up

Hi Jolene,

I just wanted to see if you had any feedback yet on the TIP bundle I sent last week.

Thanks.

Andrew Wray  
Transportation Planner  
Mesilla Valley Metropolitan Planning Organization  
P.O. Box 20000  
Las Cruces, NM 88004  
(575) 528-3070  
(575) 528-3155 (fax)

CN	FY	Route	Termini	Scope	Funds listed on TIP	Project total	Change
W100032	2014	N/A	N/A	Safe Routes to School Coordinator	\$64,281	\$0	Project deleted in new STIP
1100830	2015	I-10	Ramp E of University Ave Bridge & Union Ave Bridge	Bridge Rehabilitation	\$7,605,016	\$7,605,016	No Change
1100620	2016	I-10	Las Cruces to TX state line	Pavement Preservation	\$9,000,000	\$9,000,000	Moved from FY2015 to FY2016
LC00100	2014	I-25	Missouri Bridge	Bridge Reconstruction/Widening	\$9,000,000	\$9,800,000	\$800K added for preliminary engineering
LC00110	2014	El Camino Real Rd	at Dona Ana School Rd	Intersection Realignment	\$285,000	\$242,250	Moved from FY2013 per DAC Engineering, \$42,750 left in FY2013 for Design
LC00120	2016	US 70	Intersection of Spitz/Solano/Main	Intersection Realignment	\$5,200,000	\$5,200,000	No Change
No CN Assigned	2014-2017	N/A	N/A	MPO Planning Funds-PL	\$250,486/year	\$254,543/year	Funding Amount per year slightly changed
LC00130	2014/2015	El Paseo Rd	University to Main St	Safety Project	\$335,000	\$335,000	No Change, CLC project
1100930	2014	US 70	I-25 Interchange to Rinconada	Concrete Wall Barrier & ITS installation	\$3,010,000	\$3,010,000	New HSIP project
LC00150	2016	I-10	MP 133-143.2	Pavement Preservation	\$0	\$5,000,000	New project
LC00160	2014/2017	NM 188 (Valley Drive)	City Limits to Avenida De Mesilla	Roadway Reconstruction	\$0	\$7,800,000	New project, \$800K in FY2014 for preliminary engineering, Construction in FY2017



## **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://lcmpoweb.las-cruces.org>

### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF October 15, 2013**

**AGENDA ITEM:**

6.1 Transportation Asset Management Presentation

**SUPPORT INFORMATION:**

None

**DISCUSSION:**

The BPAC will host a presentation regarding Asset Management by Denise Weston of Bohannon-Huston.





## **METROPOLITAN PLANNING ORGANIZATION**

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF October 15, 2013**

**AGENDA ITEM:**

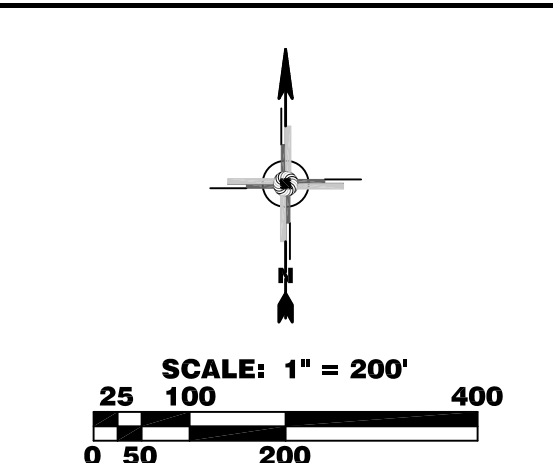
10.0 Transportation Asset Management Presentation

**SUPPORT INFORMATION:**

Map of Park Ridge Development Proposed Bicycle and Pedestrian Paths

**DISCUSSION:**

The BPAC will host a Work Session regarding the proposed Park Ridge Development.



NEW SIDEWALK PATH (green dotted line)

NEW BIKE PATH (blue dotted line)

NEW MULTI USE PATH (red dashed line)

NEW ENHANCED SIDEWALK (magenta dashed line)

NEW CROSS WALK PATH (cyan dashed line)

EXISTING TRAIL (orange dashed line)

**DEVELOPER :**  
PARK RIDGE LLC  
1340 PICACHO HILL DRIVE  
LAS CRUCES, NEW MEXICO 88007

**NEW MEXICO ONE CALL  
STATEWIDE  
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**FLOODPLAIN NOTE:**  
THE MAJORITY OF THE PROJECT AREA IS LOCATED IN OTHER AREAS ZONE X. THIS ZONE IS DEFINED AS AREAS DETERMINED TO BE OUTSIDE THE 500-YEAR FLOODPLAIN. THE SOUTH CORNER OF THE PROJECT AREA IS LOCATED IN SPECIAL FLOOD HAZARD AREAS ZONE A. THIS ZONE IS DEFINED AS AREAS INUNDED BY THE 100-YEAR FLOOD WITH NO BASE FLOOD ELEVATIONS DETERMINED.  
FIRM NUMBER: 35013C0518 F  
EFFECTIVE DATE: SEPTEMBER 6, 1995

**Zia Engineering & Environmental  
Consultants, LLC**  
7555 S. Telshor Blvd., Suite F-201  
Las Cruces, New Mexico 88011  
Phone: (575) 532-1526 Fax: (575) 532-1587

Sheet Title:  
PARK RIDGE PEDESTRIAN/TRANSPORTATION PLAN

Project Name:

**PARK RIDGE**

Client:

CLIENT. PARK RIDGE LLC

DATE: \_\_\_\_\_

REVIEW ONLY  
(NOT FOR CONSTRUCTION)

Designed By:	GV
Drawn By:	TA
Approved By:	FXU
Date:	10/09/13

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File ID: N-LCC-12-020

Location: B:\N\LCC-12-020\104 CAD FILES\Park Ridge PUD\104.11 Exhibit's New Park Ridge PUD\N\LCC-12-020\_Park Ridge-Pedestrian-Trans.dwg  
 Layout: Park Ridge  
 Plot: 1  
 Plot Device: HP DesignJet 5000  
 Plot Date: 01/2013 - 11:35AM