MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE

AGENDA

The following is the agenda for the Mesilla Valley Metropolitan Planning Organization's (MPO) Technical Advisory Committee meeting to be held on April 3, 2014 at 4:00 p.m. in the Doña Ana County Commission Chambers, 845 Motel, Las Cruces, New Mexico. Meeting packets are available on the Mesilla Valley MPO website.

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1. CALL TO ORDER ____________________________________________________ Chair

2. APPROVAL OF AGENDA ___________________________________________ Chair

3. APPROVAL OF MINUTES ___________________________________________ Chair

   3.1. March 6, 2014 _____________________________________________

4. PUBLIC COMMENT _________________________________________________ Chair

5. ACTION ITEMS ____________________________________________________

   5.1. Functional Classification _________________________________________ MPO Staff

6. DISCUSSION ITEMS ________________________________________________ MPO Staff

   6.1. Transportation Safety and Asset Management Plan __________________ MPO Staff

7. COMMITTEE and STAFF COMMENTS ___________________________________

8. PUBLIC COMMENT _____________________________________________ Chair

9. ADJOURNMENT ____________________________________________________ Chair
The following are minutes for the meeting of the Technical Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held March 6, 2014 at 4:00 p.m. at Dona Ana County Government Building, 845 N. Motel Blvd., Las Cruces, New Mexico.

**MEMBERS PRESENT:** Mike Bartholomew (CLC Transit)  
Larry Altamirano (LCPS)  
Aaron Chavarria (proxy for Harold Love - NMDOT)  
Jolene Herrera (NMDOT)  
Louis Grijalva (CLC Public Works)  
John Gwynne (DA Flood Commission)  
Bill Childress (BLM)  
Jack Valencia (SCRTD)  
Greg Walke (NMSU)  
John Knopp (Town of Mesilla)  
Willie Roman (CLC Transportation)  

**MEMBERS ABSENT:** Luis Marmolejo (DAC)  
Jesus Morales (EBID)  
Debbie Lujan (Town of Mesilla)  

**STAFF PRESENT:** Andrew Wray (MPO staff)  
Chowdhury Siddiqui (MPO staff)  
Orlando Fierro (MPO staff)  
Tom Murphy (MPO staff)  

1. **CALL TO ORDER**  
Meeting called to order at 4:00 p.m.

2. **APPROVAL OF AGENDA**  
Mike Bartholomew motioned to approve the agenda.  
John Gwynne seconds the motion.  
All in favor.

Roll call was taken to establish quorum. A quorum was present.

3. **APPROVAL OF MINUTES**

3.1 February 6, 2014  
Jack Valencia had a correction on the members present, his organization should be SCRTD not SCRDT.
Larry Altamirano motioned to approve the minutes of February 6, 2014.
Mike Bartholomew seconds the motion.
All in favor.

4. PUBLIC COMMENT – No public comment

5. DISCUSSION ITEMS

5.1 Functional Classification Discussion
The Federal Highway Administration (FHWA) recommends that states review the functional classification of their road system every 10 years (following the decennial Census).

Current Functional Classification in the MPO region does not group ‘Collectors’ into Major and Minor subcategories. The new guideline necessitates categorizing Collectors into one of the two classes.

Chowdhury Siddiqui gave a presentation.

Valencia: Could I hold on for a second. Let me just ask you one question with regard to the classifications in 1 thru 7. Is there a categorization, well not categorization, is there certain traffic movements, local is less than 10,000, minor collectors are 10,000 and above or something, is there a number generator that can give us a little bit more familiarity.

Siddiqui: Yes Mr. Chair, there are specific numbers as far as annual average data traffic goes and we have tables in Chapter 3 I believe that documents all the numbers.

Valencia: Does that have a financial implication as far as grants and application of grants?

Siddiqui: Yes, as far as the manual says that, I’m going to read from here, the Federal aid funding is one of the most significant uses of functional classification of the State DOT and local planning partner’s perspective, and that’s on page 2.2-3 in Section 2.2. Apart from that it has other implications as far as the statistical reporting goes.

Valencia: Let me stop you there for a second with regard to the Committee. Does the Committee have any desire to pull out specifics for discussion? It is an item that is not for approval so its discussion only. I think it would best serve us collectively if we were to possibly look through this if we had items in which we want to discuss futuroistically then we can inform staff to be prepared for it at our next meeting. Is there another pathway that you all would like to take? Are you alright with that Mr. Murphy?
Murphy: Yes.

Gwynne: Mr. Chair, I do have a question. On this list there are quite a few streets from 171 down that have a lot more than 6,300 ADT and so wouldn't they be labeled something else, arterials or something? Some of them carry quite a bit of traffic.

Siddiqui: Yes, especially from 185 to 188 it has more than 10,000. I'm not sure; I'm going to defer to Mr. Murphy regarding this.

Murphy: Mr. Chairman, Mr. Walke, what we would have to is look at each of those on an individual basis. A lot of that of that will depend upon their spacing with existing arterials where they, how much physical separation there is between those roadways as well as the land use around them. For example, we have Espina which carries the highest ADT on this list but you know it is really close geographically on both El Paseo and Solano, two facilities which carry even more so in this case at least staff feels and when we updated the functional classification last during the Transport 2040 adoption it was felt that in this case Espina should be labeled a collector based on that context even though it does have a higher AADT than your typical collector.

Childress: I have a question, could you once again describe the break off points that you were referring to?

Siddiqui: Absolutely, the first breakdown that I referred to was for minor rural collector and that has a range from 150 to 1100 so I took 150 and was kind of thinking segment number 21, Cortez Drive till so to 221 maybe automatically be considered as minor rural and anything above 300 which is the minimum range for major rural would be automatically considered as major rural collector and that is something beyond segment 24 so segment 24 to 28 becomes a major rural collector. For the urban collector since it does not give us a breakdown we statistically found that 4,470 is the number that has a natural break between if we classify them into two separate groups so any segment that has ADT more than that number which is going to be 160 number segment West Madrid Avenue, anything above that would automatically qualify as major urban collector but for determining minor we take the minimum which is 1100 and assign them minor urban and then anything in between, maybe we focused a little bit more and think about it.

Murphy: Thank you Chowdhury and I'd like to just kind of interject here that when we're looking at the ADT's this really is our first level of evaluating these corridors. If u find on page 3-1 of the guide that was passed out, there are seven factors which we need to consider when determining the functional classification of which AADT is only one of those. There is the context lane, other factors which I briefly alluded to earlier so I don't all of us to get bogged down in the ADT numbers and just to let you know staff is using that as the
first pass over and then particular facilities can move up or down based on those other factors, we’re just using the traffic counts just to get it started.

Herrera: Mr. Chair, Tom or Chowdhury I’m wondering if you guys have, so you said this is kind of your first pass over and you just use the ADT but do you have recommendations? I mean have you gotten that far yet or are you kind of just analyzing the data right now because there are a lot of roads here so I’m wondering if you have specific recommendations or specific things that you want this Committee to look at because I mean we would have to go road by road basically.

Murphy: I think what we wanted to do is bring this issue to the attention of the Committee and get you thinking along those lines. The next time we come back we’ll have some specific recommendations really based on the surrounding land use, the lengths and of that nature but we didn’t want to throw that all at you at the first meeting next month, we wanted to introduce you to it slowly. Kind of along those lines there is kind of a question that’s being debated among the different MPO’s that are undergoing this exercise and that is frontage roads and we two series of frontage roads along I-10 and then one on US 70 and whether those are classified as collectors or arterials is something that we need to decide on, concurrently we have them as minor arterials but our MPO neighbor to the south, El Paso, has them listed as collectors so that is something that we will need to during this process also evaluate so I would like to plant that seed, have you think about it whether the length of them justifies arterials or their functioning really justifies collectors and definitely encourage you to read through the first couple of chapters of the manual so that when we do come back with recommendations that you will feel comfortable sending those up to the Policy Committee.

Valencia: I guess my question is as far as progression what kind of time frame are you looking at? The next meeting is discussion familiarity, we’re familiarizing ourselves now so you’re not going to come at the next meeting and I would think not that you’re going to come up with a desire to adopt or kick the can forward or is that your........

Murphy: I think we may have to come back with an action item. I need to check with the planning unit up in Santa Fe or ask Jolene to do that. They need to have some results back from us as well so I’m not sure of their time table right now but I know that one exists and we may need to move quickly after next month.

Herrera: Mr. Chair, I can talk a little bit about that so the consultant originally hoped to have kind of draft submittals from all the MPO’s and RPO’s by the end of March so that’s not going to happen so I think their next kind of deadline that they would like to hit is May because they also have submittal dates and requirements of when they have to turn things into FHWA as drafts and things, so I’ll go back and check. They did a really good presentation and it
had a very specific timeline on it so I will make sure that I send that to MPO staff so that it can be sent to the members as well.

Valencia: Continue.

Siddiqui: Mr. Chair, that is all that I had.

Valencia: Is there any discussion from the Committee with regard to MPO staff and the DOT with regard to the progression. I see that as being our sense of importance of becoming familiar with the material, moving it on forward in an informative, inquisitive manner at our next meeting while trying to maintain the time commitment and adoption of what we’re doing so is there any discussion with regard to that.

Murphy: I’d like to add a couple extra points on that. Just kind of historically, we used to have urban major and minor collectors in MPO areas about 15 years ago FHWA went away from that and only retained minor and major collectors in rural areas so for many years our MPO only had collectors as part of our function classification. That is one of our things that we’re compelled to update at this point. Also additionally based on those percentage guidelines that Chowdhury went over we have knocked a couple of previous collectors off of our list and they are now classified local roads. These percentages kind of grant more ability to put roadways to be included on that. I think they need to meet the tests of functionality, land use, all those others first but I think there is room for additional collectors into our system based on these new numbers and if you or agencies are aware of any local roadways that you would like to have into that mix I do know at the Policy Committee level there have been some roadways that they’ve discussed that they would like to be reclassified from local to collectors. In addition to the funding and statistical impacts at the federal level, at the local level there are also implications particularly in land use, just to cite an example I’ve seen most often is the City of Las Cruces Zoning Code allows churches to be located on collectors or higher roadways; therefore, a roadway not being designated a collector prevents some flexibility for that land use to be located. Also with the subdivision developments in both the City and the County, collector roadways are required to be built by adjacent or half a collector is required to be built by an adjacent developer where they are required to build an entire roadway so the phasing of those road improvements would also be affected due to the decisions that we make and what we include on this list so I just wanted to leave those thoughts with the Committee so in case there is anything that you would like to bring to the attention of MPO staff you can certainly do so between now and next month’s meeting, thank you.

Knopp: When we were (inaudible) ten years ago I suppose, I know there was discussion about lane widths and were all the lane widths adequate for the status of collector, do you know at present. It looks like the lane and shoulder
and all isn’t very much and I know there is some and I’ll mention like Idaho where they don’t even allow parking but it’s not official, there are no signs and yet I know the residents along there are not allowed to, now that’s Las Cruces not Mesilla but roads like that that serve that purpose. Do we have data?

Murphy: I don’t think we have the exact data you are looking for. A lot of that is controlled by design standards that each of your governments have on these roadways and then a lot of times in the case of Idaho it is deemed as a non-conforming roadway in regard to the design standards but also additionally sometimes their even constructed not to the design guidelines and that’s really something that’s decided or agreed to upon at the Planning & Zoning Commissioner level or the council of the governing body but what we’re seeing here from FHWA are merely guidelines that help us think about classifying them.

Herrera: Mr. Chair, Tom, Chowdhury, I’m wondering if there is any roadways that you’ve identified for, I guess declassification or a lower classification than they currently are. I know that we found a few in the El Paso MPO area and in other areas of the State, they were classified probably not what they should have been in anticipation of development coming in and then that didn’t happen so that’s probably something that we should look at.

Murphy: Mr. Chair, Ms. Herrera, we’ll certainly look at it to align with that. We went through this exercise with the Committee when we went through Transport 2040 and we updated and we actually did give the axe to a, we did downgrade a lot of roadways to local at that point. One of which I alluded to that we’re hearing conversations to the Policy Committee to bring that one back. I suppose there could be others on here; staff is going to look at that but just to let you know we did do that specific exercise back in 2010.

Valencia: Any other additional comments on Item 5.

Gwynne: Mr. Chair, I wonder if it wouldn’t be helpful for the members of this Committee to also see what the existing classification is of these roadways that you have here that are on this list.

Murphy: Mr. Chair, Mr. Gwynne, the existing classification of these roadways is urban collectors and we’re endeavoring to divide them in to urban major collectors and urban minor collectors.

Gwynne: Very good, thank you.

Herrera: Mr. Chair, also if I could add in the manual itself there is a link to a website. I’m trying to find the exact page that it is on but as part of the contract with our consultant they are maintaining an online tool that local governments can use to see the current classification of all the roadways in the area and then it’s
also open to the public so that comments can be made, so if there is a
roadway that is currently classified as local and someone in the public thinks
it should be an arterial or whatever then they can go onto that website and put
their comments in there and I’ll continue to look for that link. I know it’s
somewhere in this package.

Valencia: Any other additional comments?

Siddiqui: Mr. Chair, if I can just add a cautionary statement, the road network that the
consultant has in the website does not reflect our current adopted functional
classification so there are…..

Valencia: differentiating material that conflicts between the consultant and what we
have.

Siddiqui: Yes so what we have is the latest and what’s on the web is a back dated so
you might find some roadway segment………………

Valencia: Just for the Committee to be aware that there is potential conflict in
information.

Siddiqui: Yes but we do have functional classification on the MPO website and that has
the differentiation for the different classification systems so that would be a
good resource for the Committee to look as well.

Valencia: Ms. Herrera, did you find the link?

Herrera: I didn’t but I will make sure to send that to MPO staff along with whatever else
I was going to send.

Valencia: Appreciate it and with that I’ll just go ahead and close the discussion on Item
5.

6. COMMITTEE AND STAFF COMMENTS – No comments

7. PUBLIC COMMENT – No public comment

8. ADJOURNMENT

Meeting adjourned at 4:40 p.m.

Mike Bartholomew motioned to adjourn.

Greg Walke seconds the motion.

_____________________
Chair
MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE  
ACTION FORM FOR THE MEETING OF April 3, 2014

AGENDA ITEM:  
5.1 Functional Classification

ACTION REQUESTED:  
Recommendation of Approval of the Functional Classification of Road System within MPO Area

SUPPORT INFORMATION:  
MVMP0 Functional Classification Map  
NMDOT Functional Classification Guidance Manual

DISCUSSION:  
Collector roads within Mesilla Valley MPO area are not currently subdivided into ‘Major’ and ‘Minor’ subcategories. Mesilla Valley MPO has evaluated all the Collectors within its public road system in order to determine their appropriate functional class.

This effort has been conducted as a part of New Mexico Department of Transportation’s (NMDOT) Statewide Functional Classification Review Project. The New Mexico Department of Transportation Functional Classification Guidance Manual describes the procedures, terms, and tools used for analyzing the roadway system in the state of New Mexico for the purposes of determining functional classification of the state’s public road network. The functional classification of a road impacts several business decisions at a state Department of Transportation (DOT), not the least of which are the allowable design standards (i.e. speed, horizontal and vertical alignment, etc.). In addition, Federal-aid funding is one of the most significant uses of functional classification from the state DOT and local planning partners’ perspective. Functional classification is also used in the compilation and reporting of the extent, condition and performance of the nation’s highways in the Highway Statistics publication from the Federal Highway Administration (FHWA) Office of Highway Policy Information.

Breakdown of Functional Classes of roads within Mesilla Valley MPO area is provided in the following page.
### URBAN Road System

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Mile</th>
<th>Percentage</th>
<th>System Percent (mileage)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>86.72</td>
<td>9.0</td>
<td>1 – 2%</td>
</tr>
<tr>
<td>Other Freeway</td>
<td>20.10</td>
<td>2.1</td>
<td>0 – 2%</td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>69.97</td>
<td>7.3</td>
<td>4 – 5%</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>106.97</td>
<td>11.2</td>
<td>7 – 12%</td>
</tr>
<tr>
<td>Major Collector</td>
<td>47.5</td>
<td>5.0</td>
<td>7 – 13%</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>32.87</td>
<td>3.4</td>
<td>7 – 13%</td>
</tr>
<tr>
<td>Local</td>
<td>594.32</td>
<td>62.0</td>
<td>67 – 76%</td>
</tr>
<tr>
<td><strong>TOTAL =</strong></td>
<td><strong>958.45</strong></td>
<td><strong>100.0</strong></td>
<td></td>
</tr>
</tbody>
</table>

* NMDOT Functional Classification Guidance Manual

### RURAL Road System

<table>
<thead>
<tr>
<th>Functional Classification</th>
<th>Mile</th>
<th>Percentage</th>
<th>System Percent (mileage)*</th>
</tr>
</thead>
<tbody>
<tr>
<td>Interstate</td>
<td>53.97</td>
<td>11.2</td>
<td>1 – 2%</td>
</tr>
<tr>
<td>Other Freeway</td>
<td>1.00</td>
<td>0.2</td>
<td>0 – 2%</td>
</tr>
<tr>
<td>Principal Arterial</td>
<td>49.07</td>
<td>10.2</td>
<td>2 – 5%</td>
</tr>
<tr>
<td>Minor Arterial</td>
<td>51.59</td>
<td>10.7</td>
<td>3 – 7%</td>
</tr>
<tr>
<td>Major Collector</td>
<td>16.28</td>
<td>3.4</td>
<td>10 – 17%</td>
</tr>
<tr>
<td>Minor Collector</td>
<td>25.53</td>
<td>5.3</td>
<td>5 – 13%</td>
</tr>
<tr>
<td>Local</td>
<td>284.18</td>
<td>59.0</td>
<td>66 – 74%</td>
</tr>
<tr>
<td><strong>TOTAL =</strong></td>
<td><strong>481.62</strong></td>
<td><strong>100.0</strong></td>
<td></td>
</tr>
</tbody>
</table>

* NMDOT Functional Classification Guidance Manual

A layout of the proposed Collector classification is provided in the next page.
AGENDA ITEM:
6.1 Transportation Safety and Asset Management Plan

SUPPORT INFORMATION:
None.

DISCUSSION:
Mesilla Valley MPO’s Transportation Asset and Safety Management Plan represents one of the management plans recommended by the MPO’s current Metropolitan Transportation Plan (MTP). It is designed as the first step in implementation of coordinated asset management for transportation infrastructure under the jurisdiction of the following agencies: New Mexico Department of Transportation (NMDOT), New Mexico State University (NMSU), Doña Ana County, City of Las Cruces and Town of Mesilla.

The overall purpose of this Transportation Asset and Safety Management Plan is to develop strategies, projects and tasks for implementation of a management approach to regionalized decision making related to transportation system improvement, maintenance and replacement. This plan has been developed under the framework of MAP-21- Moving Ahead of Progress in the 21st Century Act. MAP-21 is a performance-based program; therefore, a broader purpose of this Plan is to develop a data collection and prioritization process that can be used to evaluate the performance of the transportation planning efforts as they align with the criteria used in MAP-21.

Bohannan Huston, Inc. is currently preparing this Plan for Mesilla Valley MPO.

Bohannan Huston’s staff expects to send out a draft report before commencement of Technical Advisory Committee’s April meeting.