



# 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

### AMENDED AGENDA

The following is the agenda for the Mesilla Valley Metropolitan Planning Organization's (MPO) Bicycle and Pedestrian Advisory Committee meeting to be held on **April 19, 2016 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://mesillavalleympo.org).

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1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **APPROVAL OF AGENDA** \_\_\_\_\_ **Chair**
3. **APPROVAL OF MINUTES** \_\_\_\_\_ **Chair**
  - 3.1. February 16, 2016 \_\_\_\_\_
4. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
5. **ACTION ITEMS** \_\_\_\_\_
  - 5.1. Amendments to the 2016-2021 Transportation Improvement Program **MPO Staff**
  - 5.2. Multi-Use Loop Trail Alternative Selection \_\_\_\_\_ **MPO Staff**
  - 5.3. Recommendation of approval of FFY 2017 and FFY 2018 UPWP \_\_\_\_\_ **MPO Staff**
6. **DISCUSSION ITEMS** \_\_\_\_\_
  - 6.1. Missouri/Roadrunner Study Corridor Presentation \_\_\_\_\_ **BHI**
7. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_
  - 7.1. MPO Staff Update: \_\_\_\_\_ **MPO Staff**
  - 7.2. Local Projects update \_\_\_\_\_ **CLC, DAC, TOM, NMSU Staff**
  - 7.3. NMDOT Projects update \_\_\_\_\_ **NMDOT Staff**
8. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
9. **ADJOURNMENT** \_\_\_\_\_ **Chair**

1                   **MESILLA VALLEY 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  
5   Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO)  
6   which was held February 16, 2016 at 5:00 p.m. in Commission Chambers at Dona Ana  
7   County Government 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)  
11                               Ashleigh Curry (Town of Mesilla Citizen Rep)  
12                               Andrew Bencomo (Ped. Community Rep) (arrived 5:06)  
13                               Lance Shepan (Mesilla Marshall's Department)  
14                               Gabriel Rochelle (Bicycle Community Rep)  
15                               Samuel Paz (Dona Ana County)  
16                               James Nunez (City of Las Cruces Rep)  
17                               Mark Leisher (DAC Citizen Rep)  
18

19   **MEMBERS ABSENT:**     David Shearer (NMSU - Environmental Safety)  
20

21   **STAFF PRESENT:**       Tom Murphy (MPO)  
22                               Andrew Wray (MPO)  
23                               Michael McAdams (MPO)  
24

25   **OTHERS PRESENT:**     Becky Baum, Recording Secretary, RC Creations, LLC  
26

27   **1.     CALL TO ORDER (5:02 p.m.)**  
28

29   Pearson:     Okay. We ready to go? We might as well get going. We've got a quorum  
30                   here so I'll call the meeting to order. I'll just have the members introduce  
31                   themselves and who they represent. We'll start from Mark's end this time.  
32                   Introduce yourself and who you represent.  
33

34   Leisher:     Mark Leisher, represent the Citizens of Dona Ana County.  
35

36   Herrera:     Jolene Herrera, NMDOT.  
37

38   Shepan:     Lance Shepan, Town of Mesilla.  
39

40   Curry:      Ashleigh Curry, Community Representative, Town of Mesilla.  
41

42   Rochelle:    Oh it's not on? Okay. Sorry.  
43

44   Pearson:     Try again.  
45

46   Rochelle:    Gabriel Rochelle, Bicycling Community Representative.

1  
2 Nunez: James Nunez, City of Las Cruces.

3  
4 Paz: Samuel Paz, Dona Ana County.

5  
6 Pearson: And I'm George Pearson, City of Las Cruces Representative.  
7

8 **2. APPROVAL OF AGENDA**  
9

10 Pearson: Next order of business is Approval of the Agenda. Do we have any  
11 changes or comments on the agenda? I'll hear a motion to approve the  
12 agenda as presented.  
13

14 Rochelle: So moved.

15  
16 Pearson: Moved by Gabriel.

17  
18 Herrera: Second.

19  
20 Pearson: Second by Jolene. All in favor of the agenda as, as presented, "aye."  
21

22 MOTION PASSES UNANIMOUSLY.  
23

24 Pearson: Any opposed? Hearing none, we'll move forward from that.  
25

26 **3. APPROVAL OF MINUTES**  
27

28 **3.1 January 19, 2016**  
29

30 Pearson: Next is Approval of the Minutes of the January 19th, 2016 meeting. Any  
31 discussion on minutes? Hearing none, I'll hear a motion to approve the  
32 minutes as presented.  
33

34 Rochelle: So moved.

35  
36 Curry: Second.

37  
38 Wray: Who did the first movement? Did you ...  
39

40 Pearson: Gabriel.

41  
42 Wray; Gabriel did, okay.  
43

44 Rochelle: Yeah. Both of them.  
45

1 Pearson: Did the motion and we have a second so all in favor of approving the  
2 minutes as presented, "aye."

3  
4 MOTION PASSES UNANIMOUSLY.

5  
6 Pearson: Any opposed? Hearing none, that's approved.  
7

#### 8 **4. PUBLIC COMMENT**

9  
10 Pearson: We're on to Public Comment. Any members of the public have an  
11 opportunity to address us and I see none I guess so we'll just move  
12 ahead.  
13

#### 14 **5. ACTION ITEMS**

##### 15 16 **6.1 Amendment to the MPO Bylaws**

17  
18 Pearson: Action Items. Amendment to the MPO Bylaws.  
19

20 MICHAEL MCADAMS GAVE HIS PRESENTATION.  
21

22 Pearson: Okay. Any Committee Members have comments on that?  
23

24 Herrera: Mr. Chair.  
25

26 Pearson: Jolene.  
27

28 Herrera: I don't remember discussing the point about one of the ...  
29

30 Curry: Citizen Reps.  
31

32 Herrera: Yeah, the Citizen Representative part of it, which I'm fine with, I just don't  
33 remember discussing that at all.  
34

35 Pearson: Okay. We discussed that during our discussion last time I think. That,  
36 that was new to me.  
37

38 McAdams: It, it was a, it's a suggestion by staff.  
39

40 Pearson: Right.  
41

42 McAdams: As an alternative.  
43

44 Herrera: I don't think it's a bad one.  
45

1 Pearson: I think it's a good suggestion. It'll, it leads to transparency of the  
2 Committee. There'll be no accusations that "Well, staff just got together  
3 and decided something," so.  
4  
5 McAdams: That was our, our position.  
6  
7 Pearson: I like that.  
8  
9 McAdams: Exactly.  
10  
11 Pearson: I like the last one where if we, our membership does happen to fall below  
12 a certain member, certain number which we have 11 members when it's  
13 full.  
14  
15 Murphy: Yeah but it's flexible.  
16  
17 McAdams: When it's full. We have one absent, we have one ...  
18  
19 Pearson: Right.  
20  
21 McAdams: Removed.  
22  
23 Pearson: So we have ten right now, so right now we would still need six to make a  
24 quorum.  
25  
26 McAdams: Exactly.  
27  
28 Pearson: So if for some reason we dropped off a couple more we could still do  
29 business with four members when that's a majority. So I like the last  
30 option.  
31  
32 Curry: I do too.  
33  
34 Herrera: Mr. Chair.  
35  
36 Pearson: Yes.  
37  
38 Herrera: I definitely remember discussing last time about whether we should have a  
39 majority of sitting members or the number five members.  
40  
41 Pearson: Right.  
42  
43 Herrera: That was a big discussion. So I like the one above, I guess Option 3.  
44

1 Pearson: So it should stay at five? Cause otherwise, yeah cause we could meet at  
2 four, it would have to drop off quite a, membership would have to drop off  
3 rather. Then the Committee itself would be kind of in danger anyways.  
4

5 Herrera: Right. I wonder if maybe we need to add language about that in there just  
6 for clarity. I mean if there's, I don't know. Maybe it's not a big deal. Like  
7 you said maybe that, the Committee's in jeopardy and we have bigger  
8 problems but.  
9

10 Curry: Mr. Chair, Ms. Herrera. I'm not quite sure why Number 3 is, is better to  
11 you than Number 4 cause Number 4 does say "consist of five or a majority  
12 of sitting members," whichever's less. So it seems to cover more bases to  
13 have the fourth.  
14

15 Herrera: So how do we, how do we know which one it is then? So at, just at every  
16 meeting we choose?  
17

18 Curry: Well for, for example if, no it, it well it says "shall consist," but the, but  
19 sitting members is the number of members on the Committee as a total so  
20 if we have ten right now then we'd need six or five, whichever's less but if  
21 for example we only had eight sitting members then four would be  
22 enough.  
23

24 Herrera: Yeah. I just mean how do we make that clear to like the public or some,  
25 something? Like how do we know how many members we have?  
26

27 Curry: How many members are sitting members?  
28

29 Pearson: Well saying five would actually, would be clearer for when we come in we  
30 wouldn't have to have the discussion, "Well how many members do we  
31 need?"  
32

33 Rochelle: Right.  
34

35 Pearson: It's just five.  
36

37 Herrera: I guess that's what I'm trying to get at. I'm not asking the question  
38 correctly but also for transparency purposes if somebody from the public  
39 were to say, "Well there's only four people up there. Why are they having  
40 a meeting?" or something. I mean it'd be very clear to just say, "You need  
41 five for a quorum. That's what we have."  
42

43 Pearson: Yeah. Cause the other case, a lot of, lot of things would have to happen  
44 for ...  
45

46 Herrera: Right.

1  
2 Pearson: That to be true so that simplifies it so yeah, I'd be go, I, I agree then with  
3 three. So any other discussion? So somebody has to make a motion.  
4  
5 Rochelle: Mr. Chairman.  
6  
7 Pearson: Okay.  
8  
9 Rochelle: Yeah, I agree. I just wanted to say that I, I prefer three. I think four makes  
10 things muddy.  
11  
12 Pearson: Okay.  
13  
14 Rochelle: Three is quite clear enough.  
15  
16 Pearson: So to move forward with this we need a motion.  
17  
18 Herrera: Mr. Chair. I move that we accept Option 3 for the change in Bylaws.  
19  
20 Rochelle: Second here.  
21  
22 Pearson: Okay.  
23  
24 Murphy: Okay.  
25  
26 Pearson: So we have a motion and a second. Let's, all in favor say "aye."  
27  
28 MOTION PASSES UNANIMOUSLY.  
29  
30 Pearson: Any opposed? Hearing none, that passes with our recommendation. So  
31 we can just clarify, that will go to the Policy Committee as a  
32 recommendation there's changes ...  
33  
34 McAdams: Yes.  
35  
36 Pearson: To the Bylaws so the Bylaw could be, Policy Committee will then decide  
37 probably at their next meeting, probably in April I suppose.  
38  
39 Murphy: Yes.  
40  
41 McAdams: Yes.  
42  
43 Pearson: And then we'll hear back at our April meeting, or do we have an April  
44 meeting? Yeah, April meeting. Okay.  
45  
46

## 6. COMMITTEE AND STAFF COMMENTS

### 6.1 MPO Staff Update: Missouri Study Corridor Update

Pearson: So we're on to the Committee and Staff Comments.

McAdams: We have one staff comment. Mr. Booth who was, we recommend to be just removed was removed at the Policy Committee and so that has taken place.

Pearson: So we have a vacancy for a Bicycle Representative.

McAdams: Yes. We, we are advertising a vacancy for the, for this position, for the opening.

Pearson: So the Policy Committee doesn't have a meeting until April so until probably end of March you would say the public's welcome to send a letter of interest?

McAdams: Yes.

Pearson: Okay. Any other comments on that?

McAdams: Okay. Now I'd like to turn the floor to Andrew to talk about the Missouri Avenue.

Pearson: Okay.

McAdams: Project.

Wray: Thank you. We are planning to bring the information that we've collected so far regarding the Missouri Avenue Study Corridor to the TAC at their March meeting. We will be bringing this information to this Committee in April as well as briefing the Policy Committee on it in April as well. That's basically the extent of the update at the moment. We are hoping to have a public meeting sometime in March but we don't have a date or a venue completely firmly lined up yet so I don't want to make an announcement about that at this time. Does anyone have any questions? Thank you.

Pearson: Okay. I had one other question for MPO staff in general. We were hearing about the MPO having a separate website. Is that happening or where are you with that?

Wray: We're still working on it. That will, that will happen. We have run into a little hiccup that I don't want to elaborate on but we will get through it and I don't have a timeline though, unfortunately ...



1  
2 Pearson: Okay.

3  
4 Wray: As to when it, it will go live.

5  
6 Pearson: Okay. Thank you.

7  
8 **6.2 Local Projects update**  
9

10 Pearson: So now we're on Local Project updates. City of Las Cruces.

11  
12 Nunez: Yes. I reviewed, talked to one of the PMs for the La Llorona construction  
13 project is complete in construction. They're just finishing up paperwork.  
14 The, the other trails project is, pre-con is being scheduled so they haven't  
15 kicked that off. And then the Elks project, the widening along, towards  
16 Engler, I don't know if you all are familiar with that area. Hadley, that also  
17 is a pre-con is being scheduled. So those two projects should kick off  
18 here soon. The, right now in design we have a pavement replacement  
19 project which I'm working on with the three other engineers in our group  
20 and that includes about 15 streets but on those projects we're mainly  
21 updating the ADA ramps. And then also looking through our letting  
22 schedule a number of projects in design: Willow, El Prado, those are,  
23 Crescent, those are all reconstruction. There's no widening or obtaining  
24 additional right-of-way that I know of so it'd be also updating all the ADA  
25 ramps. That's what I have. I could go on and name a few more, I mean  
26 there's Camino del Sol, there's Boston, Lavender, Farney, and then the  
27 Golf Club Road and Roadrunner, that intersection's going to be modified,  
28 changed.  
29

30 Pearson: Okay. The one that stood out to me was Farney because that has some  
31 of the traffic calming devices, the bulb-outs. I had sent an e-mail to the  
32 engineer and we got response, you're going to actually put up the, the  
33 speed, the radar speed signs, make a treatment much like and some peak  
34 speed tables so a treatment much like on Boutz between Main, no Valley  
35 and Avenida de Mesilla. So I just ...  
36

37 Nunez: So you spoke with Jennifer Allred, I mean ...  
38

39 Pearson: I think so.  
40

41 Nunez: I, Allred ...  
42

43 Pearson: It was by e-mail.  
44

45 Nunez: Jennifer, just ...  
46

1 Pearson: It's been a while. It was before Christmas so I, I think that's who that was  
2 so.  
3  
4 Nunez: Yeah, over at, in Design, yeah.  
5  
6 Pearson: When is that project happening?  
7  
8 Nunez: I believe she's in design still so I, I can't predict that.  
9  
10 Pearson: Is that like a summertime construction?  
11  
12 Nunez: I don't think they turn them around that fast so.  
13  
14 Pearson: Oh, so it's still later.  
15  
16 Nunez: Yes.  
17  
18 Pearson: Okay. But that's, I think that's on our priority list for bicycle route, Farney  
19 and those bulb-outs. Getting rid of those I think would be good. And I  
20 wonder if the speed table's even necessary with the radar indicators.  
21 Maybe just some rumble strips might be enough.  
22  
23 Nunez: I'll write it down and I'll check.  
24  
25 Pearson: Because I remember when, I use the, the Boutz roadway there and before  
26 they put the speed tables in with just the radar there it seemed like that,  
27 that was pretty effective. So I know the emergency services don't like  
28 those speed tables that much. Maybe just rumble strips and that, that  
29 might be something to experiment with and see if, cut down on the costs  
30 and make the emergency services a little bit happier.  
31  
32 Nunez: I think, it says right here she's to be done with design by March 16th so  
33 that's a ways out from construction.  
34  
35 Pearson: Okay. Okay. Dona Ana County have anything for us?  
36  
37 Paz: Dripping Springs project is scheduled for completion in May and it's on  
38 track.  
39  
40 Pearson: Okay. And Town of Mesilla? Nothing?  
41  
42 Shepan: Nothing.  
43  
44 Pearson: NMSU's not here.  
45  
46

### 6.3 NMDOT Projects update

Pearson: NMDOT.

Herrera: Thank you Mr. Chair. Just run down the list here, my list. I don't think you guys have a list. The North Main project is finally complete. Yay.

Pearson: Really?

Herrera: I think for real this time. So that's good news. I did drive through there today and I noticed there was a lot of debris in the bike lane path so I've asked the District if they can sweep it and so hopefully we'll have a sweeper out there sometime soon.

The Missouri project is moving right along. They're still scheduled to be completed by the end of March. I know it looks like they still have a lot of work to do but they're working very diligently on getting that project done. They've got some other stuff going on on the southeast part of the state that they want to get this one done so they can move over there so we're hoping for end of March for that project.

The Union Avenue project is also moving along pretty quickly. They only had 240 weather working days and that clock started last May so they're nearing completion on that here in the next couple of months. You may have noticed that we're moving traffic control kind of all over the place. They have been sending out press releases. I know last time there was some talk about not everybody receiving those so hopefully the list has been expanded to include some of you all. If not, please let me know and we'll make sure to get you added.

The pavement preservation project on I-10 is moving along as well. That one's from Jackrabbit to the I-10/I-25 interchange. They have a mandatory completion date of November of 2016 and they will be skipping over the Union/Ramp E work and moving on to the six-lane portion because it's the same contractor. So just be aware that there's going to be traffic control out there for a while. The six-lane portion just got their notice to proceed February 4th so they won't be starting that until probably a few months from now after they finish up this section of I-10 and then they'll have to skip over the bridges.

And that's all we have in construction. I wanted to talk a little bit about some projects that we have under design right now though that impact this Committee or that we would like to receive input from this Committee on. One of them is the project on US-70 over San Augustin Pass. That's in the design phase right now. A consultant was selected and so they are starting the project. We have asked that George be the contact for the BPAC and he will be included as a stakeholder, so he'll be included in all the kickoff meetings, invited to plan reviews for comments for this Committee, as well as the Valley Drive project the same. That one, we had the Phase A/B report done. There was you know some

1 things with the Amador Proximo but I think we've worked most of that out  
2 with the City so we'll be moving forward with design on that. George,  
3 you'll also be on the list for that as the point of contact for the BPAC  
4 Committee. And both of those project are, projects are scheduled to let in  
5 Fiscal Year 2017.  
6

7 Pearson: Okay. NM-478, you had a project on there. Heard some good reports,  
8 the edge-to-edge resurfacing. I don't remember how, I haven't been on it  
9 yet. How far down did that go?

10

11 Herrera: It was the whole, the whole section so it goes all the way to, I want to say  
12 the intersection with 460, so where that roundabout is. I'd have to go back  
13 and look.  
14

15 Pearson: Okay.

16

17 Herrera: But it was the entire road and we definitely made sure to go edge-to-edge  
18 and we also used the, a different process to try to make it smoother for the  
19 cyclists.  
20

21 Pearson: And just on a, kind of a maintenance kind of thing when I was coming here  
22 at University in the right-of-way there going westbound there's a tree,  
23 University just west of Main Street there's a tree that makes me go all the  
24 way out into the traffic lane so needs to be some trimming there. And you  
25 might have them check on the other side, last time I was going eastbound  
26 there's a, where the water collects, seems like the drop-off is real bad  
27 there so that could be a problem.  
28

29 Herrera: Okay.

30

31 Pearson: I was wondering if you knew anything about the Melendres-Amador signal  
32 light because what I understood that, that went to NMDOT from the City  
33 for, and it was denied or something happened where it didn't happen and I  
34 think the City's going for that again. Do you have, know anything about  
35 that?  
36

37 Herrera: I don't, no.  
38

39 Pearson: Because that's, that'd be a good, I mean the community wants that.  
40 That's, for Safe Routes to School that intersection would be needed to be  
41 signalized in order to think about bringing kids over from, it's part of  
42 Central Elementary School district.  
43

44 Herrera: Right. So aren't those city streets though?

45

46 Pearson: Yeah. But they're going for ...

1  
2 Herrera: So they're trying to get funding?  
3  
4 Pearson: Yeah. I think, or whatever it is.  
5  
6 Herrera: Oh, okay.  
7  
8 Pearson: The state funding for it.  
9  
10 Herrera: Okay. I'll check on that.  
11  
12 Pearson: Because, and can you tell us anything about the, the TAP funding process  
13 any, any information you have on that?  
14  
15 Herrera: The only information that I have is that they're still working on the guides.  
16 They're supposed to be out before the next RTPO and MPO quarterly  
17 meetings which are in March so we should have guides out real soon.  
18 We're looking at doing the call probably shortly after that, a little review  
19 time for everybody but then hopefully soon after that, so I'm going to say  
20 maybe April-ish is when we would have the call for projects out and that  
21 would be for TAP and Rec Trails.  
22  
23 Pearson: Okay. So maybe the results from our work session can work into part of  
24 that.  
25  
26 Herrera: Definitely, and I just want to remind everybody that it's for design in Fiscal  
27 Year '18, construction in Fiscal Year '19. So that's what the application  
28 cycle now is, is for, for this year.  
29  
30 Pearson: And for non-construction projects like Safe Routes to School, that'll still be  
31 on.  
32  
33 Herrera: Yes. Those are still eligible.  
34  
35 Pearson: Okay. Well ...  
36  
37 Curry: So that would be the 2018 and 2019 fiscal year. I'm sorry. Just to confirm  
38 that those would be for the, the non-infrastructure projects for the Fiscal  
39 Year '18 and '19.  
40  
41 Herrera: Yes.  
42  
43 Curry: Okay. Thanks.  
44  
45 Pearson: Okay. So anything else, any other questions for NMDOT? And I guess  
46 the only other thing that I can think of is that we got the New Mexico Bike

Summit coming up on April 23rd which is a Saturday. We have a, a distinguished panel member will be attending. Jolene is graciously going to be on our panel and we have a pretty full schedule for the day so it should be of general interest to anybody that's interested in bicycling, [www.nmbikeed.org](http://www.nmbikeed.org) will give you, we've got the, the agenda for the day and any other information I can send if there's any questions. Registration's available online also. And before that there's going to be a league cycling instructor seminar so we hope to have some more league cycling instructors in the state.

Curry: Mr. Chairman. I had and in preparation for the league cycling instructor seminar there's going to be a traffic skills 101 class this Friday and Saturday. It's the prerequisite class for the league cycling instructor class. There's still room in it if anybody's interested. It'll be at City Hall and just contact me if you want more information on registering for that.

Pearson: Okay. Any other Committee Members have any comments?

Rochelle: Yes, Mr. Chairman. I don't know, I assume this falls under the City somewhere but I was thinking about bike lanes and the fact that they're always full of grit so is there a schedule for periodic cleaning of, of the streets that includes the bike lanes as well? How does one find out about that?

Murphy: Mr. Chair, Gabriel. We can go ahead and check with the City Streets Department on what, what their scheduling is. I, I do know that when they do sweep it's to sweep with a gutter pan so the bike lane is usually covered in that. But we will, we will ask them if they have a, a distinct schedule or do they respond to complaints. We'll go ahead and e-mail the answer around.

Rochelle: Thank you.

Pearson: Andrew.

Bencomo: Mr. Chair. I had some comments.

Pearson: Okay.

Bencomo: As usual. They're kind of things that, that came up throughout the discussion with everybody, and so for the City I had a question about the Las Cruces Dam Trail project. Do, where, where are we on that, do you know? Any idea?

Nunez: The, it's, the project manager I talked to, he said that they're scheduling the pre-con. So I don't know what that meant in that, well it, he, he was

1                   supposed to have had it scheduled by now so maybe there was a little bit  
2                   of, they have some problem with something on the contract or something,  
3                   but sounds like that's resolved and his, his quick answer was, is that  
4                   they're scheduling the pre-con so that should be starting off on  
5                   construction the, I would assume within about a month.  
6  
7   Bencomo:     Okay, so they're already going to start construction?  
8  
9   Nunez:        Yes.  
10  
11  Bencomo:     All right.  
12  
13  Nunez:        Exactly, that's what I meant by pre-con, pre-construction meeting where  
14                   they get the contractor and so it's been awarded, it sounds like so.  
15  
16  Bencomo:     And just out of curiosity so maybe you, George have an answer: Has this  
17                   Committee had any input in that at all or any say, anything at all, even  
18                   meetings?  
19  
20  Pearson:     I think, well I, we've seen the plans. It, the City, this is a, a TAP project  
21                   that the City put in the previous cycle.  
22  
23  Bencomo:     All right.  
24  
25  Pearson:     And we weren't reviewing the TAPs. That went straight to the State.  
26  
27  Wray:         Mr. Chair. You did review it for purposes of putting it on the TIP.  
28  
29  Pearson:     Okay. Yeah. We didn't select the project, we just approved it for funding.  
30  
31  Wray:         Yes.  
32  
33  Bencomo:     Okay. I just was, wasn't sure if we had, if this Committee had had an  
34                   ability to, to any suggestions, feedback, anything as far as the design or  
35                   anything like that other than just knowing about it.  
36  
37  Pearson:     I'm pretty sure we had a presentation that showed the, the design. There  
38                   were like three options.  
39  
40  Bencomo:     Okay.  
41  
42  Pearson:     And the, the base design and then two additions and then the funding was  
43                   awarded for all the additions.  
44  
45  Bencomo:     Okay.  
46

1 Pearson: So the complete project that was designed is being done.  
2  
3 Bencomo: Okay. Awesome. Thank you. The second question I had was the  
4 Dripping Springs, I mean the Baylor Canyon reconstruct. Is that going to,  
5 is Dripping Springs going to be paved, that short section that's unpaved  
6 right now, is that going to be paved over to Dripping, to Baylor also?  
7 There's, did, did I make sense what I said?  
8  
9 Paz: Yes, I believe so. I asked about that stretch as well and they said that,  
10 that that stretch was included.  
11  
12 Bencomo: Okay.  
13  
14 Paz: Yeah, but I'm pretty vague on those details. I can run that by my  
15 Engineering Department and you know give you a response to that.  
16  
17 Bencomo: Okay. Yeah cause there's that, there's about two miles from, it just drops  
18 off on Dripping Springs and then it starts again up there by when you head  
19 up into the, into the recreation area. So I just wanted, wasn't sure if they  
20 were going to do that or not. Okay. Thank you.  
21  
22 Pearson: What's that? I was under the impression that the entire Dripping Springs  
23 was going to be paved and Baylor Canyon was not going to be paved, it  
24 was going to be improved.  
25  
26 Curry: I believe that that's what Jolene mentioned, the completion in May was, or  
27 may, maybe it was Samuel who mentioned that. The completion in May,  
28 wasn't that that paving that dirt stretch all the way up to the recreational  
29 area?  
30  
31 Paz: So the Engineering staff reported that they were doing roadway  
32 improvements. Those roadway improvements were scheduled to be  
33 completed by May. That kind of predates my arrival to, to, to the County  
34 and to this Board so I can get back with you on greater details of that  
35 project.  
36  
37 Bencomo: Okay. All right, thank you. The third item was somebody else mentioned  
38 it and I, I think Jolene mentioned Main Street that way and then you  
39 brought up the, the maintenance of the bike lanes. I went, did a bike ride  
40 the other day on Elks Drive cause I live out there, it's just a total mess.  
41 Both the bike lanes are just littered with stuff. I mean the, the driving lanes  
42 are clear. The bike lanes are completely littered. So I wonder is there a  
43 way for this, somebody from this Committee to maybe meet with Streets  
44 Department and talk to them about the, the maintenance schedules, even  
45 if they could just focus on just the main bike routes. I mean obviously  
46 there's tons of streets and I know there's a limited equipment and, and



1 dollars and things like that and limited time to do all these but if they could  
2 focus maybe on those main routes that, that people use a lot and if we  
3 had a little bit of input in that, cause I think I was saying, "Oh they need to  
4 clean them," and they go, "Okay, great, we'll do that." It doesn't  
5 necessarily work when you have direct input from people that use those  
6 bike lanes all the time I think that helps a little bit more so I'm not sure if  
7 we can do that or not. I, I'm, I think I know we can do that but it, to do it  
8 officially through this Committee I'm wondering about how, how to go  
9 about doing that maybe.

10

11 Pearson: And then ask for the City Maintenance. That's, is that Traffic Engineering  
12 or is that City, well it's some maintenance department.

13

14 Bencomo: It's under Transportation.

15

16 Murphy: It's, it's just Streets and Maintenance which is under Transportation and  
17 also has Traffic Engineering. As I said earlier we'll go ahead and we'll find  
18 out what their method of, or what their operating procedures are ...

19

20 Pearson: All right.

21

22 Murphy: On that. Once we find, find that out then I think we can react accordingly,  
23 you know ...

24

25 Pearson: Cause I think I remember hearing that their intent is to run a street  
26 sweeper on every street once every two to three months and of course  
27 after a flooding event you know or monsoon rains the bike, maybe we find  
28 out if the bikes, lanes can get higher priority then or, and maybe things  
29 have just, haven't been scheduled through or maybe it's at the end of the  
30 three months and not knowing, it's hard to speculate.

31

32 Murphy: We, we will ask.

33

34 Pearson: Okay. Thank you.

35

36 Bencomo: Right. Which is, which is exactly why I wanted to, if we could maybe  
37 discuss that with them cause then, if nothing else it's an educational  
38 process for us to say, "This is why it's not happening," and then we can,  
39 maybe I can say, "Okay, great." So.

40

41 Pearson: Right. It might be a matter of, oh that, we want to get input on our "Ask  
42 the City" website ...

43

44 Bencomo: Right.

45

46 Pearson: To clear roads instead of however but yeah.

1  
2 Bencomo: Okay.

3  
4 Pearson: Knowing what that is will be helpful.

5  
6 Bencomo: Right. And then this also is probably going to be a City thing and it's  
7 probably going to, I don't know if it's going to fall under Parks or if it falls  
8 under Streets, riding the Triviz, I hadn't ridden the Triviz path in a while  
9 and every single place where there's the, the little water runoff with the  
10 concrete there's like a built-up like bump, a hump there. If they could just  
11 shave those off it'd be great. I noticed in a couple of spots somebody had  
12 cut like a, a tire, car tire width worth out, piece out of the hump and so  
13 everybody heads for that, aims for that. But if they could just go through  
14 there and, and smooth those, it's, it's everywhere that the pavement, the  
15 asphalt meets the concrete, there's like a hump there and you're like "ta-  
16 toonk, ta-toonk" going over that thing every time. I can't imagine moms  
17 trying to push strollers through there with those small tires. It's probably a  
18 pain in the you-know-what so if maybe somebody could talk to them about  
19 that, they could just shave those down. I know they do that in the streets  
20 sometimes the, the pavement starts to buckle and they go out there and  
21 shave it off. So kind of the same thing. And that's all I have Mr. Chair.  
22 Thank you.

23  
24 Pearson: Okay. Any other Committee Member?

25  
26 Rochelle: Mr. Chairman. I hate to add to this but I will, and that's that the section on  
27 Triviz that goes from Spruce to the end where you get on the trail, the, the  
28 lane marker is itself constantly breaking up and I, I, you know that, I don't  
29 know what it's made of. It, it appears to be concrete or something. But  
30 that's, that's just breaking up and it's, all the pieces of it are in the bike  
31 lane. So that's another reason to take a look at Triviz. Thank you.

32  
33 Pearson: Okay. Okay. So no more comments?

34  
35 **7. PUBLIC COMMENT**

36  
37 Pearson: We'll go on to our next item which is the second opportunity for public  
38 comment. Going once, going twice.

39  
40 **8. ADJOURNMENT (5:35 p.m.)**

41  
42 Pearson: Next is adjournment and we're going to adjourn to a work session where  
43 we're going to look at the, the loop trail maps. So motion to adjourn?

44  
45 Rochelle: So moved.

1 Bencomo: Second.

2

3 Pearson: So we're at 5:35. Adjourned to our work session.

4

5

6

7

8

9 Chairperson

---

10

11



## METROPOLITAN PLANNING ORGANIZATION

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### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF April 19, 2016

#### AGENDA ITEM:

5.1 2016-2021 Transportation Improvement Program Amendments

#### ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

#### SUPPORT INFORMATION:

Email from Mike Bartholomew, RoadRUNNER Transit Administrator

Email from Jolene Herrera, NMDOT

TIP Spreadsheet from Jolene Herrera, NMDOT

#### DISCUSSION:

On June 10, 2015, the MPO Policy Committee approved the 2016-2021 Transportation Improvement Program (TIP)

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

CN	FY	Agency	Project & Termini	Scope	Change
TL0013	2016	RoadRUNNER Transit	Support and Rolling Stock	Appropriations and Rollover of unobligated Federal Funds from FFY 2015 to FFY 2016	New FTA 5307 Amount - \$543,460 New Local Match Amount - \$100,729 Total - \$643,189
TL00010	2016	RoadRUNNER Transit	Operations	Operating Assistance	New FTA 5307 Amount - \$2,270,916 New Local Match Amount - \$1,829,185

					Total - \$4,100,101
LC00160	2017	NMDOT	Valley Drive – Picacho to City Limits	Roadway Reconstruction and & ADA Improvements	New Project Total - \$14,000,000
LC00120	2016	NMDOT	Intersection of US 70, Spitz, Solano, and Three Crosses	Intersection Realignment & Improvements	New Project Total - \$6,200,000

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

**From:** Michael Bartholomew  
**Sent:** Tuesday, February 23, 2016 10:31 AM  
**To:** Andrew Wray  
**Cc:** Gabriel Sapien; Amy Bassford; Tom Murphy  
**Subject:** TIP Amendment request for Project TL00013 and TL00010 FY2016

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

Hi Andrew –

Per our discussion, I am requesting amendments to TIP projects TL00013 and TL00010 as noted below. I am requesting this amendment because, for operational purposes, I will need to use a greater amount of the FY2016 apportionment for operations, resulting in less of this apportionment being used for capital projects. Please let me know if you have any questions.

**Requested amendments to TL00013 for FY2016**

	<b>FTA 5307</b>	<b>Local Match</b>	<b>Total</b>
Shop Equipment (80/20 match) FY2016 apportionment	\$68,000.00	\$17,000.00	\$85,000.00
Rolling Stock (85/15 match) FY2016 apportionment	\$155,531.00	\$27,447.00	\$182,978.00
Rolling Stock (85/15 match) (unobligated carryover of FY2015 projects approved Feb 2015)	\$318,929.00	\$56,282.00	\$375,211.00
<b>New Capital amount in TL00013</b>	<b>\$542,460.00</b>	<b>\$100,729.00</b>	<b>\$643,189.00</b>

**Requested amendments to TL00010 for FY2016**

<b>New Operating amount TL00010</b>	<b>\$1,728,456.00</b>	<b>\$1,728,456.00</b>	<b>\$3,456,912.00</b>
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<b>Sum of 2016 Operating and Capital</b>	<b>\$2,270,916.00</b>	<b>\$1,829,185.00</b>	<b>\$4,100,101.00</b>
FTA 2016 Apportionment	\$1,951,987.00	\$1,772,903.00	\$3,724,890.00
Unobligated FTA 2015 Apportionment	\$318,929.00	\$56,282.00	\$375,211.00
<b>Total of FTA funds to be obligated in FY2016</b>	<b>\$2,270,916.00</b>	<b>\$1,829,185.00</b>	<b>\$4,100,101.00</b>

**Mike Bartholomew**

Transit Administrator/Transportation Department/Transit Section

Direct: 575-541-2537 Main: 575-541-2500, [mbartholomew@las-cruces.org](mailto:mbartholomew@las-cruces.org)



**From:** Andrew Wray  
**Sent:** Monday, April 11, 2016 8:24 AM  
**To:** 'Herrera, Jolene M, NMDOT'  
**Cc:** Tom Murphy  
**Subject:** RE: TIP Amendments

I have added this to the agenda.

---

**From:** Herrera, Jolene M, NMDOT [<mailto:JoleneM.Herrera@state.nm.us>]  
**Sent:** Friday, April 08, 2016 1:17 PM  
**To:** Andrew Wray <[awray@las-cruces.org](mailto:awray@las-cruces.org)>  
**Subject:** TIP Amendments

Good afternoon Andrew,

D1 has requested the following TIP amendments. Can you please place an action item on the upcoming BPAC, TAC, and PC agendas for this?

LC00160, Valley Drive, Add \$3M for a new project total of \$14M

LC00120, US 70/Spitz/Solano/Three Crosses Intersection, Add \$750K for a new project total of \$6.2M.

Please let me know if you have any questions.

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**

**FY2016-FY2019 TIP**

CN	FY	Route	Termini	Scope	Funds listed on TIP	Project total	Change
LC00110	2016/2017	El Camino Real Rd	At Intersection of Dona Ana School Road	Design & Construction for Intersection Realignment	\$474,519	\$517,265	No change
LC00120	2016	US 70	MP 149.2-149.5, Intersection of Spitz, Solano, Three Crosses	Intersection Realignment & Improvements	\$5,450,000	<b>\$6,200,000</b>	<b>Add \$750K</b>
LC00140	2017	US 70	MP 146.4 - 146.6, Intersection with 17th St	Install new Traffic Signal and Intersection Improvements	\$800,000	\$800,000	No change
LC00160	2017	NM 188 (Valley Drive)	MP 1 - 3, Picacho to Avenida De Mesilla.	Roadway Reconstruction. Includes Avenida De Mesilla from Valley to Hickory	\$11,000,000	<b>\$14,000,000</b>	<b>Add \$3M</b>
LC00240	2016/2017	US 70	MP 162 - 170, San Augustin Pass	Shoulder Widening	\$4,362,000	\$4,362,000	\$460K PE in FY2016/Construction in FY2017
LC00250	2016/2018/2019	University Avenue & Triviz	Interchange with I-25	Bridge Replacement & Interchange Modifications	\$25,000,000	\$26,200,000	\$1.2M FY16 PE/ Construction FY18-FY19
LC00270	2016	US 70	MP 149.5 - 150.8 Spitz/Solano to I-25 Interchange	Capacity and Safety Study	\$0	\$1,500,000	No change
1100820	2016	West Mesa Road	From near NM 136 to I-10, Exact termini unknown at this time	Phases 1C-1D to complete alternatives analysis and environmental document	\$0	\$425,000	No change
<b>Total:</b>						<b>\$54,004,265</b>	





## **METROPOLITAN PLANNING ORGANIZATION**

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF April 19, 2016**

#### **AGENDA ITEM:**

5.2 Bicycle Loop Adjustment Discussion

#### **SUPPORT INFORMATION:**

Email from Andrew Bencomo, BPAC Pedestrian Community Citizen Representative

Email from Gabriel Rochelle, BPAC Bicycle Community Citizen Representative

#### **DISCUSSION:**

For several years, the MPO has been working with its member agencies to develop a multi-use trail loop around the urban core of Las Cruces. The loop currently exists on the western, northern, and eastern sides of Las Cruces. Currently the loop is incomplete on the southern leg.

Through 2016, MPO Staff has engaged in a process to evaluate alternatives for the southern leg. Staff has solicited feedback from the Policy Committee, the Bicycle and Pedestrian Facilities Advisory Committee, the Technical Advisory Committee, Elephant Butte Irrigation District, New Mexico State University, Town of Mesilla, Doña Ana County, and the City of Las Cruces during this process.

Through this process, Staff arrived at two alternatives to present to the Bicycle and Pedestrian Facilities Advisory Committee for their recommendation to the Policy Committee of the most suitable alternative.

**From:** Andrew Bencomo <andrewmbencomo@gmail.com>  
**Sent:** Friday, March 25, 2016 3:54 PM  
**To:** Andrew Wray  
**Cc:** George Pearson; Mark Leisher (mleisher@gmail.com); David Shearer; Herrera, Jolene M, NMDOT; Acurry@lcps.k12.nm.us; samuelp@donaanacounty.org; James Nunez; lances@mesillanm.gov; gabrielcroch@aol.com; Wayne Savage; hzw@nmsu.edu; Gary Esslinger; zlibbin@ebid-nm.org; Showie@ebid-nm.org; 'noralbarraza@comcast.net' (noralbarraza@comcast.net); . (loristflores@aol.com); dlujan@comcast.net; larrys@mesillanm.gov; Tom Murphy; Michael McAdams; Zachary Taraschi  
**Subject:** Re: Multi-Use Loop Trail Progress Update

Hello all,  
Here is my feedback on the proposals.

When looking at the addition of trail miles, I use the following as my own personal lens:

- Trails should be as accessible as possible to neighborhoods and community gathering spaces/places. When we performed our Health Impact Assessment on the Dona Ana County Comprehensive Plan through Dona Ana Communities United (formerly DA PLACE MATTERS), national statistics showed that the vast majority of people would not use a trail if it was more than 1/4 mile from where they live
- Trails should be, and feel, as safe as possible. Again through Dona Ana Communities United (DACU) when we had conversations with community members, they all expressed that it was important that not only should the trails actually be safe, but they also had to FEEL safe. That perception of a trail (or park) "feeling" unsafe kept people away. Therefore visibility and location are again important factors.
- Trails should link community centers, local businesses, gathering spaces/places and communities in general. So having trail systems pass as closely as possible to "destination points" is an important factor.

So with those in mind here is my feedback on the southern leg of the loop:

- The route through NMSU on Wells St./Espina/Stewart is great.
- Using Union makes sense also as it is directly connected off of Stewart and at a controlled intersection
- I feel Route A off of Union and utilizing the Laguna Lateral that heads north is the best route for this phase, as it cuts through many neighborhoods, will cross the soon to be upgraded stretch of University Ave and passes near the Mesilla Visitor Center, Plaza and multiple business/location destinations
- A deviation I would now make on Route A would be rather than continuing another half mile north on Motel Blvd. when the Tierra Verde Trail ends in order to reach the Clark Lateral off of Glass Rd., I would use the Mesilla Lateral which is directly across Motel Blvd. from the end of the Tierra Verde Trail. Then head back south on that lateral for 7/10 of a mile where it intersects with Calle Del Norte.

- I would use Calle Del Norte from the Mesilla Lateral all the way to the La Llorona/Rio Grande Trail. By using Calle Del Norte rather than the Clark Lateral you are closer to multiple neighborhoods, the visibility is higher (think safety and/or feeling of safety) and it is closer to destination points in Mesilla (think tourism and the proposed Rio Grande Trail).

In closing, though the governments of both Dona Ana County and Mesilla need to work on agreements with EBID, I feel those are just a matter of "getting them done" and shouldn't be a negative factor to locating trails/paths where they best meets the needs of the communities they are supposed to serve

Hopefully my suggestions are in some way helpful.

Andrew.

On Tue, Mar 8, 2016 at 4:26 PM, Andrew Wray <[awray@las-cruces.org](mailto:awray@las-cruces.org)> wrote:

Good Afternoon,

MPO Staff has been making good progress on developing options for consideration of designating a southern leg of the Multi-Use Loop Trail. MPO Staff has met with NMSU, EBID and Town of Mesilla regarding this project. We had good conversations with all these jurisdictions and we thank everyone for their valuable input.

Since neither the BPAC nor the Policy Committee meet this month, I wanted to send around our most recent alternatives map and a brief discussion of what MPO Staff has discovered regarding the alternatives under consideration.

I have organized this discussion based on the options as they are depicted on the map.

Route A on Lateral: This alternative is not a very direct connection. It also faces difficulties in being within the County's jurisdiction in two places. The County and EBID have not been able to reach an agreement on a required Special Use Permit for this use of the EBID facilities. Additionally, Town of Mesilla would have to obtain a Special Use Permit for use of the EBID facilities within their jurisdiction.

Route B on Road: The Calle del Norte branch of this alternative has received strong consensus as a recommended selection for the Multi-Use Trail Loop. The Union portion of this alternative is still under consideration, and will be discussed in greater detail under Combined Routes A & B below.

Route B Leg One on Drain: This option received support from EBID as a connection from Calle del Norte to a connecting point to the south. Town of Mesilla would need to obtain a Special Use Permit from EBID for this use of their facilities within the Town. There are areas where ROW issues may be present.

Route B Leg Two on Lateral: This option received support from the Town of Mesilla as a connection from Calle del Norte to a connecting point to the south, either Calle del Sur or Union. The Special Use Permit caveat applies in this case as well. There may be ROW issues along this alternative as well. Additionally, there would be frequent road crossings through Town of Mesilla if this alternative is chosen.

Combined Routes A & B on Road: As I mentioned in the discussion of Route B on Road, this option has the benefit of having a substantial contiguous multi-use facility already in existence. This option also benefits from having two relatively short points to cross the Railroad tracks, Main Street, and I-10. This option connects easily with the NMSU proposed portion for the Loop Trail. NMSU Staff informed us that they intend to advance a road diet on Espina and prefer the use of Stewart as a connection to Espina. For the use of Wells as the connection to Triviz, a small trail connection between the end of Espina and Wells would need to be constructed. There are areas along the extent of this alternative where ROW issues may be present. This option also has the challenge of taking the trail further south away from the main portion of Town of Mesilla.

Extension of Triviz: This project is already programmed in the TIP and STIP.

Proposed University Corridor Trail: This alternative received support from Town of Mesilla. It benefits from being a more direct route from the west through Mesilla. It also benefits from some existing multi-use trail infrastructure. It also has recommendations related to it coming out of the University Avenue Corridor Study recently completed by Mesilla Valley MPO. It faces challenges of ROW and the EBID Special Use Permit. It also has a longer and more difficult crossing of the Railroad Tracks, Main Street and I-10. MPO Staff went and inspected this area today. There is currently an area that could be designated as a bike lane under the I-10

overpass. However, there is no space available for a trail at this point. Also, upon inspection of the site, MPO staff discovered that our previous maps regarding this project were erroneous in regards to how much of the University Trail is still in existence. Portions of the trail have been built over. Portions that are no longer in existence are the area in front of the Convention Center, the area in front of the Arts Center, and the facility then stops for good near the new Barnes and Noble/Panda Express. Given the recent nature of these new construction, MPO Staff does not believe that these portions will be rehabilitated as multi-use transportation facilities in the foreseeable future. Additionally, in consulting with CLC staff, the City does not intend to pursue developments supporting a multi-use facility along the University corridor in their current plans.

MPO Staff presented on this project to the TAC this month. We intend to bring this for discussion to the Policy Committee and the BPAC in April.

Please do not hesitate to provide us with your comments and feedback regarding this project.

Thank you.

**Andrew Wray**

Transportation Planner/Mesilla Valley Metropolitan Planning Organization/Community Development

Direct: [575-528-3070](tel:575-528-3070) Main: [575-528-3043](tel:575-528-3043), [awray@las-cruces.org](mailto:awray@las-cruces.org)



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--

"Sometimes it is the people who no one imagines anything of, who do the things that no one can imagine." The Imitation Game

**From:** gabrielcroch@aol.com  
**Sent:** Wednesday, March 09, 2016 7:42 AM  
**To:** Andrew Wray  
**Subject:** Re: Multi-Use Loop Trail Progress Update

Andrew,

Thanks for the great detail on this. As I look over the options I think that the University Corridor option has to be abandoned anyway, because it's such a dangerous piece of roadway in the best of circumstances. I think the Stewart option makes the most sense, particularly if the extension of Triviz under University eventually goes through. One alternative is to zig-zag back to University on the smaller road that comes W through the campus called E College, accessible off Espina. I use that road often but I realize it's a sort of local preference and has minimal traffic. The problem is that to continue, you have to stop at University and make a left turn just across from the Ramada. I find it a useful alternative.

At the risk of making too much of this, both of the routes through Mesilla bypass the Bean! Of the two I prefer the lateral route.

Thanks again.

Gabriel Rochelle

-----Original Message-----

From: Andrew Wray <[awray@las-cruces.org](mailto:awray@las-cruces.org)>  
To: George Pearson <[george@nmbikeed.org](mailto:george@nmbikeed.org)>; Mark Leisher ([mleisher@gmail.com](mailto:mleisher@gmail.com))  
<[mleisher@gmail.com](mailto:mleisher@gmail.com)>; David Shearer <[dshearer@nmsu.edu](mailto:dshearer@nmsu.edu)>; Herrera, Jolene M, NMDOT, NMDOT  
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'noralbarraza@comcast.net' ([noralbarraza@comcast.net](mailto:noralbarraza@comcast.net)) <[noralbarraza@comcast.net](mailto:noralbarraza@comcast.net)>; .  
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<[larrys@mesillanm.gov](mailto:larrys@mesillanm.gov)>  
Cc: Tom Murphy <[tmurphy@las-cruces.org](mailto:tmurphy@las-cruces.org)>; Michael McAdams <[mmcadams@las-cruces.org](mailto:mmcadams@las-cruces.org)>; Zachary  
Taraschi <[ztaraschi@las-cruces.org](mailto:ztaraschi@las-cruces.org)>  
Sent: Tue, Mar 8, 2016 4:28 pm  
Subject: Multi-Use Loop Trail Progress Update

Good Afternoon,

MPO Staff has been making good progress on developing options for consideration of designating a southern leg of the Multi-Use Loop Trail. MPO Staff has met with NMSU, EBID and Town of Mesilla regarding this project. We had good conversations with all these jurisdictions and we thank everyone for their valuable input.

Since neither the BPAC nor the Policy Committee meet this month, I wanted to send around our most recent alternatives map and a brief discussion of what MPO Staff has discovered regarding the alternatives under consideration.

I have organized this discussion based on the options as they are depicted on the map.

Route A on Lateral: This alternative is not a very direct connection. It also faces difficulties in being within the County's jurisdiction in two places. The County and EBID have not been able to reach an agreement on a required Special Use Permit for this use of the EBID facilities. Additionally, Town of Mesilla would have to obtain a Special Use Permit for use of the EBID facilities within their jurisdiction.

Route B on Road: The Calle del Norte branch of this alternative has received strong consensus as a recommended selection for the Multi-Use Trail Loop. The Union portion of this alternative is still under consideration, and will be discussed in greater detail under Combined Routes A & B below.

Route B Leg One on Drain: This option received support from EBID as a connection from Calle del Norte to a connecting point to the south. Town of Mesilla would need to obtain a Special Use Permit from EBID for this use of their facilities within the Town. There are areas where ROW issues may be present.

Route B Leg Two on Lateral: This option received support from the Town of Mesilla as a connection from Calle del Norte to a connecting point to the south, either Calle del Sur or Union. The Special Use Permit caveat applies in this case as well. There may be ROW issues along this alternative as well. Additionally, there would be frequent road crossings through Town of Mesilla if this alternative is chosen.

Combined Routes A & B on Road: As I mentioned in the discussion of Route B on Road, this option has the benefit of having a substantial contiguous multi-use facility already in existence. This option also benefits from having two relatively short points to cross the Railroad tracks, Main Street, and I-10. This option connects easily with the NMSU proposed portion for the Loop Trail. NMSU Staff informed us that they intend to advance a road diet on Espina and prefer the use of Stewart as a connection to Espina. For the use of Wells as the connection to Triviz, a small trail connection between the end of Espina and Wells would need to be constructed. There are areas along the extent of this alternative where ROW issues may be present. This option also has the challenge of taking the trail further south away from the main portion of Town of Mesilla.

Extension of Triviz: This project is already programmed in the TIP and STIP.

Proposed University Corridor Trail: This alternative received support from Town of Mesilla. It benefits from being a more direct route from the west through Mesilla. It also benefits from some existing multi-use trail infrastructure. It also has recommendations related to it coming out of the University Avenue Corridor Study recently completed by Mesilla Valley MPO. It faces challenges of ROW and the EBID Special Use Permit. It also has a longer and more difficult crossing of the Railroad Tracks, Main Street and I-10. MPO Staff went and inspected this area today. There is currently an area that could be designated as a bike lane under the I-10 overpass. However, there is no space available for a trail at this point. Also, upon inspection of the site, MPO staff discovered that our previous maps regarding this project were erroneous in regards to how much of the University Trail is still in existence. Portions of the trail have been built over. Portions that are no longer in existence are the area in front of the Convention Center, the area in front of the Arts Center, and the facility then stops for good near the new Barnes and Noble/Panda Express. Given the recent nature of these new construction, MPO Staff does not believe that these portions will be rehabilitated as multi-use transportation facilities in the foreseeable future. Additionally, in consulting with CLC staff, the City does not intend to pursue developments supporting a multi-use facility along the University corridor in their current plans.



MPO Staff presented on this project to the TAC this month. We intend to bring this for discussion to the Policy Committee and the BPAC in April.

Please do not hesitate to provide us with your comments and feedback regarding this project.

Thank you.

**Andrew Wray**

Transportation Planner/Mesilla Valley Metropolitan Planning Organization/Community Development

Direct: 575-528-3070 Main: 575-528-3043, [awray@las-cruces.org](mailto:awray@las-cruces.org)



**METROPOLITAN  
PLANNING ORGANIZATION**  
LAS CRUCES DOÑA ANA MESILLA



## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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

### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION BICYCLE AND PEDESTRIAN FACILITIES ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF April 19, 2016**

**AGENDA ITEM:**

5.3 Unified Planning Work Program

**ACTION REQUESTED:**

Recommendation for approval to the Policy Committee

**SUPPORT INFORMATION:**

Draft copy of the FFY 2017 – FFY 2018

**DISCUSSION:**

The UPWP is a biannual document that outlines transportation planning activities to be conducted by MPO Staff as well as processes that MPO Staff will participate in, but not oversee. The UPWP also includes a budget, allocation of staff time and money toward accomplishing the tasks. The UPWP must be in compliance with the Metropolitan Transportation Plan.



**Mesilla Valley Metropolitan Planning Organization**

# **Unified Planning Work Program**

**Federal Fiscal Years 2017 & 2018  
(Oct. 1, 2016 through Sept. 30, 2018)**

Approved Month xx, 2016

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**Mesilla Valley Metropolitan Planning Organization**  
CITY OF LAS CRUCES  
700 North Main, Las Cruces, New Mexico 88001-1120  
(575) 528-3225-telephone (575) 528-3155-fax <http://mvmpo.las-cruces.org>.

## **Mesilla Valley Metropolitan Planning Organization**

Councillor Gill M. Sorg, City of Las Cruces-Chair of the Policy Committee  
Commissioner Billy G. Garrett, Doña Ana County - Vice Chair of the Policy Committee  
Trustee Sam Bernal, Town of Mesilla  
Mayor Nora L. Barraza, Town of Mesilla  
Commissioner Leticia Duarte-Benavidez, Doña Ana County  
Trustee Linda Flores, Town of Mesilla  
Councillor Olga Pedroza, City of Las Cruces  
Commissioner Wayne D. Hancock, Doña Ana County  
Councillor Jack Eakman, City of Las Cruces  
Trent Doolittle, District Engineer, NMDOT

### **Contributing Staff:**

Tom Murphy, MPO Officer  
Andrew Wray, Transportation Planner  
Michael McAdams, Associate Transportation Planner  
Zachary Taraschi, Planning Technician

### **Special Thanks for Providing Data or Comments:**

MVMPO Technical Advisory Committee (TAC)  
MVMPO Bicycle and Pedestrian Facilities Advisory Committee (BPAC)  
Federal Highway Administration – New Mexico Division  
Federal Transit Administration Region VI  
South Central Regional Transit District (SCRTD)  
NMDOT Transportation Planning and Safety Division  
NMDOT Transit and Rail Division  
NMDOT District 1

This report was funded in part through grants from the Federal Highway Administration and Federal Transit Administration, U.S. Department of Transportation. The views and opinions of the authors or agency expressed herein do not necessarily state or reflect those of the U. S. Department of Transportation.

Mesilla Valley Metropolitan Planning Organization and the City of Las Cruces fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, please contact the MVMPO Title VI Coordinator at (575) 528-3225-tel. (575) 528-3155-fax or email [mpo@las-cruces.org](mailto:mpo@las-cruces.org) or visit our website at <http://mvmpo.las-cruces.org> .

## **Table of Contents**

### **I. INTRODUCTION**

- A. MVMPO General Overview
- B. Transportation Planning
- C. Governance, Boards and Committees
- D. Unified Planning Work Program Requirements
- E. The UPWP Development Process and Opportunities for Public Input
- F. Funding Sources for Transportation Planning Activities
- G. Planning Factors Under Federal Law
- H. Planning Priorities for the Metropolitan Planning Area

### **II. WORK PROGRAM TASKS**

#### **Task 1 - Program Support and Administration**

This consists of activities necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, UPWP development, budget and financial management, annual and quarterly reports, general public participation, and public information.

- 1.1 Program Management and Administration
- 1.2 UPWP and Quarterly and Annual Reporting
- 1.3 Public Participation Plan and Title VI Plan and Monitoring (includes Environmental Justice)
- 1.4 Committee Meetings
- 1.5 Website and Other Communications
- 1.6 Staff Training and Professional Development
- 1.7 Board Member Training
- 1.8 State and Federal Coordination

#### **Task 2 - Transportation Improvement Program (TIP)**

This task covers the development, monitoring and management of the Transportation Improvement Program which implements transportation projects through federal, state and local funding programs.

- 2.1 TIP Development
- 2.2 TIP Management
- 2.3 Annual Project Listing and Obligation Report

#### **Task 3 - General Development and Data Collection/Analysis**

This consists of general planning activities, data collection, socioeconomic projections, mapping services, orthophotography, travel demand/traffic forecasting, development review, and local assistance.

- 3.1 Traffic Counting and Reporting
- 3.2 Population and Land Use Data Collection
- 3.3 Travel Demand Model Maintenance
- 3.4 Software Upgrades
- 3.5 Highway Functional Classification Review and Update
- 3.6 GIS Data Development, Mapping and Database Management
- 3.7 Development Review

### 3.8 Planning Consultation & Local Transportation Planning Assistance

#### **Task 4 - Transportation Planning**

This includes the development and monitoring of the long-range Metropolitan Transportation Plan (MTP), travel forecasting, coordinating with the state's long-range transportation plan and other studies. It also includes corridor studies and other sub-area studies.

- 4.1 Metropolitan Transportation Plan (MTP)
- 4.2 Safety Analysis and Planning
- 4.3 Safe Routes to School
- 4.4 ITS- Intelligent Transportation Systems Planning
- 4.5 Land Use/ Transportation Integration
- 5.6 Regional Transit District

#### **Task 5 - Special Studies and Miscellaneous Activities**

This task covers transportation planning activities that do not fall under the categories above.

- 5.1 Regional Leadership Consortium
- 5.2 Transportation Asset and Safety Management Plan/Performance Measure Implementation
- 5.3 University Avenue Corridor Study Phase A
- 5.4 Missouri Avenue Corridor Study Phase A
- 5.5 Short Range Transit Plan Updates
- 5.6 2014-15 Urban Sustainability Accelerator

#### **APPENDICES**

- Appendix A – Budget Summary by Task
- Appendix B – Mesilla Valley Metropolitan Planning Area Map
- Appendix C – Status of Findings from the 2012 Planning Process Review
- Appendix D – UPWP Adoption Resolution
- Appendix E– Traffic Count segments

# **I. INTRODUCTION**

This Unified Planning Work Program (UPWP) is a mechanism for listing and organizing the Mesilla Valley Metropolitan Planning Organization's transportation planning activities that will be undertaken during the time period covered. This document was developed in accordance with the Fixing America's Surface Transportation Act (FAST Act) that was signed into law by President Obama on December 4, 2015, federal regulation 23 CFR 450 and FTA Circular 8100.1C.

## **A. MVMPO General Overview**

The Mesilla Valley Metropolitan Planning Organization (MPO) has been in existence since 1982, originally under the name Las Cruces MPO. The MPO was created under a Joint Powers Agreement (JPA) signed by the City of Las Cruces, Doña Ana County, and the Town of Mesilla. The JPA was most recently updated in 2013. The JPA designates the City of Las Cruces as the fiscal agent for the MPO. The MPO is supported by a permanent full-time staff of an MPO Officer, two planners, a planning technician and two part-time co-ops.

## **B. Transportation Planning**

The MPO is a multi-jurisdictional agency responsible for transportation planning in Las Cruces, Mesilla and central Doña Ana County. Federal regulations<sup>1</sup> require the designation of an MPO to carry out a coordinated, continuing and comprehensive transportation planning process for urbanized areas with a population of more than 50,000. The Mesilla Valley MPO annually establishes project priorities for consideration by the New Mexico Department of Transportation (NMDOT) when programming transportation funds. The MPO is also responsible for planning all aspects of the transportation system, including roads, bicycle and pedestrian facilities, public transit and the airport.

Refer to Appendix B for a map of the Mesilla Valley MPO Planning Area.

## **C. Governance, Boards, and Committees**

The MPO operates under the guidance of a Policy Committee which is comprised of nine elected officials plus the NMDOT District One Engineer. The elected officials are three City of Las Cruces Councillors, three Doña Ana County Commissioners, and three Town of Mesilla Trustees. The Policy Committee makes decisions to plan for the future transportation needs of the regions. The Policy Committee has two advisory committees: the Technical Advisory Committee (TAC), which makes recommendations to the Policy Committee regarding technical issues, and the Bicycle and Pedestrian Advisory Committee (BPAC) which provides recommendations for the planning of bicycle and pedestrian facilities within the MPO area.

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<sup>1</sup> 23 USC 134(d).

## D. Unified Planning Work Program Requirements

A Unified Planning Work Program (UPWP) must be developed by each MPO in cooperation with the state and public transportation operators<sup>2</sup> which identifies the work of the MPO over a one or two year period. The development of the UPWP is the joint responsibility of the MPO, State DOT, other state departments, public transportation operators and other planning and implementation agencies. The UPWP must identify work by major activity and task including those that address the planning factors in 23 CFR 450.306(a) which are listed in section G, below. Other requirements are that a discussion of planning priorities facing the metropolitan planning area must be included. This UPWP meets all federal requirements and covers a two year period.

The UPWP developed by an MPO must include:

- a description of the work to be accomplished;
- who shall perform the work for an activity/task;
- a schedule for completing the activity/task;
- resulting products of the activity /task;
- proposed funding by activity/task;
- a summary of the total amounts and sources of federal and matching funds<sup>3</sup>;
- identification of any incomplete work elements/activities carried over from previous fiscal years; and
- a summary of the work program that shows federal share by type of fund, matching rate by type of fund, state and/or local matching share and other state of local funds.

## E. The UPWP Development Process and Opportunities for Public Input

The MPO staff develops the work program and budget for the next upcoming period in accordance with the following schedule. (Exact dates may vary by a few days.)

May 1 <sup>st</sup> Even Years	1 <sup>st</sup> Draft of UPWP to NMDOT Transp. Planning & Safety Div. (NMDOT TPSD), RoadRUNNER Transit, and South Central RTD
May 1 <sup>st</sup> Even Years	Proposed UPWP is posted online for Public Review and Comment. Begin 30 day public comment period.
May 31 <sup>st</sup> Even Years	MPO & NMDOT TPSD meeting on Draft UPWP
June 1 <sup>st</sup> - June 15 <sup>th</sup>	MPO staff revise proposed UPWP if necessary
Mid-June Even Years	Policy Committee votes on Approving UPWP Opportunity for Public Comment at meeting
July 1 <sup>st</sup> Even Years	MPO submits approved UPWP to NMDOT TPSD
Aug 1 <sup>st</sup> Even Years	NMDOT TPSD submits UPWP to FHWA-NM Division and FTA-Region VI for Review
Sept 1 <sup>st</sup> Even Years	FHWA-NM Division & FTA-Region VI comments on UPWPs to NMDOT TPSD
Sept 8 <sup>th</sup> Even Years	NMDOT TPSD submits final UPWPs (with changes, if any) to FHWA-NM Division and FTA-Region VI
Oct 1 <sup>st</sup> Even Years	Effective Date of UPWP at Beginning of Federal Fiscal Year

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<sup>2</sup> 23 CFR 450.308(c)

<sup>3</sup> 23 CFR 450.308(c)



The public may participate in the development of the UPWP in a few ways. The first is to attend MVMPO's Policy Committee meetings which are held on a monthly basis and are open to the public. To learn more about these meetings, please contact Mr. Andrew Wray at (575) 528-3070 or email at [awray@las-cruces.org](mailto:awray@las-cruces.org). The public can also review the draft document during the 30-day public comment period. During this time, an electronic copy of the UPWP will be posted on the MVMPO website at <http://mvmpo.las-cruces.org>. Additionally, information in the *MVMPO Public Participation Procedures* can also be found at <http://mvmpo.las-cruces.org>.

Amendments to the UPWP are required periodically to accommodate new tasks, award of funding grants and changes in work priorities. Amendments are scheduled, if needed, on a quarterly basis with the approved UPWP amendment submitted to NMDOT TPSD on the last day of each Federal Fiscal Year Quarter (December 31, March 31, June 30 & September 30). Opportunities for public comment on UPWP amendments are available at any board meeting at which the item will be discussed. Agendas for all Policy Committee meetings are posted online at <http://mvmpo.las-cruces.org>.

## **F. Funding Sources for Transportation Planning Activities**

Transportation planning efforts in the metropolitan area are financed primarily through federal funds. (FHWA Section 112 funds, FHWA State Planning and Research (SPR) grant funds, FTA Section 5303 funds.) Funds from local jurisdictions provide the required matching funds to receive the federal funds. Local funds also provide additional funds for transportation planning purposes. Occasionally, state funds or grants are used for general transportation planning. Special federal planning grants for specific programs are also utilized when the MPO is awarded these types of funds.

## **G. Planning Factors Under Federal Law**

The newest transportation bill, Fixing America's Surface Transportation Act (FAST Act) continues the planning factors identified by the previous transportation bill Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The planning factors as stated in the FAST Act are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local *planned* growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

## **H. Planning Priorities for the Metropolitan Planning Area**

The MVMPO planning priorities are established in its Metropolitan Transportation Plan, known in this iteration as Transport 2040.

Transport 2040 Goals:

1. Integrate land uses with well-connected transportation systems to develop an economic environment that provides timely access to a wide-range of jobs, services, education, and recreational opportunities.
2. Balance the built and natural environments to promote physical activity, social interaction, and the sustainable use of resources.
3. Provide a variety of transportation choices that serve all users through developing safe, reliable, and convenient transportation modes.

## II. WORK PROGRAM TASKS

The MPO's work program tasks are described in this section and are organized as shown below. Funding sources for all tasks are included in Appendix A.

<b>Task 1 - Program Support and Administration</b>	
1.1	Program Management and Administration
1.2	UPWP and Quarterly and Annual Reporting
1.3	Public Participation Plan and Title VI Plan and Monitoring (includes Environmental Justice)
1.4	Committee Meetings
1.5	Website and Other Communications
1.6	Staff Training and Professional Development
1.7	Board Member Training
1.8	State and Federal Coordination
<b>Task 2 - Transportation Improvement Program (TIP)</b>	
2.1	TIP Development
2.2	TIP Management
2.3	Annual Project Listing and Obligation Report
<b>Task 3 - General Development and Data Collection/Analysis</b>	
3.1	Traffic Counting and Reporting
3.2	Population and Land Use Data Collection
3.3	Travel Demand Model Maintenance
3.4	Software Upgrades
3.5	Highway Functional Classification Review and Update
3.6	GIS Data Development, Mapping and Database Management
3.7	Development Review
3.8	Planning Consultation & Local Transportation Planning Assistance
<b>Task 4 - Transportation Planning</b>	
4.1	Metropolitan Transportation Plan (MTP)
4.2	Safety Analysis and Planning
4.3	Safe Routes to School
4.4	ITS - Intelligent Transportation Systems Planning
4.5	Land Use/Transportation Integration
4.6	Regional Transit District
<b>Task 5 - Special Studies, Plans, Projects and Programs</b>	
5.1	Regional Leadership Consortium
5.2	Transportation Asset and Safety Management Plan/ Performance Measure Implementation
5.3	University Phase A
5.4	Missouri Phase A
5.5	Transit Short Range Plan
5.6	2014-15 Urban Sustainability Accelerator

## Task 1 - Program Administration and Management

This Task consists of activities necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, UPWP development, budget and financial management, annual and quarterly reports, general public participation, and public information.

Estimated Cost for Task 1 (includes all subtasks) = \$185,405

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
6953	\$20.00	\$139,054	0	\$100.00	\$0.00	\$46,351	\$185,405

### 1.1 Program Support and Administration

This task encompasses general administration and oversight of the MPO. Included in this task are: staff meetings, day-to-day MPO activities, preparing and posting meeting agendas, review and revisions (if needed) of Metropolitan Transportation Board Bylaws and other similar administrative activities. This includes monitoring MPO progress in meeting scheduled deadlines in various state and federal policies, procedures and regulations.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products:

Reimbursement Invoices are due the 25<sup>th</sup> day of the month following each FY quarter.

### 1.2 UPWP - Unified Planning Work Program and Quarterly & Annual Reporting

Monitor and revise, if necessary, the current UPWP. Develop the following UPWP for the next fiscal period. Prepare quarterly reports on the progress of main tasks and an annual report at the end of each Federal Fiscal Year.

Responsibilities: MPO staff and other agencies as necessary. For development of the next UPWP, RoadRunner Transit, and NMDOT will be involved.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Quarterly Reports	X			X			X			X			X			X			X			X		
Annual Perf. & Expen. Rpt.			X												X									
1 <sup>st</sup> Draft UPWP (FY 2017-18)																			X					
Revised UPWP to Policy Committee																					X			
Amend. UPWP (if needed)			X			X			X			X			X			X			X			X

### 1.3 Public Participation Plan and Title VI Plan and Monitoring

Implement the *Public Participation Procedures for the Mesilla Valley MPO* and monitor progress. Conduct surveys, online surveys, hold workshops and focus groups, utilize visualization techniques, and employ other methods to disseminate information and gather public input in the transportation planning process. Review the *Public Participation Procedures* (revise if necessary) prior to the development of the Metropolitan Transportation Plan.

Implement the *MVMPO Title VI Plan (contained within the PPP)* and monitor environmental justice issues. Assure that all communications and public involvement efforts comply with the plan. Prepare the Annual Title VI Report (refer to page 4 or *Title VI Plan*). Review the *Title VI Plan* prior to the quadrennial Federal Certification Review and prepare revisions if necessary. Resolve all complaints in accordance with the *Title VI Plan*.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Annual Title VI Report			X												X									
Rev Title VI Plan/Quad Rev	This does not occur in the fiscal period of this UPWP																							
Resolution of Complaints	This task occurs if and when a complaint is filed.																							

### 1.4 Committee Meetings.

Public meetings of the MVMPO and its advisory committees are the foundation of the MVMPO Transportation Planning Process. The MVMPO is directed by the Policy Committee. Monthly meetings of the Policy Committee are held to review and take action on various transportation issues in the urban area. The Policy Committee has established two advisory committees. The Technical Advisory Committee (TAC) is made up professionals from member governments and other agencies that are regional planning partners for the transportation system. The Bicycle and Pedestrian Facilities Advisory Committee is made up of citizens interested in bicycle and pedestrian issues and staff from the CLC, DAC, TOM, and NMDOT. Both committees provide advice to the Policy Committee and allow for more public participation.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Policy Committee Meetings	X	x	x	X	x		X	x	x		x	x	X	x	x	X	x		X	x	x		x	x
TAC Meetings	x	x	x	x	x	X	X	x	x		x	x	x	x	x	x	x	X	x	x		x	x	
BPFAC Meetings	x			x		x	x	x		x	x		x			x	x	x	x			x	x	
Pub Mtg FY 2016-2021 TIP						X	X																	
Review Pub. Part. Proc.	This is done prior to start of MTP development and as needed.																							

### 1.5 Website and Other Communications

Produce the *Intersections* E-newsletter, maintain and update the MPO pages on CLC's website and use other methods to disseminate information.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Travel Times E-Newsletter	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Website Maint & Update	This is an ongoing activity.																							

### 1.6 Staff Training and Professional Development

Staff will attend meetings, workshops, webinars, and conferences designed to enhance their technical and professional skills and promote coordination between the MPO and other professional staff and stakeholders.

Responsibilities: MPO staff.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Representative Conferences, Training and Workshops

Attendance is dependent upon review of conference course/session offerings, conference costs, travel costs, conference location, employee work schedules and work load, etc. and may be subject to change. Other workshops and conferences may be attended by staff depending on funding availability and course offerings.

- ITS America
- Assoc. of Metropolitan Planning Organizations (AMPO) Conference
- American Planners Association (APA) Conference
- NM APA
- Smart Growth conference
- National Highway Institute (NHI) and National Transit Institute (NTI) courses
- Transportation Research Board (TRB) Conference
- VISUM modeling training
- a socioeconomic modeler's conference
- a pedestrian-bicycle planning seminar
- webinars hosted by APA, ITE and other agencies

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
MPO Quarterly Mtgs			x			x			x			x			x			x			x			x
Other Conferences/Training	The schedule is dependent upon course offerings and staff work load.																							

### 1.7 Board Member Training

Board member training and workshops to educate policy board members and possibly other committee members as to their roles and responsibilities regarding the transportation planning process. Training subjects will include the topics listed below and others that become issues on state and national transportation issues.

Listing:

Performance Measures Overview  
 Agency Coordination in MVMPO region  
 NMDOT Policy and Procedures Manual  
 MTP update: Financial Plan, Current Conditions, Strategy Toolboxes  
 Transit Performance Measures  
 Role of local agencies in Transportation Planning Process  
 TIP Policies and Procedures  
 Safety Performance Measures  
 Environmental Justice

Responsibilities: MPO staff.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Board and committee member training	x	x	x	x	x		x	x	x		x	x	x	x	x		x	x	x		x	x		x

### 1.8 State and federal Coordination

Staff will promote coordination among the Mesilla Valley MPO, other state MPOs, and State and Federal Transportation agencies.

Responsibilities: MPO staff.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
SLRP participation	x	x	x																					
SLRP Financial projections		x																						
Other as needed	As needed												As needed											

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 2 - Transportation Improvement Program (TIP)

This task covers the development, monitoring, and management of the Transportation Improvement Program (TIP) which implements transportation projects through federal, state, and local funding programs. The TIP spans a period of six years with the first four years constituting the federal TIP and the 5<sup>th</sup> and 6<sup>th</sup> year serving as informational years. The TIP must be fiscally constrained therefore; the total amount of funds programmed does not exceed the total amount of funding available.

Estimated Cost for Task 5 (includes all subtasks) = \$62,690

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
2508	\$20.00	\$50,152	0	\$100.00	\$0.00	\$12,538	<b>\$62,690</b>

### 2.1 TIP Development

Develop and adopt a list of projects to be funded with federal transportation funds and regionally significant projects funded with state or local funds.

Responsibilities: All agencies through the TAC (Technical Advisory Committee), which is responsible for the development of the TIP with MPO staff input and facilitation.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Review TIP Policies & Proc.	X																							
Update on Existing TIP Proj	X																							
TIP Proj. Proposals Subm.		X																						
1 <sup>st</sup> Draft FY 2016-2021 TIP					X																			
TIP for Public Review						X																		
Policy Committee Aprv. FY 2016-21 TIP							X																	
TAP Call for projects	Per State PPM																							

### 2.2 TIP Management

Monitor the progress of projects in the TIP and their progress toward the timely obligation of funds. Revise the TIP to accommodate increased or decreased funding, to delay or advance projects as progress monitoring dictates. Revisions fall into two categories: TIP Administrative Modifications which are minor revisions and TIP Amendments which require approval by the Policy Committee.

Responsibilities: MPO staff manages the TIP and processes TIP Administrative Modifications. TIP Amendments are processed upon recommendation and analysis of the TAC and BPFAC.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month



	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Progress Rpt fr Agencies	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X	X				
TIP Admin. Modifications	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Quarterly TIP Amend.			X			X			X			X			X			X			X			X
TIP for Public Review						X																		
Policy Committee Aprv. FY 2016-21 TIP							X																	

### 2.3 Annual Project Listing and Obligation Report

In accordance with 23 CFR 450.332 the MPO shall prepare an annual report (no later than 90 days following the end of the program year) of the status of projects in that program year's TIP and the status of the obligation of the funds programmed in that year.

Responsibilities: MPO staff, NMDOT and other agencies as needed.

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
1 <sup>st</sup> Draft Annual Proj Listing		X												X										
Final Annual Proj. Listing			X												X									

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 3 - General Development and Data Collection/Analysis

This consists of general planning activities, data collection, socioeconomic projections, mapping services, orthophotography, travel demand/traffic forecasting, development review, and local assistance.

Estimated Cost for Task 2 (includes all subtasks) = \$261,420

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
7843	\$20.00	\$156,852	0	\$100.00	\$0.00	\$104,568	\$261,420

### 3.1 Traffic Counting and Reporting

Collect and process traffic data for routine monitoring of the transportation network, report data to NMDOT and conduct special needs traffic counts as needed. Counts are collected on all major roads in the MVMPO region for a total of approximately 600 count locations. (See Appendix E for count locations and cycle) Each location is counted once every three years (approx. 200 counts/year) and all counts are reviewed to confirm they meet the Highway Performance Monitoring System standards of FHWA and the NMDOT.

Data collection is conducted system-wide as well as targeted locations and includes traffic counts, directional volume data, vehicle classification, bicycle counts, pedestrian counts, and intersection turning movements. Data is archived and logged into the traffic counts database and shared with local agencies for use in transportation planning activities. The Traffic Counts Program operates servers to receive traffic data from member agencies' ITS networks (including NMDOT-ITS). All reports and analyses are made available to member agencies and the general public. Funds are managed each fiscal year to maintain a reserve of funding that allows for the timely replacement of the traffic counting vehicle (approx. every 5-6 years) and counter machines (approx every 10-15 years).

Special Notes: add as needed

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Conduct Traffic Counts	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Quarterly Transmittal	X			X			X			X			X			X			X			X		
Annual Traffic Flow Map							x											x						
Develop non-motorized reporting	x	x	x																					
Develop transit passenger reporting															X	X	X	X	X	x				

### 3.2 Population and Land Use Data Collection

Collect, maintain and analyze multiple types of socioeconomic and demographic data. Provide forecasts for transportation planning purposes and for use by local and state agencies. Analyze and present data regarding growth and land use to member governments, planners, and the general public. The MPO serves

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Collect & Analyze Data	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Economic Impacts of Proj.	As needed on a project-by-project basis.																							
Planning Scenario Devel.																								

### 3.3 Travel Demand Model Maintenance

The MPO currently uses VISUM as the travel demand modeling program. Model runs are conducted upon request by various agencies and for development of the Metropolitan Transportation Plan (MTP) and the Transportation Improvement Program (TIP). Updates are done periodically, to the model's socioeconomic and demographic data, the roadway network and transit network.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Model Maint. & Updates	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Model Runs	As needed.																							
Model Calibration to 2015 data															X	X	X	x						

### 3.4 Software Upgrades

Describe any upgrades to travel demand model, new software purchases, etc.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Upgrade VISUM 15															X									

### 3.5 Highway Functional Classification Review and Update

Review the current Highway Functional Classification and revise if necessary. Major changes to the Highway Functional Classification occur approximately 2-3 years after each US Decennial Census in accordance with federal procedures. However, new roadways and

changes in roadway utilization sometimes require revisions to the system; these are conducted on an as-needed basis.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Functional Class Revisions	As needed.																							

### 3.6 GIS Data Development, Mapping, and database management

Provide Geographic Information Systems (GIS) coverages and data in support of transportation planning within the metropolitan planning area. This includes GIS analytical and cartographic support for the MTP, TIP, ITS and CMP, system-wide, subarea and corridor technical studies, and maintaining systems maps.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
GIS Data Collection & Maint	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Update Google Transit Feed	As needed																							

### 3.7 Development Review

The MPO will assist local agencies with reviews of development plans and traffic forecasts as requested. Plans will be reviewed for consistency with the MTP, TIP, and other pertinent planning documents and plans. MPO staff is a member of two regional development review committees: The CLC Development Review Committee (DRC) and the Extra-Territorial Authority's EDRC.

Forecasts requested by developers must be brought to the attention of the MPO through one of the agencies. Furthermore, the MPO will not perform a Traffic Impact Analysis (TIA) or Traffic Impact Study (TIS) for developers. Developers may obtain information the MPO has already compiled or collected.

The MPO approved the Mesilla Valley Access Management Guidelines in November 2012. MPO staff will apply those guidelines to the review of development plans.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Development Reviews	As needed																							

DRC	Committee meetings scheduled weekly																							
EDRC	Committee meetings scheduled weekly																							

### 3.8 Planning Consultation and Local Transportation Planning Assistance

The MPO will assist local agencies with the development of the transportation element of their comprehensive plans and other planning documents. The level of MPO involvement is dependent upon available resources.

MPO staff will assist local agencies with progressing capital improvement projects funded in the TIP through the project development process, certification process, and the process for the obligation of funds.

This subtask also includes routine, cooperative planning efforts with NMDOT, FHWA, FTA, other federal agencies, municipalities, transit agencies, natural resource agencies, and other similar agencies.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Transp. Elem. for Plans	As requested and as MPO resources allow.																							
Capital Project Assistance	As requested and as initiated by the TIP coordinator.																							

1 <sup>st</sup> Q. Report	
2 <sup>nd</sup> Q. Report	
3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 4 - Transportation Planning

This includes the development and monitoring of the long-range Metropolitan Transportation Plan (MTP), travel forecasting, coordinating with the state's long-range transportation plan and other studies. It also includes the Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) planning, safety analyses, and other short to medium range planning activities.

Estimated Cost for Task 3 (includes all subtasks) = \$133,261

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
5997	\$20.00	\$119,935	0	\$100.00	\$0.00	\$13,326	<b>\$133,261</b>

### 4.1 Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP) forms the basis for all transportation planning and projects within the metropolitan planning area. The current MTP for the Mesilla Valley MPO is known as Transport 2040. The MTP covers all modes of transportation that may serve the current and future needs of the region. The plan conforms to federal regulations as set forth in 23 CFR 450. The MTP is updated every five years and may be amended, if necessary, as required.

Responsibilities: MPO staff serves as the lead. The development of the MTP is a cooperative effort by the MPO and its member agencies, NMDOT, and area transit agencies, with coordination and input from several other agencies such as: FHWA, FTA, "land use" planning agencies (i.e. municipal planning departments, US Bureau of Land Management, NMSU, local governments, and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
90% Draft 2040 MTP	X	X																						
1 <sup>st</sup> Draft for Public Review			X																					
Final Draft Public Review						X																		
Public Comment Period						X	X																	
Policy Committee Apprv 2040 MTP							X																	
MTP Amendments	Amendments are processed as necessary.																							

### 4.2 Safety Analysis and Planning

Develop, research, and analyze data to assist member agencies and the public with understanding crash information and transportation planning issues confronting the metropolitan region and identification of safety issues related to the transportation network. Explore the development of methodologies to estimate future crash data as well as economic impacts of crashes. This subtask includes maintaining consistency with the *NMDOT Comprehensive Transportation Safety Plan (CTSP)* and providing assistance to local member agency and health organization planning efforts and health impact assessments.

Responsibilities: MPO serves as lead in cooperation with NMDOT Transportation Planning and Safety Division and the UNM Division of Governmental Research

Source of Funds: FHWA, FTA, Local Funds for Match

**Main Products and Schedule by Month**

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Annual Crash Report							X	X											X	X				

#### 4.3 Safe Routes to School

The MPO participates in the Safe Routes to School Coalition in the Mesilla Valley. The MPO adopted the Safe Routes to School Action Plan.

Responsibilities: MPO serves as the lead in updating the SRTS Action Plan. Acts as participating member in coalition activities.

Source of Funds: FHWA, Local Funds for Match, Local Non-Matching Funds

**Main Products and Schedule by Month**

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Amend SRTS Action Plan	As necessary.																							
Walk and Roll to School Day; Bike to School Week	x							x					x							x				
SRTS steering committee			x			x			x			x			x			x			x			x

#### 4.4 Intelligent Transportation Systems (ITS)

ITS uses integrated systems to improve transportation safety, mobility, and traveler knowledge through the use of innovative technologies. The MPO coordinates the programming and deployment of ITS infrastructure and is responsible for maintaining the *Regional ITS Architecture* and updating the *ITS Implementation Plan*.

The MPO will collect data to monitor system-wide and link-based performance to investigate recurring and nonrecurring congestion. The CMP uses performance data to determine the cause and severity of congestion in the region. The CMP is used at various levels of planning and operational analyses such as the MTP, TIP and development of individual projects. The CMP is integrated into the metropolitan planning process and provides comprehensive information on the performance of the transportation system so residents, elected officials, and agencies can make informed decisions based on congestion levels and location appropriate strategies. This is an ongoing core activity of the MPO.

Responsibilities: MPO serves as lead in coordination with member agencies, regional transit providers and NMDOT.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds.

#### Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Amend Reg. ITS Arch.	As necessary.																							
CLC Traffic Management System Plan	TIGER grant pending																							

#### 4.5 Land Use/Transportation Integration

The MPO tracks the coordination of land use and transportation in the Mesilla Valley region through the use of Mobility Zones developed in Transport 2040. Mobility Zones analyze sub area to gauge the interaction between land use and transportation. Mobility Zones can be best described as geographic areas within which planning tools are applied to assess characteristics (spatial patterns and relationships) of the physical environment. These characteristics may include land use density, distribution, and diversity, crash rates, multimodal networks, and system connectivity. The initial assessments that the Las Cruces MPO focused on included street connectivity indices, access to land uses, transportation mobility for all modes, and safety analyses.

Responsibilities: MPO staff

Source of Funds: FHWA, FTA, Local Funds for Match

#### Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Intersection Crash Rate Average																								
Bicycle Facility Connectivity Index																								
Bicycle Facility Miles																								

#### 4.6 Regional Transit District

MPO staff will provide local assistance to MPO members that are also members of the SCRTD. Staff will attend SCRTD Board meetings and lend technical assistance as required.

Responsibilities: MPO staff

Source of Funds: FTA, Local Funds for Match

#### Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Board meetings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	x	x
GIS support for SCRTD	As needed																							
Other technical assistance	As requested																							

1<sup>st</sup> Q.  
Report

2<sup>nd</sup> Q.  
Report



3 <sup>rd</sup> Q. Report	
4 <sup>th</sup> Q. Report	
End of Year Report – Supplemental, if needed	

## Task 5 - Special Studies and Miscellaneous Activities

This task covers transportation planning activities that do not fall under the categories above.

Estimated Cost for Task 6 (includes all subtasks) = \$342,242

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
1257	\$20.00	\$25,130.03	3000	\$100.00	\$300,000.00	\$17,112.11	<b>\$342,242</b>

### 5.1 Regional Leadership Consortium

The MPO is a planning partner with other regional agencies in the Sustainable Communities Grant through the EPA, partnering with USDOT and HUD. The Viva Doña Ana regional project focuses on three specific aspects of Doña Ana County: people, places, and prosperity. These three areas will be addressed throughout the Viva Doña Ana planning efforts, and will help build a better quality of life for Doña Ana County residents. This project will provide a complete picture of the issues related to living in Doña Ana County, growing the region, and thriving as a community. The Viva Doña Ana project will also provide strategies, actions, and tools to continue to improve your quality of life.

Through the Viva Doña Ana project, the region will work together during public meetings, working sessions, community discussion groups, and other collaborative settings to address people, places, and prosperity.

With the conclusion of the project, the regional leadership consortium intends to continue its collaboration. The MPO will remain a partner organization to benefit regional planning.

Responsibilities: Doña Ana County, MPO staff, CLC, Town of Mesilla, El Paso MPO staff, South Central Regional Transit District, South Central Council of Governments, Coloñias Development Council, City of Sunland Park, and Tierra del Sol.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

#### Main Products and Schedule by Month

	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
PRODUCT	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Participation in Viva Doña Ana	X	X	X	X	X	X																		
Participate on Regional Leadership Consortium	On going												On going											
Public events	As needed																							

### 5.2 Transportation Asset and Safety Management Plan/ Performance Measure Implementation

The overall purpose of this TASM 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 21 Century Act (P.L. 112-141). MAP-21 is a performance-based program and the FAST Act continues this; 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 region's transportation planning efforts as they align with the criteria used in the FAST Act.

Responsibilities: MPO staff, TASM Leadership Committee

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
TASM Leadership Committee																								
Adopt MPO Performance Measures										X														

### 5.3 Participatory Mapping

Investigate the use of participatory mapping as a tool for engaging the public in the transportation planning process. Participatory Mapping is an approach using mobile GIS tools to gather spatial data using the public. This will involve selecting an urban and a rural community within the MPO Planning Area.

Responsibilities: MPO staff .....

Source of Funds: FHWA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Description here	Timeline TBD																							
Description here																								
Description here																								

### 5.4 A- Mountain Study Area

Description needed

Responsibilities: MPO staff, contracted consultant

Source of Funds: FHWA, Local Funds for Match

Main Products and Schedule by Month

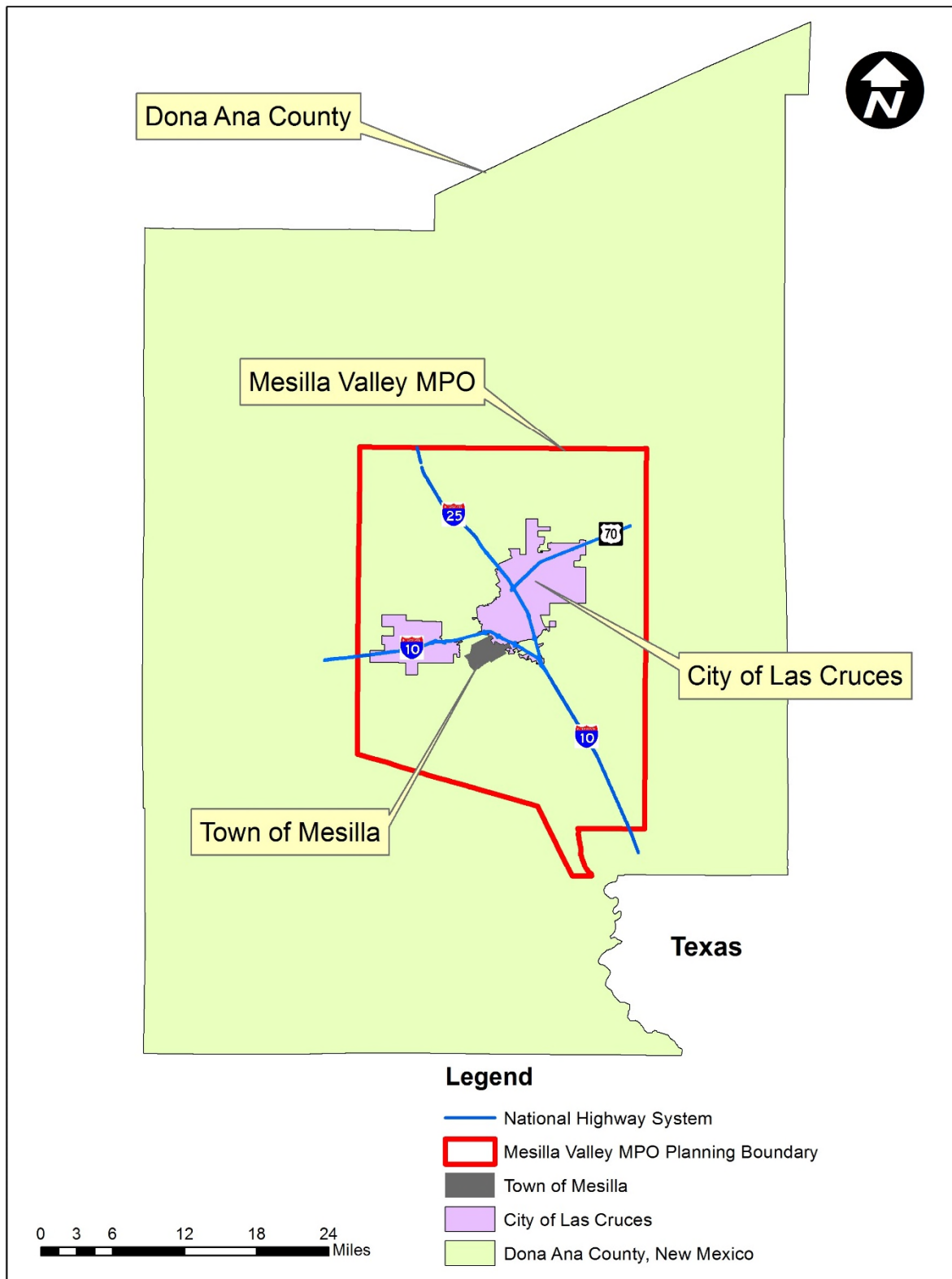
PRODUCT	FFY 2017 (Oct 1, 2016 - Sept 30, 2017)												FFY 2018 (Oct 1, 2017 - Sept 30, 2018)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Description here	Timeline TBD																							
Description here																								
Description here																								

# Appendices

## Appendix A – Budget Summary - Financial Resources Available

<b>Fiscal Year 2017 (Oct. 1 2016- September 30, 2017)</b>	<b>Program Support and Administration</b>	<b>Transportation Improvement Program</b>	<b>General Development and Data Collection/ Analysis</b>	<b>Transportation Planning</b>	<b>Special Studies, Plans, Projects, and Programs</b>	
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00	Subtotal
FHWA 112 (85%)	\$77,882.10	\$25,960.70	\$103,842.80	\$38,941.05	\$12,980.35	<b>\$259,607</b>
LOCAL (112) MATCH(15%)	\$15,508.20	\$5,169.40	\$20,677.60	\$7,754.10	\$2,584.70	\$51,694
CLC	\$9,662	\$3,221	\$12,882	\$4,831	\$1,610	\$32,205
DAC	\$5,629	\$1,876	\$7,506	\$2,815	\$938	\$18,765
MESILLA	\$217	\$72	\$289	\$109	\$36	\$724
FTA GRANT 5303(80%)	\$8,547.60	\$2,849.20	\$19,944.40	\$19,944.40	\$5,698.40	<b>\$56,984</b>
CLC (5303)MATCH(20%)	\$2,136.90	\$712.30	\$4,986.10	\$4,986.10	\$1,424.60	\$14,246
TOTAL	\$104,075	\$34,692	\$149,451	\$71,626	\$22,688	\$382,531
(PERCENT OF 112)	<b>30%</b>	<b>10%</b>	<b>40%</b>	<b>15%</b>	<b>5%</b>	100%
(PERCENT OF 5303)	<b>15%</b>	<b>5%</b>	<b>35%</b>	<b>35%</b>	<b>10%</b>	100%
PERCENT TOTAL	28%	9%	39%	18%	6%	
<b>Fiscal Year 2018 (Oct. 1 2017- September 30, 2018)</b>	<b>Program Support and Administration</b>	<b>Transportation Improvement Program</b>	<b>General Development and Data Collection/ Analysis</b>	<b>Transportation Planning</b>	<b>Special Studies, Plans, Projects, and Programs</b>	
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00	Subtotal
FHWA 112 (85%)	\$79,080.00	\$26,360.00	\$105,440.00	\$39,540.00	\$13,180.00	<b>\$263,600</b>
LOCAL (112) MATCH(15%)	\$15,508.20	\$5,169.40	\$20,677.60	\$7,754.10	\$2,584.70	\$51,694
CLC	\$9,662	\$3,221	\$12,882	\$4,831	\$1,610	\$32,205
DAC	\$5,629	\$1,876	\$7,506	\$2,815	\$938	\$18,765
MESILLA	\$217	\$72	\$289	\$109	\$36	\$724
FTA GRANT 5303(80%)	\$8,547.60	\$2,849.20	\$19,944.40	\$19,944.40	\$5,698.40	<b>\$56,984</b>
CLC (5303)MATCH(20%)	\$2,136.90	\$712.30	\$4,986.10	\$4,986.10	\$1,424.60	\$14,246
TOTAL	\$105,273	\$35,091	\$151,048	\$72,225	\$22,888	\$386,524
(PERCENT OF 112)	<b>30%</b>	<b>10%</b>	<b>40%</b>	<b>15%</b>	<b>5%</b>	100%
(PERCENT OF 5303)	<b>15%</b>	<b>5%</b>	<b>35%</b>	<b>35%</b>	<b>10%</b>	100%
PERCENT TOTAL	28%	9%	39%	18%	6%	

## Appendix B – Mesilla Valley Metropolitan Planning Area Map



## **Appendix C – UPWP Adoption Resolution**



## **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 DISCUSSION FORM FOR THE MEETING OF April 19, 2016**

#### **AGENDA ITEM:**

6.1 Missouri/Roadrunner Study Corridor Presentation

#### **DISCUSSION:**

This item has been postponed at the request of Bohannon-Huston Staff.