



# METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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## MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE AGENDA

The following is the Agenda for a meeting of the Policy Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) to be held **May 11, 2016 at 1:00 p.m.** in the **Doña Ana County Commission Chambers**, 845 Motel Blvd., 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. **CONFLICT OF INTEREST INQUIRY** \_\_\_\_\_ **Chair**  
*Does any Committee Member have any known or perceived conflict of interest with any item on the agenda? If so, that Committee member may recuse themselves from voting on a specific matter, or if they feel that they can be impartial, we will put their participation up to a vote by the rest of the Committee.*
3. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
4. **CONSENT AGENDA\*** \_\_\_\_\_ **Chair**
5. **\* APPROVAL OF MINUTES** \_\_\_\_\_  
5.1. \*April 13, 2016 \_\_\_\_\_ **Chair**
6. **ACTION ITEMS** \_\_\_\_\_  
6.1. Resolution 16-05: A Resolution Amending the 2016-2021 Transportation Improvement Program \_\_\_\_\_ **MPO Staff**  
6.2. Resolution 16-06: A Resolution Adopting the Federal Fiscal Year 2017 and 2018 Unified Planning Work Program (UPWP) \_\_\_\_\_ **MPO Staff**
7. **DISCUSSION ITEMS** \_\_\_\_\_  
7.1. West Mesa Study Area \_\_\_\_\_ **Molzen-Corbin**  
7.2. Committee Training \_\_\_\_\_ **MPO Staff**
8. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_ **Chair**
9. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
10. **ADJOURNMENT** \_\_\_\_\_ **Chair**

Publish May 1, 2016

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

3  
4   The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning  
5   Organization (MPO) Policy Committee which was held April 13, 2016 at 1:00 p.m. in  
6   Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las  
7   Cruces, New Mexico.

8  
9   **MEMBERS PRESENT:**   Commissioner Leticia Benavidez (DAC)  
10                           Trent Doolittle (NMDOT)  
11                           Councilor Jack Eakman (CLC)  
12                           Trustee Linda Flores (Town of Mesilla)  
13                           Commissioner Billy Garrett (DAC) (departed 1:57)  
14                           Commissioner Wayne Hancock (DAC)  
15                           Councilor Gill Sorg (CLC)  
16                           Councilor Olga Pedroza (CLC)

17  
18   **MEMBERS ABSENT:**   Mayor Nora Barraza (Town of Mesilla)

19  
20   **STAFF PRESENT:**     Tom Murphy (MPO staff)  
21                           Andrew Wray (MPO staff)  
22                           Michael McAdams (MPO staff)  
23                           Zach Tarachi

24  
25   **OTHERS PRESENT:**   Harold Love  
26                           George Pearson  
27                           Sharon Thomas  
28                           Charles Clements  
29                           Maggie Billings  
30                           Armando Morales  
31                           Hilary Brinegar  
32                           Jack (NO LAST NAME LISTED)  
33                           Becky Baum, RC Creations, LLC, Recording Secretary

34  
35   **1.     CALL TO ORDER (1:06 p.m.)**

36  
37   Sorg:            Okay it seems like we have a quorum so we'll get started, the MPO  
38                    meeting, Committee now. Could the, could, Tom could you take a roll to  
39                    see if we have a quorum?

40  
41   Murphy:        Yes sir. Trustee Flores.

42  
43   Flores:         Here.

44  
45   Murphy:        Councilor Eakman.

46  
47   Eakman:        Here.

1 Murphy: District Engineer Doolittle.

2  
3 Doolittle: Here.

4  
5 Murphy: Commissioner Garrett.

6  
7 Garrett: Here.

8  
9 Murphy: Councilor Pedroza.

10  
11 Pedroza: Here.

12  
13 Murphy: Commissioner Hancock.

14  
15 Hancock: Here.

16  
17 Murphy: And Mr. Chair.

18  
19 Sorg: Here. Is that a quorum then Tom?

20  
21 Murphy: Yes it is.

22  
23 **2. CONFLICT OF INTEREST INQUIRY**

24  
25 Sorg: All right then ... let me get my glasses on. First of all is the Statement of  
26 Conflict of Interest. Does any Member of the Committee have a known or  
27 perceived conflict in interest, of interest with any item on the agenda?

28  
29 ALL: No.

30  
31 Sorg: Hearing none.

32  
33 **3. PUBLIC COMMENT**

34  
35 Sorg: We'll move on. The first item on the agenda is Public Comment. Is there  
36 any member of the public that has comment? Yes, Mayor Pro-Tem  
37 Thomas.

38  
39 Thomas: Thank you Chair Sorg. So I'm here on behalf of the South Central  
40 Regional Transit District and some, some of you know this already but  
41 we're applying again for a TIGER Grant from the US Department of  
42 Transportation. We applied last year. We didn't get it but we got highly  
43 recommended and we had a long conference call with them afterwards  
44 and they strongly suggested that we apply again and so I think we're even  
45 ahead of schedule. We have a pretty good rough draft put together and  
46 it's not due until the 29th. So we're collecting letters of support and the  
47 funding would be to put up bus shelters, schedules at bus shelters, we  
48 need a maintenance yard, we're going to build a, a kind of a transfer point

1 in Anthony so that the buses that come from Sunland Park and Chaparral  
2 and Las Cruces all have a place to meet, and um I did see, it'll, it's  
3 probably between \$2 and \$3 million that we're asking for and so we're  
4 asking that you provide a letter again. You provided a letter last year so  
5 it's just kind of updating it and I think Tom has a couple things to add.  
6  
7 Sorg: Yes Tom.  
8  
9 Murphy: Yes Mr., Mr. Chair. We don't, I don't believe we needed to do a resolution  
10 in order to submit this letter. The, the purposes of the grant are, will help  
11 achieve missions and goals of the MPO of expanding transportation  
12 options for the citizens of the region so I think depending on how the  
13 Board feels either the, the Chair or myself could write that letter and then  
14 submit it for their application packet.  
15  
16 Sorg: Thank you Tom and thank you Sharon Thomas. And I would like to hear  
17 from the Committee to see if there's interest in doing another letter or not,  
18 starting with Councilor Pedroza.  
19  
20 Pedroza: Yes. I certainly do. I think that that's a good funding source and that it's a  
21 good project as well so I would certainly agree.  
22  
23 Sorg: Okay. Commissioner Hancock.  
24  
25 Hancock: I don't ... yes of course I would. Thank you.  
26  
27 Sorg: Commissioner Garrett.  
28  
29 Garrett: I support the, this letter and, and our support for this. I, I have a couple of  
30 edits to the draft that we've got.  
31  
32 Sorg: That, that's last year's letter, yeah. There's going to be some changes in  
33 it.  
34  
35 Garrett: Good.  
36  
37 Thomas: Yeah.  
38  
39 Sorg: Yeah, just a sample what it's ...  
40  
41 Garrett: Okay.  
42  
43 Thomas: That's fine.  
44  
45 Sorg: Just ...  
46  
47 Garrett: "Doña" has an "ñ" for one thing.  
48

1     Sorg:           Right. Mr. Doolittle, Doolittle.  
2  
3     Doolittle:     I also would agree. I think as a group who's applied for TIGER Grants in  
4                   the past it's nice to have those support letters from the different groups  
5                   within the community so I support that letter.  
6  
7     Sorg:           Good. It's good to hear. Mr., Commission, Councilor Eakman.  
8  
9     Eakman:        Absolutely support.  
10  
11    Sorg:           Trustee Flores.  
12  
13    Flores:         Absolutely support as well.  
14  
15    Sorg:           And the Chair makes it unanimous. So let's do it.  
16  
17    Thomas:         Okay. Thank you very much.  
18  
19    **4.     CONSENT AGENDA \***  
20  
21    Sorg:           Okay. Next item on the agenda is the Consent Agenda. Is there a  
22                   motion? Oh, is there more public comments? Thank you, Vice-Chair.  
23                   None. Yeah. Good call. The Consent Agenda, is there a motion?  
24  
25    Garrett:        Mr. Chair. Move approval of the Consent Agenda.  
26  
27    Eakman:         Second.  
28  
29    Sorg:           Okay. Moved by Commissioner Garrett and second by Mr. Doolittle.  
30  
31    Doolittle:       Councilor Eakman.  
32  
33    Sorg:           Oh, Councilor Eakman, sorry. Take a, a vote Tom.  
34  
35    Murphy:         Trustee Flores.  
36  
37    Flores:         Yes.  
38  
39    Murphy:         Councilor Eakman.  
40  
41    Eakman:         Yes.  
42  
43    Murphy:         Mr. Doolittle.  
44  
45    Doolittle:       Yes.  
46  
47    Murphy:         Commissioner Garrett.  
48

1 Garrett: Yes.

2  
3 Murphy: Commissioner Hancock.

4  
5 Hancock: Yes.

6  
7 Murphy: Councilor Pedroza.

8  
9 Pedroza: Yes.

10  
11 Murphy: Councilor Sorg.

12  
13 Sorg: Yes.

14  
15 MOTION PASSES UNANIMOUSLY.

16  
17 **5. \* APPROVAL OF MINUTES**

18  
19 **5.1 \* February 10, 2016**

20  
21 - VOTED ON VIA THE CONSENT AGENDA

22  
23 **6. ACTION ITEMS**

24  
25 **6.1 Resolution 16-04: A Resolution to Amend the MPO By-laws**

26  
27 Sorg: Okay. So the next item on, on the agenda is an Action Item, Resolution  
28 16-04: The Resolution to Amend the MPO By-Laws.

29  
30 Wray: Thank ...

31  
32 Sorg: Go, go ahead.

33  
34 Wray: Thank you Mr. Chair. I'd like to direct the attention of the Committee to  
35 page 26 in your packet. Back in January of this year the BPAC had a  
36 discussion about amending their quorum regulations in the bylaws, had  
37 some further conversations at the February meeting where the BPAC  
38 made a recommendation of amended language. The language is in the  
39 bottom paragraph on page 26. I'll go ahead and read it into the record: A  
40 quorum of the Committee referring to the BPAC shall consist of five  
41 Members. At least one of those Members must be a Citizen  
42 Representative. No action shall be taken without a quorum of the  
43 Committee in attendance at any meeting. I'll stand now for any questions.

44  
45 Sorg: Is there a motion to approve?

46  
47 Hancock: So moved.

1 Garrett: Second.  
2  
3 Sorg: Moved by Commissioner Hancock, second by Commissioner Garrett.  
4  
5 Sorg: First of all I'd like to ask what's the total membership of the BPAC?  
6  
7 Flores: Eleven.  
8  
9 Wray: The total membership is 11 positions.  
10  
11 Sorg: Okay. Any questions or comments by the Committee?  
12  
13 Pedroza: Mr. Chair.  
14  
15 Sorg: Yes Commissioner Pedroza.  
16  
17 Pedroza: I, I apologize ahead of time because this is just really nitpicking but on the  
18 last sentence, "No action shall be taken without a quorum of the  
19 Committee in attendance at any meeting," it's a little bit ambiguous.  
20 Something like "No action shall take, be taken unless there is a quorum of  
21 the Committee in attendance at a meeting," would be a little more clear,  
22 that's all. And I admit it is very picky.  
23  
24 Sorg: Councilor Pedroza, where are you on the ...  
25  
26 Flores: Yeah, I don't see where you're talking about.  
27  
28 Sorg: On the Resolution?  
29  
30 Pedroza: On the agenda item, the third paragraph.  
31  
32 Wray: It's the last sentence, right there. It's this, the last sentence.  
33  
34 Sorg: Ah, okay.  
35  
36 Wray: We need to amend it, yeah.  
37  
38 Pedroza: "Unless a quorum is present" instead of "without a quorum of the  
39 Committee." No biggie.  
40  
41 Sorg: I, the language would be in the resolution or in the bylaws right, that we're  
42 taking?  
43  
44 Wray: The, the item that is going to be attached with the resolution is page 29.  
45  
46 Sorg: Yeah.  
47

1 Wray: But we can, however the Committee sees fit to amend the language we'll  
2 just, at this point we'll now need a motion to amend the original motion.  
3  
4 Sorg: Okay. Is there a motion to amend?  
5  
6 Hancock: Mr. Chair. I would take it as a friendly amendment which is purely  
7 administrative in nature.  
8  
9 Sorg: Very good. In that case, any other discussion?  
10  
11 Garrett: Mr. Chair.  
12  
13 Sorg: Yes Commissioner Garrett.  
14  
15 Garrett: Two things, just to be, be clear Councilor, what you want to strike is "in  
16 attendance at any meeting."  
17  
18 Pedroza: No, I'm sorry. I would want to strike "without a quorum" and instead noise,  
19 "No action shall be taken unless there is a quorum of the Committee in  
20 attendance at a, at any meeting."  
21  
22 Garrett: Okay, so "No action shall be taken unless there is a quorum of the  
23 Committee in attendance at any meeting."  
24  
25 Pedroza: Yes.  
26  
27 Garrett: Okay. Thank you. I just wanted to make sure we were clear on what the,  
28 this was that we were approving and it makes sense to me. The, the only  
29 caveat I would have is that how many Citizen Representatives do we have  
30 on the, on the BPAC?  
31  
32 Wray: Mr. Chair, Commissioner Garrett. There are six. There are six Citizen ...  
33  
34 Garrett: Six is, okay.  
35  
36 Wray: And five staff.  
37  
38 Garrett: All right. Okay. So that makes sense to me. What I was worried about  
39 was the possibility of if we had too few Citizen Representatives and they  
40 weren't able to get there then there'd be no way to do any kind of business  
41 and if that got to be a habit then you'd have a problem. But with that  
42 number of people it makes sure that, I guess the question I would have is  
43 why, how many Citizen Representatives are there?  
44  
45 Wray: Six.  
46  
47 Garrett: You said six, so all six Citizen Representatives could meet without staff.  
48



1 Wray: That is correct.  
2  
3 Garrett: Okay.  
4  
5 Wray: But they could outvote staff at, if all the members were in attendance  
6 anyway so.  
7  
8 Garrett: Okay. Just curious why we don't say at least one member has to be, there  
9 has to be at least a staff member and a Citizen Representative at the  
10 meetings, just to, you know.  
11  
12 Wray: Mr. Chair, Commissioner Garrett. The reason for that is, is way back in  
13 the history of the BPAC. It was specifically designed by intent to be a  
14 citizen-dominated committee.  
15  
16 Garrett: Yeah.  
17  
18 Wray: And so the, the feeling was, and at the time the bylaws were originally  
19 written and we, we kept this language in there that it would be in the  
20 interest of the MPO to make sure that there was not a perception that staff  
21 could just ...  
22  
23 Flores: Run the show.  
24  
25 Wray: Meet as a quorum and then rush things through on a day when, when a  
26 citizen member could not attend so that's the reason why the citizen  
27 membership is specifically called out in the language.  
28  
29 Garrett: Yeah. I, I understand that and, and you know I'm, I'm inclined to sort of  
30 support this as written and see how it works and see if there, if there aren't  
31 any problems then that's, that's fine. But I just wanted clarification about  
32 that. Thanks.  
33  
34 Sorg: Okay. Any other comments or questions on this resolution? Then I'll call  
35 for a vote.  
36  
37 Wray: Trustee Flores.  
38  
39 Flores: Yes.  
40  
41 Wray: Councilor Eakman.  
42  
43 Eakman: Yes.  
44  
45 Wray: Mr. Doolittle.  
46  
47 Doolittle: Yes.  
48

1 Wray: Commissioner Garrett.

2  
3 Garrett: Yes.

4  
5 Wray: Commissioner Hancock.

6  
7 Hancock: Yes.

8  
9 Wray: Councilor Pedroza.

10  
11 Pedroza: Yes.

12  
13 Wray: Mr. Chair.

14  
15 Sorg: Yes.

16  
17 MOTION PASSES UNANIMOUSLY.

18  
19 Sorg: I have to apologize for not asking for public comment on this. We'll try to  
20 make that a, a general rule of thumb here. In other commissions and  
21 committees I'm on it's sometimes allowed and sometimes it isn't. For  
22 example as Councilor Pedroza knows in the, in the Utilities Commission  
23 we have public comment but it, not on every resolution that I recall.  
24 Maybe we did. Anyway, we'll do it from now on.

25  
26 **6.2 Appointment to the Bicycle and Pedestrian Advisory Committee**

27  
28 Sorg: Next item on the agenda is the resolution, no, it is not a resolution, excuse  
29 me; an Appointment to the Bicycle and Pedestrians Advisory Committee.  
30 Would you take care of that, Tom?

31  
32 Murphy: Yes sir Mr. Chair. This is an appointment to, this is an appointment for the  
33 vacant Bicycle Community position on the BPAC. We did receive six  
34 applications, were included in your packet. We did have one withdrawal  
35 and that was Chambo Chambers who withdrew their application and we  
36 had invited them to, to speak with you if they, if they so desired. I think we  
37 have a few in attendance here. We did have one applicant that was  
38 planning on coming but at, at the last minute was unable to and she asked  
39 that I read her statement into the, into the record. Before I do that I'll go  
40 ahead and, what we'll do is we'll allow the, the applicants to, to come up  
41 here, make a statement, maybe take some questions from you, and then  
42 we'll pass out a ballot and what we're ask, we'll ask you to do is on your  
43 ballot rank your preferences from, from first to fifth as far as who should be  
44 it and then we'll, and then we'll tally the votes and whoever gets the best  
45 score will be the, will be the appointment. And I'll go ...

46  
47 Flores: Lowest score.

1 Murphy: Ahead and, I'll go ahead and read the statement now and this is from  
2 Carol Flinchbaugh. And she just wanted to give a brief in, I'll just read  
3 verbatim now: Here is a brief overview of my qualifications for the  
4 position. Have been a lifelong cyclist, routinely bike commute to my job at  
5 NMSU. As such I am aware of concerns that arise from a bike commuter  
6 perspective. Have been an avid bike racer for the past nine years and  
7 have raced for the local Zia Velo club for the last two years. From this  
8 perspective I am more aware of the general conditions, e.g. road  
9 conditions, dangers, poor drivers, etc. that arise from a training capacity.  
10 This takes me on, by roads in the city and within the county as well. I  
11 have volunteered in community bike/pedestrian counts in Lawrence,  
12 Kansas in 2012-2013, served as a leader for a women-specific racing  
13 team in Lawrence, Kansas 2011-2013. Duties included hosting women-  
14 specific rides out of a local bike shop, organizing race events, and  
15 organizing overall health/wellness events including yoga for cyclists and  
16 nutrition and fitness. Have volunteered as a Bike Marshall in bicycle  
17 awareness rides and Iron Man races: Lawrence, Kansas 2012; Louisville,  
18 Kentucky 2007 and 2008. If I'm not selected for the Committee this go-  
19 round, please feel free to contact me if open positions arise in the future.  
20 I'm very interested in working with the bicycle community in this capacity.  
21 Thanks much, Carol.

22

23 Sorg: Thank you Tom. Would the, so the others are here, so I think I'll call them  
24 up one by one. How's that sound? Let me get the list here.

25

26 Flores: I, I have a question.

27

28 Sorg: Maggie Billings. Oh, question? Okay.

29

30 Flores: Could I really quick, I just want to be clear. So we're ranking one to five,  
31 one being our preferred person so then you're going to take the lowest  
32 score.

33

34 Murphy: Yes.

35

36 Flores: Is that right? Okay. Thanks.

37

38 Sorg: Thank you Trustee for that help. Yes, Maggie Billings.

39

40 Billings: Oh boy. Hi. I'm, is this okay?

41

42 Sorg: Yes. It's good.

43

44 Billings: I'm Maggie Billings. I am a bicyclist in this town. I bike upwards of eight  
45 miles a day and try to go everywhere I can. I frequently bike to and from  
46 NMSU where I am a student studying Political Science and I don't have  
47 nearly as many qualifications as far as history goes as the previous  
48 applicant but I do have a lot of enthusiasm and I really love Las Cruces

1 and I really would love to work to make it more bike-friendly. And as a  
2 student at NMSU I'm in contact with students there and I understand that  
3 there are a lot of bicyclists and pedestrians around campus and I  
4 understand their needs. So I think I could do a good job focusing on  
5 making the city better as a bicyclist. So ...  
6  
7 Sorg: Very nice Ms. Billings. Is there any questions by the Committee?  
8  
9 Flores: Yes.  
10  
11 Hancock: Mr. Chair.  
12  
13 Flores: Oh.  
14  
15 Hancock: Oh. I'm sorry. Ladies first.  
16  
17 Flores: I, yeah.  
18  
19 Sorg: Yes.  
20  
21 Flores: You had that you are a Poli-Sci major in your letter as well. I was  
22 wondering if you've taken any planning classes in Poli-Sci.  
23  
24 Billings: I haven't yet. I'm only a sophomore ...  
25  
26 Flores: Okay.  
27  
28 Billings: In NMSU but I hope to.  
29  
30 Flores: Okay. Thank you.  
31  
32 Billings: Okay.  
33  
34 Sorg: Commissioner Hancock?  
35  
36 Hancock: May I, since this isn't a job interview, how old are you?  
37  
38 Billings: I'm 20.  
39  
40 Hancock: Okay. Thank you.  
41  
42 Billings: Yeah. So it's ...  
43  
44 Sorg: Any other questions by the Committee? Yes, Councilor Pedroza.  
45  
46 Pedroza: Thank you. The other day I was invited to a, a park that I didn't even  
47 realize was there. It's the BMX park. It's behind the skateboarding park.  
48 Do you ever participate in any of the activities there?

1  
2 Billings: I don't participate at the BMX park but I do go to, I participate in the roller  
3 derby community here so I'm like right over ...  
4  
5 Pedroza: Right.  
6  
7 Billings: From the BMX park.  
8  
9 Pedroza: Okay. Thank you. And I was very impressed a couple of years ago when  
10 some group and I don't know what bicycle group it was specifically went to  
11 the Community of Hope and outfitted some of the bikes there with lights  
12 etc. for nighttime use. Have you participated, do you consider that kind of  
13 activity important or ...  
14  
15 Billings: I consider it very important. I haven't participated in that yet but I would  
16 really like to. I just learned about that.  
17  
18 Pedroza: Okay.  
19  
20 Billings: I think that that kind of thing can go a long way in making our city safer  
21 and more accessible to everybody.  
22  
23 Pedroza: Okay. Thank you very much.  
24  
25 Billings: Thanks.  
26  
27 Pedroza: That's all I had.  
28  
29 Sorg: Okay. Thank you.  
30  
31 Billings: Thank you.  
32  
33 Sorg: Councilor. The next one on the list is Charles Clements.  
34  
35 Clements: Well I guess you can just ask questions, you, I got asked to get on here  
36 because of my, I'm with the Transit Advisory Board, I'm on the Complete  
37 Streets Committee, and I walk a whole bunch and wander around the city  
38 and pretty familiar with it from the ground, ground-up view I suppose. And  
39 very interested in having all kinds of good transportation options.  
40  
41 Sorg: Very good.  
42  
43 Clements: And that's, that's it so.  
44  
45 Sorg: Any questions for Mr. Clements? Seeing none.  
46  
47 Pedroza: Well, okay, right over here.  
48

1 Sorg: Oh. Didn't raise your hand high enough.  
2  
3 Pedroza: I'm sorry.  
4  
5 Sorg: Councilor Pedroza.  
6  
7 Pedroza: I, Mr. Clements I'll just ask you the same kinds of questions that I asked  
8 Ms. Billings. Were you aware of the, are you or do you, have you  
9 participated in any of the BMX park activities?  
10  
11 Clements: No.  
12  
13 Pedroza: I wouldn't either.  
14  
15 Clements: No. I, I've got that point where I don't bounce, I break so.  
16  
17 Pedroza: Me too. I saw that ...  
18  
19 Clements: But I think it's a good idea to have it available and that's one of the things I  
20 think is important is having all this stuff for our youngsters and the safe  
21 passage for everybody.  
22  
23 Pedroza: Right. Okay. Thank you. And what about the participation or including  
24 farm workers and other adults in kind of like programs to, to outfit and  
25 improve their bikes for them?  
26  
27 Clements: Well I think anything you can do to make bicycles safer, because I used to  
28 ride a bicycle and then I decided that I didn't have that big of a death wish  
29 so I stopped. Because if you don't go back on the, wander on the back  
30 roads it appears to me to be kind of hazardous on a lot of roads here. But  
31 I think, and that's one of the reasons why I've got into the Complete  
32 Streets program was the whole idea is to, is to every time we modify a  
33 street we modify it so bicycling and pedestrian considerations are taken  
34 into account.  
35  
36 Pedroza: Okay. Thank you very much.  
37  
38 Sorg: Thank you Councilor. Any other questions? Yes, Mr. Doolittle.  
39  
40 Doolittle: Mr. Chair. I do have one. Mr. Clements, how long have you been a  
41 resident of Dona Ana County or, or Las Cruces?  
42  
43 Clements: Fifteen years.  
44  
45 Doolittle: Very good. Thank you.  
46  
47 Sorg: Any others? Okay. Thank you Mr. Clements. And Carol is the one that is  
48 not here. I have, the next on my list is John Gallagher. Is John here?

1                    Apparently not. And finally a Frank, oh help me pronounce your last  
2                    name. Is Frank here? Apparently Frank is not here either. Sholedice,  
3                    Sholedice, something like that? Am I pronouncing it right? Okay, so. I  
4                    have, I have one more question in general. Can you give us the names of  
5                    the four person, other persons that are on the, that are the citizens on the  
6                    Committee?  
7  
8    Murphy:        George Pearson.  
9  
10    Sorg:           George.  
11  
12    Murphy:        Is, he's the Chair. Gosh, I'm ...  
13  
14    Sorg:           I'm sorry to put you on the spot. Get some help from your ...  
15  
16    Murphy:        Yeah, I'll, Andrew ...  
17  
18    Wray:           George ...  
19  
20    Murphy:        Cause he's a more regular ...  
21  
22    Wray:           George, George Pearson, Mark Leisher, Ashleigh Curry, Andrew  
23                    Bencomo, thank you, Gabriel Rochelle.  
24  
25    Sorg:           Oh. That's five, right?  
26  
27    Murphy:        Right. This is for the sixth ...  
28  
29    Sorg:           I thought there's only five citizens altogether.  
30  
31    Wray:           This one is vacant.  
32  
33    Murphy:        No, there's six.  
34  
35    Wray:           There's six.  
36  
37    Sorg:           Six, oh I'm sorry.  
38  
39    Wray:           You're about to appoint the next, the last one.  
40  
41    Sorg:           Yeah. Okay. Got you.  
42  
43    Garrett:        Could I follow up?  
44  
45    Sorg:           Yes.  
46  
47    Garrett:        What, what was, well first of all it was George, Mark, what's Mark's last  
48                    name?

1  
2 Wray: Leisher.  
3  
4 Garrett: Leisher, Ashleigh Curry, and is it Andrew Bencomo?  
5  
6 Wray: Andrew Bencomo.  
7  
8 Garrett: And then the last person?  
9  
10 Murphy: Gabriel Rochelle.  
11  
12 Wray: Gabriel Rochelle.  
13  
14 Garrett: This is representing both cyclists and pedestrians, right?  
15  
16 Sorg: Yes.  
17  
18 Garrett: That's the intent.  
19  
20 Murphy: The, the Committee as a whole, yes.  
21  
22 Garrett: Okay. And one of the things I noticed in, in some of the applications is  
23 there's strong interest in racing and I don't have anything about, you know,  
24 I'm concerned about bicycle racing but it's not the only thing and I'm  
25 wondering just in terms of the current makeup of the, the citizen portion of  
26 this I, I guess, are there any members here who are Citizen  
27 Representatives who are not cyclists, number one? That are primarily  
28 pedestrians.  
29  
30 Murphy: Mr. Bencomo was appointed as a pedestrian representative.  
31  
32 Garrett: Okay.  
33  
34 Murphy: And is, he's been active in place, Placemakers and he's, he's frequently  
35 advocating for pedestrian issues that I've seen around the area.  
36  
37 Garrett: Okay. And in terms of the others, are, are the, is there at this point a, a  
38 strong emphasis on the racing part or is there a strong emphasis on the  
39 commuter part in terms of the experience and interests of these, of the,  
40 the current makeup?  
41  
42 Murphy: Mr. Chair, Commissioner Garrett. As an MPO we're interested in, in  
43 transportation and so the items that we bring before them, you know  
44 mainly, mainly deal with commuter aspects of cycling. We have done in,  
45 some recreational as far as recreational trail applications come through  
46 us. We have a trail plan developed. I can't recall us specifically  
47 mentioning, you know discussing racing at that. It just happens that the,



1 the applicants have mentioned that I, in the, in my estimation to bolster  
2 their, their resume for cycling issues.  
3  
4 Garrett: Okay. And just in terms of, of sort of demographics I know we have some  
5 more mature, older folks. Do we have some people currently on as  
6 representatives who are from, part of the younger generation?  
7  
8 Murphy: We don't specifically. I don't believe any of, any of the Citizen  
9 Representatives are, are students or anything.  
10  
11 Garrett: Are young. Okay. Thank you.  
12  
13 Sorg: Thank you Commissioner. Any other questions? Yes Trustee Flores.  
14  
15 Flores: I, I just want to clarify the, we're seeking to fill the Bicycle Citizen  
16 Representative position according to the, the item that you gave us for,  
17 that's ...  
18  
19 Murphy: Yes.  
20  
21 Flores: Is that correct?  
22  
23 Murphy: That is ...  
24  
25 Flores: Okay.  
26  
27 Murphy: That is correct. The bylaws outline this, just to give a quick, quick go-  
28 through of what, who the Citizen Representatives, we have one each from  
29 each of the jurisdictions: City of Las Cruces, Town of Mesilla, Dona Ana  
30 County. We then have two that represent the Bicycle Community and  
31 then we have the one from the Pedestrian Community.  
32  
33 Wray: And it is probably worth mentioning that the Dona Ana County position is  
34 specific to unincorporated Dona Ana County.  
35  
36 Sorg: This position we're talking about today?  
37  
38 Hancock: No.  
39  
40 Wray: No.  
41  
42 Sorg: Oh. Okay. Commissioner Hancock.  
43  
44 Hancock: Thank you. Speaking of demographics, what's the average age of the  
45 Board Members, roughly? Are they old, old white guys?  
46  
47 Murphy: I don't know any of their ages.  
48

1     Sorg:           But Ashleigh isn't.  
2  
3     Hancock:       Okay. I, I see, I see a hand back there but what is ...  
4  
5     Sorg:           I know. I'm going to call on George in a minute.  
6  
7     Hancock:       Okay. No I, I, I find it, it kind of interesting we don't have a representative  
8                      from the university and that's the area we really want bicycling to be  
9                      utilized from, as well as a young person. So I, I, I get Commissioner  
10                     Garrett's direction.  
11  
12    Murphy:         We, we do have a university staff representative. That's the, I imagine  
13                      that's something that we can consider. If we want to do another bylaw  
14                      amendment we can take, take that to the BPAC to discuss to see if that's  
15                      something it is that they would desire.  
16  
17    Hancock:       Thank you Mr. Chair.  
18  
19    Sorg:           Okay. We have a comment from ...  
20  
21    Baum:           Your, your microphone.  
22  
23    Sorg:           Just a minute.  
24  
25    Baum:           Thank you.  
26  
27    Sorg:           I caught it the same time. I have a member of the public that'd like to  
28                      speak. George would you like come forward?  
29  
30    Pearson:         Afternoon. I'm George Pearson. I'm the Chair of the BPAC. However  
31                      today I'm speaking on my own behalf. First Councilor Pedroza asked  
32                      about the Ride Right Ride Bright, the event that happens at the  
33                      Community of Hope. That's something that now Velo Cruces, the  
34                      advocacy group has been putting together and we've been doing that right  
35                      around the time change every year, so twice a year. So I wasn't there at  
36                      this last one because I was at the National Bike Summit but we get, I think  
37                      it's 20 lights fixed on the bicyclists and do some minor repairs so ...  
38  
39    Pedroza:         Thank you for that.  
40  
41    Pearson:         As far as the appointment to the Board, in all of the years that I've been  
42                      associated over the gap that I was with the, the, the original BPAC when it  
43                      was first formed and then I had a gap of a few years and then came back  
44                      four years ago or something, we've never had any representative from the  
45                      ZiaVelo group and that's a community that seems to use the roads quite a  
46                      bit for their training efforts, not for racing specifically but for their training  
47                      and so I'm excited to see that interest from that community so my  
48                      recommendation would be for Carol Flinchbaugh. That's all I have.

1  
2 Sorg: Okay. Thank you George.  
3  
4 Eakman: Mr. Chairman.  
5  
6 Sorg: Councilor Eakman.  
7  
8 Eakman: I want to be absolutely sure and follow up on Trustee Flores' excellent  
9 question. By giving someone a one, that is a weighted score of a five and  
10 by giving somebody a score of a five, that is a weighted average of one?  
11  
12 Murphy: Yes.  
13  
14 Eakman: Thank you.  
15  
16 Sorg: Okay. Commissioner, Trustee Flores.  
17  
18 Flores: I just kind of wanted to make a comment because I'm seeing some people  
19 saying, "Well we need somebody from the university," or "We need this."  
20 I, I really appreciate that we have so many people applying. I really don't  
21 want to limit who can come into the BPAC. I think that's a decision that we  
22 can all make individually, you know look at it and see what, what your  
23 values are and what you would like to see but let's be honest, a lot of  
24 times there's just one applicant and so I would caution other Members not  
25 to be so picky and, and just to be glad and I appreciate everybody that  
26 came out and applied. So that's what I want to say.  
27  
28 Sorg: Thank you Trustee Flores. Well spoken.  
29  
30 Pedroza: Mr. Chair.  
31  
32 Sorg: Is there, Councilor Pedroza.  
33  
34 Pedroza: I have another question. I'm really amazed and very very happy that there  
35 are so many applicants. Is there some way that we could make sure that  
36 everybody, whether they are chosen for the position or not is aware that  
37 they are welcome at, because that is true isn't it, that they would be  
38 welcome at the meetings of ...  
39  
40 Flores: Yes, yeah.  
41  
42 Pedroza: The, of the BPAC.  
43  
44 Murphy: Mr. Chair, Councilor Pedroza. We can certainly convey that to them.  
45  
46 Pedroza: Thanks.  
47

1 Sorg: Yeah and I would second that, that idea that, that all is welcome. George  
2 you have one more word to say, or two?  
3

4 Pearson: Another comment that I did want to follow up on that is yes, I was very  
5 enthused by the number of applicants and much like this Committee, our  
6 Committee has two places for public comment so members of the public  
7 are welcome and desired. Often like this meeting there are no members  
8 of the public present so ...  
9

10 Sorg: Yeah.  
11

12 Pearson: We're, we really want that voice also with our meetings so any applicants  
13 are certainly invited. They can participate, except for the votes they can  
14 participate ...  
15

16 Sorg: Yeah.  
17

18 Pearson: As much as Members during the, during the Committee. Thank you.  
19

20 Sorg: Thank you George. That's well said. All right.  
21

22 Garrett: Mr. Chair.  
23

24 Sorg: If no more questions, Commissioner Garrett.  
25

26 Garrett: Well just a, just a statement in, in, in response to Trustee Flores. I, I  
27 appreciate the importance of our making our own decisions and what I find  
28 in making these selections is often we don't have enough context about  
29 the makeup of the existing body and so that's, that's, I think it's important  
30 for us to understand what's expected of the person who's going to be  
31 filling the position but it's also important to look at the diversity, the mix of,  
32 of the body and, and so, just so it's not misunderstood. All I was trying to  
33 do was make sure I understood what we currently have in terms of the  
34 qualifications of people and their backgrounds and then how this new  
35 person might bring additional perspective that would be valuable to the, to  
36 the effort. So that's, that was the intent.  
37

38 Sorg: Thank you Commissioner. Are we ready to vote? All right. Vote and  
39 hand over your ballots to Tom as he comes by. Don't get in a big hurry. I  
40 haven't finished yet.  
41

## 42 **7. DISCUSSION ITEMS** 43

### 44 **7.1 Missouri Avenue Study Corridor** 45

46 Sorg: Okay. While the ballots are tallied up can we start on the Discussion  
47 Items, the Missouri Avenue Study Corridor and then we'll announce the  
48 winner or not of the vote.

1  
2 Murphy: Yeah the, excellent suggestion Mr. Chair. So I will introduce Aaron  
3 Sussman from Bohannon Huston and he's going to give a presentation to,  
4 on the work to date of our Missouri Corridor Study.  
5

6 Sussman: Everybody hear me okay? All right. Well thank you. Good afternoon  
7 Members of the Board. Again my name is Aaron Sussman. I'm a planner  
8 with Bohannon Huston. Mesilla Valley MPO has contracted with the, the  
9 consulting firm Bohannon Huston and we've been asked to come here  
10 today to provide an update on the Missouri Avenue Corridor Study. So for  
11 those of you who are not particularly familiar with the project I wanted to  
12 start by providing a little bit of background. We'll also get a chance to talk  
13 about the feedback that we've received to date. Working with the project  
14 team which is comprised of staff from all the jurisdictions and member  
15 agencies of the Mesilla Valley MPO we've developed a series of  
16 alternatives. We'll get a chance to present those today and we're very  
17 much looking for your feedback on those items. So here's a, a little bit of  
18 an outline of things that I mentioned.

19 So let me go ahead and jump into an overview of the project. The  
20 particular study area that we're looking at for the Missouri Avenue Corridor  
21 Study involves a parcel of Bureau of Land Management land to the west  
22 of the City of Las Cruces. It's bounded by city limits to the north and to the  
23 west, by Sonoma Ranch Boulevard to the east, by the high school,  
24 Centennial High School to the southeast, and Dripping Springs Road to  
25 the south. This is an area as I mentioned that's currently owned and  
26 maintained and operated by the Bureau of Land Management. There are  
27 no formal plans at this time to change the existing land uses. Right now it  
28 serves as very much an open space function. The process that we're  
29 following for the study adheres to procedures that are outlined by the New  
30 Mexico Department of Transportation, the location study procedures.  
31 We're following this process because this project is funded through federal  
32 transportation dollars allocated through the MPO, so for that reason we're  
33 following this formal process. I'll talk about this a little bit more in a second  
34 but let me first make sure that we're clear that this is a very early stage in,  
35 in this study. We're gathering as much public input and feedback as  
36 possible. The idea is ultimately to develop a series of recommendations  
37 with which we can pursue a funding application and ultimately further on  
38 down the road look for implementation opportunities. Again what that  
39 means is that we're not looking to fully design a roadway or a corridor at  
40 this point but we're looking for an initial set of ideas about what we may  
41 want to examine in more detail.

42 So again let me explain a little bit, there's a, there's a very formal  
43 process that we need to follow, this location study procedure process.  
44 Again this is a Phase A study which means that we're looking at an initial  
45 evaluation of alternatives and in this phase we establish a purpose and  
46 need, we research the existing conditions, we identify an initial set of  
47 alternatives, roadway or infrastructure that could be implemented over  
48 time, and then we conduct an initial evaluation or screening. Again we're

1 not doing a full engineering analysis at this point. What we are hoping to  
2 do is to identify if there are particular, particular fatal flaws with any of  
3 these alternatives, if there are any alternatives that are particularly  
4 desirable from an agency standpoint, from a public perspective, and, and  
5 perhaps narrow the alternatives that we've developed so far down to a  
6 smaller list, and with all of these alternatives keep in mind that a no-build  
7 scenario in which we maintained conditions as they are today is always an  
8 alternative.

9 The Phase A study does not include an evaluation of the exact  
10 costs. Again we're not doing a full engineering or project design as part of  
11 this study but we can consider the magnitude of costs associated with  
12 different alternatives. That will be an important consideration in our  
13 evaluation. In terms of the purpose and need of this particular project, the  
14 study's addressing a real lack of infrastructure and transportation  
15 connections in the study area. This is not just from a vehicle standpoint  
16 but also from a bicycle and pedestrian standpoint. This is, that in  
17 particular, bicycle and pedestrian connections are an area of further study  
18 for us over the coming months but one thing I do want to reiterate again is  
19 that we are not evaluating potential changes in land use in the study area.  
20 We are, are bound by the assumptions that we have in hand in terms of  
21 the, the land being owned and maintained by the Bureau of Land  
22 Management and we have to assume that that stays consistent over time,  
23 or at least in terms of the considerations and recommendations that come  
24 out of the study.

25 This is an important and interesting study for a, a number of  
26 reasons. I, I think first and foremost it's an opportunity to shape what this  
27 area looks like into the future. Because of the absence of, of infrastructure  
28 within the study area there is an opportunity to enhance the multimodal  
29 facilities, to create additional connections, create additional network to  
30 help address long-term transportation challenges. And fortunately I  
31 mentioned the Bureau of Land Management a couple of times, they've  
32 been an active participant in our study to date. We've also spoken with  
33 the Farm and Ranch Museum, the folks behind AdobeHenge. I'll get into  
34 their feedback in a minute, but there are a lot of stakeholders in this  
35 process who have been very engaged so far and, and so this is a really  
36 nice opportunity to build off of that, that enthusiasm. But of course when  
37 we are talking about land that is maintained by the Bureau of Land  
38 Management there are challenges: To construct a roadway in this study  
39 area would revolve, would involve an application process and  
40 environmental review process. The Bureau of Land Management follows  
41 their own decision-making about how their resources are utilized and what  
42 they feel is the best public interest and there's a lot of existing sort of de  
43 facto uses in the study area. There's a lot of folks who, who go for hikes  
44 or, or walk their dogs through the particular study area. Sometimes these  
45 come into conflict with individuals on ATVs so there are some, some  
46 existing uses that we very much are taking into account.

47 As I mentioned before this, the funding that is available at this point  
48 is for study purposes. Implementation funding has not yet been identified

1 so that's both a challenge and an opportunity in the sense that we can use  
2 this project to very much consider what it is that actually would be of the  
3 greatest benefit in terms of transportation investments in the study area.

4 And then another major challenge is the topography and drainage  
5 issues in the study area and so for that, on that point I'll draw your  
6 attention to the map on the screen. All of the hash marks in black in the  
7 map on the upper left are arroyo crossings along potential roadway  
8 alternatives. You can see that there are a number of, of hashes.  
9 Essentially there's a number of arroyos that may need to be crossed  
10 depending on the particular alignment that is identified. And as you can  
11 see in the image in the lower right-hand portion it's a, it's a fairly rugged  
12 terrain. There's a number of, of unimproved arroyos that would need to be  
13 addressed as part of any engineering at a later point in the study.

14 We do have the involvement of a very comprehensive project team.  
15 This involves not just staff from the MPO but also from the DOT, the City  
16 of Las Cruces, Dona Ana County, again the Bureau of Land Management,  
17 Las Cruces Public Schools, as well as the New Mexico Farm and Ranch  
18 Museum. We've had three meetings so far of the project team. We've  
19 had two public meetings. Those will continue over the course of 2016.  
20 And in terms of the feedback that we've heard so far again is we've gotten  
21 a lot of very good, very meaningful feedback. The Farm and Ranch  
22 Museum which is an important stakeholder within the study area support  
23 improved access to the museum, particularly from a bicycle and  
24 pedestrian standpoint. They appreciate the benefits that that may provide  
25 not just in terms of access to the museum but also supporting their  
26 position in terms of the least intensive development in and near the  
27 museum. The folks behind AdobeHenge have also expressed interest in,  
28 in access to the site but from a not intensive perspective I suppose in  
29 terms of bicycle/pedestrian access. There's a lot of trails that are  
30 proposed as part of that site so there are opportunities to link in potential  
31 formal infrastructure with the trails that are proposed as part of that site.  
32 We've also spoken with folks from the public school system and  
33 Centennial High School. The feedback that we've heard so far has been  
34 that they do not feel that there is a, a need for additional roadway access  
35 to the school. In part that's because that would require additional traffic  
36 management, additional connections to and from the high school to the,  
37 whatever infrastructure might be built so that's not a particularly high  
38 priority for them but there is a lot of interest as well from the school's  
39 perspective, the school system in terms of bicycle and pedestrian access  
40 for students.

41 From a public standpoint we've held meetings in December and a  
42 couple of weeks ago. There's I think four main points that I want to  
43 emphasize in terms of the feedback that we've heard so far. The first is  
44 that there are a number of concerns about what additional through traffic  
45 through existing neighborhoods might mean in terms of property values.  
46 That's something that's come up repeatedly especially among residents  
47 immediately in and near the study area. There are also a lot of concerns  
48 about the potential for development on Bureau of Land Management land

1 and the potential loss of open space. Again I want to emphasize that at  
2 this point there's no indication that BLM has, has any plans to make that  
3 land available for development and we're going to assume that that land  
4 remains open space as part of this study. We have heard a, there's a few  
5 individuals who've questioned sort of the benefits of, of building out more  
6 of a bicycle and pedestrian infrastructure network when there, or it's  
7 perceived to be not a, a large number of bicyclists to date. I know that  
8 part of encouraging bicycle and pedestrian activity of course is providing  
9 opportunities for that. So we've heard a, a much larger, louder contingent  
10 of individuals who, who do support that idea of additional connections  
11 through the study area to, to locations east of the City of Las Cruces. And  
12 there's also been a lot of acknowledgement that the City of Las Cruces  
13 and the surrounding metro area is growing and that there are growth  
14 challenges that need to be confronted. There is a lack of infrastructure in  
15 the study area so there's both concerns about the impacts of additional  
16 infrastructure but also the realization that there are limited options from an  
17 east-west connectivity perspective and in the study area itself.

18 In terms of what is proposed in the long-range transportation plan,  
19 the Transport 2040 MTP there are a couple of roads that are proposed  
20 through the study area. The first is an extension of Roadrunner Parkway  
21 as a minor arterial that would connect from the existing intersection at  
22 Roadrunner Parkway and Lohman south and then a southeast and then  
23 east trajectory through the study area to connect to Sonoma Ranch  
24 Boulevard, and then also an extension of the existing Missouri Avenue  
25 Corridor. Missouri Avenue dead-ends at city limits to the east where this  
26 BLM parcel begins. The other road included in the 2040 MTP is an  
27 extension of Missouri Avenue as a collector facility.

28 So before I get into the alternatives that we've developed as a  
29 project team, let me again emphasize that there are three types of  
30 alternatives that are to be considered. The first and the third in the, of  
31 those points but the first in all of these is a no-build, again in which we do  
32 no, we do, we don't advance any particular alternative forward at this time.  
33 We keep the roads on the MTP network but we maintain conditions as  
34 they are today and perhaps examine this again in the future. Another  
35 alternative, or set of alternatives looks at what we call roadway typicals  
36 where essentially we look at what might be an appropriate number of  
37 travel lanes or would there be bicycle lanes or multiuse trails incorporated  
38 as part of these alternatives. And then a third option is a non-motorized  
39 facility only, something that would, a trail perhaps that would  
40 accommodate bicyclists and pedestrians but would not constitute any  
41 roadway construction at this point. This can all be done in combination of  
42 course. So let me with that I, go through the alternatives and I'm sure that  
43 we'll have questions and I'll be happy to answer those at the end.

44 So again the first alternative is the no-build scenario in which the  
45 MTP network as it's proposed is maintained. There is no construction  
46 proposed at this time but the roads remain in the MTP into the future. And  
47 again the MTP is updated every five years so there's always an



1 opportunity to reevaluate the, the long-term network but this alternative  
2 would maintain the MTP network as it stands today.

3 The second alternative is an extension of Missouri Avenue only and  
4 so this would be as a collector facility. You can see this in purple on the  
5 screen. The idea is that it would extend from the existing Missouri Avenue  
6 Corridor east to Sonoma Ranch Boulevard, skirting the north side of the  
7 high school. When we talk about a collector we're talking about a facility  
8 that has a fairly modest footprint, something that looks, resembles the  
9 existing Missouri Avenue today between the interstate and Telshor  
10 Avenue and city limits in which there are two travel lanes, bicycle facilities,  
11 either sidewalks or paths on the outside to give you a sense of the scale  
12 that we're talking about with a collector facility.

13 Alternative three is an extension of Roadrunner and an extension of  
14 Roadrunner only. The thing, oh the other point that I should mention with  
15 the Missouri Avenue alternative, alternative number two is that  
16 Roadrunner, although it would not be recommended for construction at  
17 this time, it would remain on the long-range roadway system so it's not  
18 something that we would eliminate, it would just say we're not  
19 recommending advancing construction of that at this time.

20 The third alternative is the extension of Roadrunner from Lohman  
21 through the study area to Sonoma Ranch Boulevard without extending  
22 Missouri Avenue as well. The Roadrunner Parkway facility as it exists  
23 today to the north of Lohman is a minor arterial. It resembles Option B in  
24 which there are two travel lanes in each direction and a fairly wide median.  
25 If we we were to pursue this option it would likely include bicycle lanes,  
26 obviously pedestrian facilities as well. It's not in any way written in stone  
27 though, there's no requirement that it be a four-lane facility with a median.  
28 We could also look at an alternative that contains a slightly smaller  
29 footprint in which there's only one travel lane in each direction that is part  
30 of a minor arterial.

31 Alternative four is what we're calling the MTP Build Scenario and  
32 effectively this includes the extension and the construction of both  
33 facilities, Missouri Avenue as a collector, Roadrunner Parkway as a minor  
34 arterial.

35 We've also developed a series of alternatives. We're calling these  
36 the Northern Alignment so these alternatives as part of alternative five are,  
37 are kind of a series. The first is an extension of Missouri Avenue only  
38 along a northern alignment. The intention of this is to examine an  
39 alternative route that might avoid some of the topographical challenges in  
40 the study area but as you'll see there is less direct access to the high  
41 school. Alternative 5B is an extension of Roadrunner Parkway only along  
42 this northern alignment and alternative 5C is an extension of both facilities  
43 along this northern alignment but again something that resembles the  
44 MTP Scenario but following a slightly different alignment, not skirting the  
45 north part of the high school but a more northerly path.

46 And then finally the last alternative is a bicycle/pedestrian  
47 connection only, a non-motorized facility through the study area. And so I  
48 want to call your attention to the thick light-blue line. What we intend to

1 show with this alternative is that in a specific alignment has not been  
2 identified at this time and while it doesn't extend all the way to Sonoma  
3 Ranch Boulevard that would be the idea, that we would construct or we  
4 would, we could recommend a, a bicycle/pedestrian trail through the study  
5 area providing connections to the high school and east to Sonoma Ranch  
6 Boulevard with, without a, a roadway component at this time. And so this  
7 is an alternative that in a lot of ways is very flexible. It could be a stand-  
8 alone alternative, it could be part of a phased approach in which we look  
9 at an extension of bicycle and pedestrian facilities in the shorter term and  
10 then whether it makes sense to build an, an adjacent roadway facility  
11 longer-term. So this is again something that could be part of a phased  
12 approach and could be combined with any of the previously-mentioned  
13 alternatives.

14 And, and again just a little bit of perspective, at this point what we're  
15 conceptualizing is, is very much a multiuse path, a trail that perhaps would  
16 have landscaping buffer on both sides but would not be available for use  
17 for motorized vehicles. We are going through an evaluation process that  
18 incorporates a number of criteria: How effectively these alternatives  
19 address the purpose and need of the study, are they improving access  
20 across and within the study area, are they truly improving the  
21 transportation network, do they serve a function that goes above and  
22 beyond the infrastructure that exists today. We'll look at the environmental  
23 impact particularly from a topographical perspective, the presence of  
24 arroyos and what sort of challenges that might create from a drainage  
25 perspective. We'll also look at the community impacts: What would the  
26 impacts be to the surrounding neighborhoods? There, because there are  
27 existing plans, not just the MTP but other documents, we can look at  
28 whether the alternatives that have been proposed are consistent with  
29 existing planning documents. And then we'll also look at, not just  
30 necessarily the right-of-way since every alternative that we're considering  
31 at this point is within BLM land but when we talk about right-of-way needs  
32 we're also talking to some extent about the magnitude of roadway that  
33 would be required, what are the costs associated with that and what are  
34 the magnitude of costs, not just in terms of the length of the facility but  
35 also in terms of the topographical challenges as I mentioned that would  
36 need to be navigated as part of any construction.

37 And so where the project goes from here, we're still in a phase  
38 where we're collecting feedback on the alternatives that have been  
39 proposed that we'd very much like to hear your feedback today. If you  
40 have written comments or you would like to follow up with us later I'll make  
41 sure that all of you have my contact info and the project manager for this  
42 as well and of course if you feel like bombarding the Mesilla Valley MPO  
43 staff as well. They'll probably pass it on to us but that's just fine. There  
44 will be some further analysis that takes place in particular from a bicycle  
45 and pedestrian infrastructure perspective, but also from a drainage  
46 perspective. We will refine the alternatives that we've developed over time  
47 with the project team. We'll return to all of you with feedback and, and,  
48 and further ideas in the near future. Part of the recommendations and

1 products of this projects are to look at potential funding opportunities and  
2 ultimately we'll finalize this study by late 2016. So with that I'm more than  
3 happy to answer any questions and hopefully this has been at least  
4 somewhat informative.  
5  
6 Sorg: Thank you Aaron, thank you Aaron. They're very good. That was very  
7 interesting. I happen to understand your topographical challenges there. I  
8 did a survey right through that piece of land for a water pipeline years ago  
9 in an environmental assessment. Yeah. It's, was a lot up and down.  
10  
11 Sussman: Sure.  
12  
13 Sorg: So what I'm going to do is start with the Committee, has any questions or  
14 comments they have on this and then I'll go to the public after that.  
15 Commissioner Hancock.  
16  
17 Hancock: Thank you Mr. Chair. Just quickly, I need to be leaving to get to another  
18 meeting. Very interesting. Thank you for the presentation. How many  
19 more public meetings are scheduled?  
20  
21 Sussman: At this point we only have one public meeting scheduled. That's, the date  
22 has not been set. That would be sometime in the summer ...  
23  
24 Hancock: Okay.  
25  
26 Sussman: Or fall this year.  
27  
28 Hancock: Okay. I think that would be very informative to, to enlighten the Board on  
29 and this particular Member on, on the direction that the public seems to  
30 think. I'm particularly interested in, in the recreational aspects of that area  
31 and bike trails, walking trails. I think that would add to the property values  
32 of all those homes in that particular area. Thank you Mr. Chair. And  
33 please excuse me, I have to leave. Thank you.  
34  
35 Sorg: Thank you Commissioner Hancock. It's well said. Any other comments  
36 from the Committee? I'll start at this end.  
37  
38 Garrett: Are you referring to me?  
39  
40 Sorg: Councilor Eakman, no. Okay.  
41  
42 Garrett: All right.  
43  
44 Sorg: Go ahead Commissioner Garrett.  
45  
46 Garrett: All right, thank you Mr. Chair. You started at the beginning of the  
47 presentation by identifying two needs, one having to do with network  
48 connectivity and the other pedestrian and bicycle facilities. And I

1 understand the study area in the smaller sense that we're looking at, but  
2 what I'm not seeing is a larger frame of reference for talking about network  
3 connectivity which in a certain sense would also refer back to pedestrian  
4 and bicycle facilities. I think it would be very helpful to lay out that larger  
5 framework and, and I think that that's important partly because we don't  
6 know what we're trying to connect to across the study area and to what  
7 extent that's long-term planning, to what extent that's current needs, and I  
8 think that that's very important. And, and actually that was partly what  
9 gave rise to my thinking about one option you didn't talk about was a  
10 connection from Missouri to Roadrunner that just zipped right around and,  
11 and in effect created an opportunity for traffic to relieve all the pressure at  
12 Telshor and Lohman. There's no way to go around. It, it, you know  
13 unless you're all the way over on Dripping Springs and come up that way,  
14 so I think the, the, it's, I'm not suggesting that's a, a great idea but I think  
15 that that's an important question because it, the question is: What are you  
16 connecting to?

17  
18 Sussman: Right.

19  
20 Garrett: And what are the critical issues in terms of connectivity? It's also  
21 important in terms of land use. What are the other land uses within the  
22 study area and then to the east and northeast? I was struck by the fact  
23 that NMSU was not involved and yet the traffic connection to Sonoma  
24 Ranch, Sonoma Ranch yeah down, there has been continued discussion  
25 and interest in terms of how whatever happens to the north of Dripping  
26 Springs affects development options for NMSU and I don't know if you  
27 have extended an invitation to them to be part of this. I realize it's a very  
28 controversial kind of, we haven't resolved how all that's gonna happen but  
29 they are landowners and so if it's possible I would think it would be a good  
30 thing to, to look at.

31 I'm also in, sort of intrigued with this idea of what happens within  
32 the study area. I don't know of any particular plans that say that this entire  
33 area would basically be open space and, and sort of, what would happen,  
34 because open space is a, there's a difference between BLM land that's  
35 simply not currently under some kind of use and actually designating it as  
36 an open space area for public use. That's got some very interesting  
37 planning ramifications and then the question is: Well who maintains that?  
38 Because you can't just have it where everybody can go do whatever they  
39 want to do, particularly that close in to the city. So if we wanted to make  
40 this in to a kind of regional park in a desert setting that, that's a, an  
41 interesting idea and that ties in with different funding sources, there's a  
42 whole bunch of things that could come out of that as opposed to simply  
43 this being made available for, by BLM for development and it ends up  
44 being office buildings and residences and all that other kind of stuff, very  
45 different future and, and by extension a very different purpose for any  
46 transportation going through the site.

47  
48 Sorg: Commissioner, can I ask?

1  
2 Garrett: Yeah.

3  
4 Sorg: Are you implying that it's important that we know what the zoning is going  
5 to be on this piece of land before we start building infrastructure?  
6

7 Garrett: We might want to look at what's happening in terms of the ...  
8

9 Sorg: Yeah.  
10

11 Garrett: The, the County's planning efforts but, and, and, but what I'm, what I'm  
12 saying is really that there might be an, an opportunity here that hasn't  
13 been teased out and talked about very much. I don't know what the  
14 feasibility of this as a regional park is, for example. And that just sorta  
15 leads me to a last thought and that is that once you actually know where  
16 you need to go across and through the site it'd be very interesting to know  
17 how you would lay out a way to get across the site that would minimize  
18 conflicts with natural watercourses, you know as opposed to sort of  
19 saying, "Well there's all these conflicts." Well what if we just said that  
20 what we want to do is to minimize any conflict as much as possible? I  
21 mean I know the area too, I, I grew up sort of to the, to the west of there.  
22 But it's an interesting idea of a totally different approach that might fit in  
23 better with a, a, a very naturalistic, very park-oriented experience going  
24 through there. So just a couple of thoughts. Thank you.  
25

26 Sorg: Okay. Anyone else on the Committee? Commissioner, or Councilor  
27 Pedroza.  
28

29 Pedroza: Thank you Mr. Chair. I, and thank you Commissioner Garrett. I think in a  
30 sense we were kind of thinking along the same lines. One of the things  
31 that I would really appreciate would be to know when you go to the public  
32 meetings, exactly what comes up? How are people thinking? What are  
33 their desires? As far as I can tell the only thing that's really out there that  
34 can be connected to is the clean landfill. The City has a clean landfill  
35 dump and it has also a, and admittedly things are, are, interest is growing  
36 and so forth but I've also been present at some very contentious meetings  
37 where people have said, "Stay away from here. Get out of here. Do not."  
38 And when I see two lanes going, two lanes coming, plus bicycle on both  
39 sides and, and pedestrian walkways on both sides I think that flies in the  
40 face of what I've heard from the community. But again you have not  
41 presented and I would ask that you do present some sort of a, a resume,  
42 summary of how do the people who attend the public meetings feel about  
43 this.  
44

45 My own inclination, but of course I'm not a neighbor, is you know  
46 the non-motorized only seems to me to be much more amenable to, to  
47 what we have there and, and I think that the other things that  
48 Commissioner Garrett brought up: How do you, how do you protect the  
natural watercourses? What are the, what are the, what's the possibility of

1 making it a regional park or, or designated as open space? That goes,  
2 excuse me, that goes much more in line with what I've heard at, at several  
3 of the, of the meetings and I'm sure you know which. I, I happened to go  
4 to the Farm and Ranch Museum, was it last week or ...

5  
6 Sussman: Two weeks ago, yes.

7  
8 Pedroza: A couple of weeks ago, two weeks ago and there was a, a good number  
9 of people there. So if you could tell us, yeah I don't know exactly how you  
10 take the pulse of the people there, do you have them submit written  
11 comments or do you just summarize what you hear but I would like to  
12 have something very very concrete as to what did those folks who took  
13 time out of their busy evenings, or not so busy evenings but who took time  
14 out to go and express their opinions, I want to know what their opinions  
15 are okay. Thank you.

16  
17 Sussman: Sure and, and thank you and, and let me speak to that by saying we're still  
18 receiving comments ...

19  
20 Pedroza: Okay.

21  
22 Sussman: Electronically following that meeting.

23  
24 Pedroza: Okay.

25  
26 Sussman: We're compiling all the comments that we have received into a summary  
27 matrix. We can make that available through MPO staff to, to the  
28 Committee once we feel like the stream has maybe slowed down ...

29  
30 Pedroza: Sure.

31  
32 Sussman: In terms of the comments that we're receiving. It can be, it can be a  
33 challenge to, your question about the pulse of the meeting ...

34  
35 Pedroza: Yeah.

36  
37 Sussman: Is a, is a very good one. It, it sometimes can be a little bit challenging to  
38 disentangle the, the sentiments of individuals who live, who are speaking  
39 on behalf of their individual ...

40  
41 Pedroza: Sure.

42  
43 Sussman: Residential concerns versus the long-term perspective of the City. There's  
44 no question that the attendance at public meetings to date has been  
45 disproportionately among those who reside immediately around the  
46 project area and so those concerns that we hear about the impacts of  
47 additional through traffic are, are, are very common as, as part of the  
48 feedback that we're getting.

1  
2 Pedroza: One of the things, let, I'm sorry for interrupting you but it's going to be  
3 natural that the people who take time out to attend the meeting and are  
4 told, "You may submit your comments," are going to do that whereas the  
5 public outside of that group may never hear, "We want to hear your  
6 comments." So they will be silent and I think that that would be a, a, a, a  
7 weakness of the, of the, the study.  
8

9 Sussman: That, yeah.

10  
11 Pedroza: So, and I don't know exactly how to tell you, how do you make everybody  
12 know ...  
13

14 Sussman: Right.  
15

16 Pedroza: That they are, that they are welcome to submit comments, etc. etc. I don't  
17 know how you do that. Okay. Thank you.  
18

19 Sussman: Thank you. That's, that's a great question. It's a, it's a challenge that we  
20 always face as planners as part of the public process such as this one.  
21 We do have a, a, a lovely new website that the Mesilla Valley MPO has  
22 developed and there is a project page on that website. There was an  
23 article that was in the Las Cruces Sun News a week and a half ago  
24 describing the projects and I think you get a very neutral explanation of the  
25 project purpose and, and potential benefits and then also some  
26 perspectives both for and against. So I, we feel like the both through the,  
27 the level of attendance at the meetings has been very high relative to  
28 other corridor studies like these in terms of the typical level of interest. We  
29 can definitely look for ways to make sure that these meetings are as well-  
30 publicized and the, and the, the findings and the feedback that we receive  
31 are as well-disseminated as possible.  
32

33 Pedroza: So that you include not only the neighbors who are just naturally going to  
34 be interested ...  
35

36 Sussman: Right.  
37

38 Pedroza: But also the non-neighbors who have opinions as well. Thank you.  
39

40 Sussman: Thank you.  
41

42 Sorg: Thank you Councilor. Oh, Aaron by the way, you say there is a website  
43 that deals with this corridor study, right?  
44

45 Sussman: There is a page on ...  
46

47 Sorg: Or a page.  
48

1 Sussman: A link on the Mesilla Valley MPO website.  
2  
3 Sorg: On the MPO, okay.  
4  
5 Sussman: Yes.  
6  
7 Sorg: I just wanted to get clear, that, I'll, I'll go ahead and look at that and I'll  
8 spread the word myself.  
9  
10 Sussman: That would be great.  
11  
12 Sorg: Yeah. Is there any other comments or questions by the Committee? Go  
13 ahead Commissioner Garrett.  
14  
15 Garrett: If I could just ask two follow-up questions. Have you or are you planning  
16 on quantifying what the traffic flow would be if you get the extensions in  
17 place?  
18  
19 Sussman: The, the short answer to that is yes. That is a, something that we're  
20 hoping to do as part of the study is to look at the traffic impacts or perhaps  
21 the changes in routes that might be taken as a, as a result of new  
22 infrastructure. That's not something that we can promise immediately but  
23 it's something that we're, are, are looking to, to produce as part of the  
24 study, yes.  
25  
26 Garrett: Great. I, I think that that's important in terms of the, the comments that are  
27 being raised by Councilor Pedroza because the more that you can  
28 quantify the actual change in traffic pattern, that might help in terms of,  
29 "My goodness, that's going to be four times as many cars," as opposed to,  
30 "It's only going to be one car per hour more," or something. The, the  
31 other, the other thing is part of that, can you model at this larger sort of  
32 system level what happens if those extensions don't happen?  
33  
34 Sussman: Sure. Well, the short answer is if those, if those extensions don't happen  
35 that's part of the no-build scenario which is produced as part of the, the  
36 2040 MTP. So we can document that as part of the report and pull from  
37 the resources, the existing resources of the MPO to try and answer that  
38 question. It's a ...  
39  
40 Garrett: So you'd be able to get a comparison between if you put this through it will  
41 relieve traffic at these points, or change the patterns and I think that that's  
42 part of the issue too in terms of helping the larger community see the  
43 benefits or not of this particular kind of project.  
44  
45 Sussman: Do you want to add anything?  
46  
47 Garrett: Thank you.  
48



1 Sussman: Thank you.  
2  
3 Sorg: Sounds like a good NEPA project. Yeah, the in, impacts of, of each  
4 alternative are important. Is there a member of the public would like to  
5 speak about this study? Seeing none, I have a list. I want to start from  
6 the beginning here. Why are we doing this study now? Was the  
7 Committee, did the Committee approve it at some point in time?  
8  
9 Murphy: Mr., Mr. Chair. The short answer on that is yes. This is, this is something  
10 that while it does not seem timely now but at the time that we had set it  
11 into motion, got funding to, to pay for the study, put it into the Unified  
12 Planning Work Program ...  
13  
14 Sorg: Okay.  
15  
16 Murphy: It was around the time that, that Centennial was under construction so it,  
17 this has been a slower-moving, a slow-moving project in developing. At  
18 the time that, that we set this, this in motion this Committee and the, you  
19 know there has been a little bit of turnover on it but this Committee  
20 identified this as, along with University Avenue as their number-one  
21 priority as far as ...  
22  
23 Sorg: Yeah, I remember that.  
24  
25 Murphy: Needs to look at and I think that was primarily driven by the fear of what  
26 would happen when Centennial opened.  
27  
28 Sorg: Yes.  
29  
30 Murphy: That, you know those, those fears have not materialized so ...  
31  
32 Sorg: Sounds like this goes back about four or more years.  
33  
34 Murphy: It, it does about that.  
35  
36 Sorg: Okay. So when you're ...  
37  
38 Murphy: We've been seeking funding, developing contracts ...  
39  
40 Sorg: That's good.  
41  
42 Murphy: And all of that.  
43  
44 Sorg: Yeah. Thank you very much. That, that helps me get this in perspective.  
45 I have a question about the BLM. What does the BLM say about this  
46 study project? It's their land.  
47

1 Sussman: Right. That's a, that's a good question. I, I would characterize their  
2 participation so far as, as very active and open-minded. They, they follow  
3 a, obviously they follow a evaluation process that's, that's unique to BLM  
4 in terms of how their land is, is ultimately utilized and they take the  
5 perspective of, "Is this land in, in the best, being utilized in the best public  
6 interest," whatever that may be at the, or based on the criteria that they're  
7 evaluating whether it's in terms of the resources that exist within the land,  
8 the economic development potential, the public interest potential in terms  
9 of the, in terms of movement of people and goods, or even residential  
10 development or commercial development if that's the case. So they've  
11 been, they've been quick to assert that there are no near-term plans to  
12 dispose of this land for any type of development into the future. They've  
13 expressed a willingness to entertain roads through this parcel and  
14 obviously it would need to go through their application and environmental  
15 review process. But they're, they've been very open-minded about that  
16 potential.

17  
18 Sorg: Yeah. I, I would have to agree with Commissioner Garrett here that what  
19 this land ultimately ends up being I think would affect what we're doing  
20 here and so I, I would like to get a little more information as to what their  
21 idea is. Are they willing to keep it open space or do they want to develop  
22 it, so on and so forth, whatever other ideas they have. I, I can see the lack  
23 of our east-west corridors in this area here is, particularly in Las Cruces is  
24 a problem and I can see how Missouri would obviously relieve some of  
25 that. But I want to put a plug in here just for something else and I only  
26 want to say it once and I don't care if anybody comments on it at all.  
27 There are other east-west corridors that I think we need to keep in mind as  
28 we go into the future, and that is the eastward corridor, the Engler  
29 underpass under I-25 goes all the way to Valley Drive. I just, saying this,  
30 this should be moved up in our priority as, in our transportation plan.  
31 Enough said on that. So for me, I, looks like to me from what the public  
32 says and I can agree, a pike, a bike and pedestrian pathway would be a  
33 good way to start this, that Alternative 6 that looked good to me as long as  
34 you pick out the beginning and end of it okay. And, and what I'm kind of  
35 curious, and can you engineer it so that a roadway ultimately, eventually  
36 would parallel it and so you wouldn't have to rebuild the bike and  
37 pedestrian walkway, bikeway?

38  
39 Sussman: If, keeping in mind that the engineering is not part of this ...

40  
41 Sorg: Yeah.

42  
43 Sussman: Phase of the study, if, if Alternative 6 with a potential phased approach  
44 emerges as the preferred alternative then that's very much something that  
45 we would keep in mind.

46  
47 Sorg: Okay.

1 Sussman: That the future efforts look at engineering in such a way that it could be  
2 phased to begin with a multiuse facility and would not require a, a,  
3 reinventing the process ...  
4  
5 Sorg: Sure.  
6  
7 Sussman: *(inaudible)* process all over again.  
8  
9 Sorg: Okay. That's what I was kind of concerned, or interested in, in knowing. I  
10 have one last question, it's for staff. Can you give me a rough idea when  
11 Missouri was designated as a collector, what decade, decade or year?  
12  
13 Murphy: Mr. Chair. The first time that the, the MPO established a, a long-range  
14 thoroughfare plan was in 1994 and Missouri was on that.  
15  
16 Sorg: Okay.  
17  
18 Murphy: And just to complete the thing, Roadrunner was also on that as well.  
19  
20 Sorg: Right. I think that, that'd be an important part of our public outreach is that  
21 people understand that Missouri was always going to be a collector and  
22 those people that brought prop, bought, bought property along the  
23 collector, Missouri you know should've known it. It, you know and a lot of  
24 realtors don't say that. I know I've heard many stories about that but that's  
25 something that needs to be, needs to be known. With that I, I don't have  
26 anything more. Is there one last word here anywhere? Okay. Let's, thank  
27 you very much Aaron.  
28  
29 Sussman: Thank you.  
30  
31 Sorg: And we'll look forward to seeing you again someday.  
32  
33 Sussman: All right. Thank you.  
34  
35 **7.2 Committee Training (Trail loop issues)**  
36  
37 Sorg: Tom, next item on the agenda is the Committee Training.  
38  
39 Murphy: Okay Mr. Chair. If you, you would allow before we get into that I notice a  
40 couple of people in the audience have been waiting breathlessly on the ...  
41  
42 Sorg: The results.  
43  
44 Murphy: On the results.  
45  
46 Sorg: I almost forgot, yes.  
47  
48 Murphy: So Ms. Billings was the, was the choice of the Committee so.

1  
2 Sorg: Okay. Very good. Thank you.

3  
4 Murphy: So with that we'll make appointment and then we'll, we'll, we'll notify those  
5 that were not present as to the results and extend our appreciation for  
6 their applying.

7  
8 Sorg: Congratulations to Maggie Billings. Next, then, continue.

9  
10 Wray: Thank you Mr. Chair. Please bear with me for a second while the  
11 software refuses to work. There we go. All right. Mr. Chair, Members of  
12 the Committee. Today staff is going to bring before you something that  
13 we have been working on since the, the first of this year. The, the item in  
14 question is the work that we have been doing on the multiuse loop trail.  
15 The, the loop trail has been in proposal for a very long time. Right now,  
16 currently three out of the four legs of the trail are in existence: The La  
17 Llorona Trail, the Outfall Trail, and the Triviz Trail. The southern leg of the  
18 trail has always been very difficult to establish from a conceptual  
19 standpoint. There are some facilities that are in existence in, but do not  
20 provide a connection all the way through from the, the end of the La  
21 Llorona to the end of Triviz. Construction on La Llorona is substantially,  
22 pretty much complete, not substantially complete but complete. There is  
23 also going to be the upcoming work on the University interchange that  
24 NMDOT is going to be doing. It's, that, that portion is already in the, the  
25 TIP. It's my understanding that the Triviz multiuse path is intended to be  
26 extended down to Wells on the campus and let me go ahead and show  
27 that on, on the map would be down approximately in here. On this slide  
28 you can see the portions of the loop trail that are in existence. We have a,  
29 a small portion down here on Union and then broken segments along  
30 University here.

31 The objective that staff wants to accomplish through this process is  
32 we would like to identify a single priority route between the end of La  
33 Llorona and the end of Triviz to complete the multiuse loop trail. I want to  
34 emphasize at this time that this in no way excludes any other future east-  
35 west, north-south, whatever direction trails that might be going through  
36 this area but for, for this specific moment in time we want to identify one  
37 route to go between those two points. We also want to take advantage of  
38 the transportation alternative funding cycle that was just announced by  
39 NMDOT last week. We knew that this was going to be coming up and it  
40 became a priority of the BPAC that we at least make some effort to be  
41 able to get in some applications to maybe make some progress along this  
42 particular corridor.

43 The loop trail has existed in the, the MPO plan for years. The  
44 BPAC held a work session on this particular topic on February 16th.  
45 Subsequent to that MPO staff has met with NMSU staff, with EBID staff,  
46 Town of Mesilla, and Dona Ana County. We've received a lot of very  
47 valuable input, some paradigm shift, pretty much paradigm-shifting input  
48 every single time we've met with a different jurisdiction. It's been very

1 good conversations that we have had, very good participation from all of  
2 the, all of the stakeholders. Through that we have come up with a couple  
3 of points that are, are pretty much consensus points of emphasis among  
4 both the BPAC and all of the stakeholders. The first is that a, the route  
5 should connect activity centers. The next is that we, we need to prioritize  
6 making the best use of the available right-of-way. Obviously and I'll, I'll get  
7 to this a little bit later in the presentation, there will be compromises  
8 involved no matter what route we select. There, that's just the nature of  
9 doing work in the built environment but we would like to, to make the best  
10 possible use of right-of-way and minimize any potential right-of-way  
11 acquisitions that might be needed, and one of the big hurdles is we need  
12 to safely and effectively cross I-10 and the railroad tracks.

13 This is three of the potential alternatives that we have considered  
14 thus far. These alternatives all make use of EBID facilities. This does  
15 present a challenge in the fact that Dona Ana County and Town of Mesilla,  
16 neither one have a MOU with EBID to be able to utilize these facilities. In  
17 order for us to be able to designate any one of these particular routes we  
18 would need, staff feels that it would be needed to have a pretty firm  
19 commitment that Dona Ana County and Town of Mesilla would be making  
20 progress towards reaching agreement with EBID to designate those  
21 facilities. Also I will highlight here that we do have extending from the end  
22 of Calle, or excuse me extending from the end of the La Llorona Trail we  
23 have a connecting point of Calle del Norte through this portion of Town of  
24 Mesilla. This, the Mesilla lateral is one of the available options to connect  
25 it down here to Union. The other available option is to connect it down,  
26 straight through the heart of Mesilla utilizing the Mesilla Drain.

27 The third option available connects to La Llorona above the  
28 trailhead and goes up and then down past and connects down to Union  
29 here. This portion, there, this portion of the Union Trail as we saw in the  
30 other map is in existence right now. There, there is a multiuse path there.  
31 It does not extend all the way out to this end so there would be some work  
32 that would need to be done.

33 Additionally the other alternative is to utilize University. We did  
34 have the, the study corridor earlier, early this year. Fact, I believe January  
35 of this year that it was approved by this body where one of the available  
36 alternatives was to have a multiuse path along this particular facility.

37 Now worst case, well I don't want to say worst case but a potential  
38 scenario, I'll say that, a potential scenario where we're unable to use the  
39 laterals to make connection points, the only available, viable alternative  
40 that we would have would be to use NM-28 through Mesilla and connect it  
41 down to Union or to University along this path. Now what infrastructure  
42 improvements we might or might not make we're, we're nowhere near that  
43 stage of planning to determine that. We're, we're merely trying to get a  
44 route designated on, on the map so that we can pursue that as a target.  
45 Now going forward, a route is designated, things may happen. We may  
46 have to change things. That is always a possibility but we are trying to get  
47 this specific objective accomplished here.

1 I guess I also, and I neglected to mention this and I apologize but  
2 we do have Triviz Trail going down to Wells. We spoke with NMSU staff  
3 and they were very supportive of the idea of using this particular alignment  
4 that I'm highlighting with the mouse. They're very supportive of this  
5 alignment. Fact they, they, they explicitly said that this was their  
6 preference to, to do something along that particular alignment.

7 Now challenges, again as I alluded to, there are going to be right-  
8 of-way issues. Staff has gone out and done some examination of the  
9 various routes and there will be right-of-way issues regardless of the route  
10 chosen. Some places the right-of-way is just going to pinch down. Other  
11 places there may have to be acquisition. We, we're not making any sort of  
12 extensive study of those aspects of it at this time. We just want the, the  
13 awareness of that factor to be in everyone's mind as we go forward.

14 Again as I mentioned earlier in the presentation crossing I-10 and  
15 the railroad tracks is potentially very tricky. We have basically two options  
16 for that which is to utilize University or to utilize Union. We've heard  
17 varying responses from the stakeholders as to which would be preferable  
18 so staff is not going to state a preference on that at this time.

19 As I mentioned earlier Town of Mesilla and Dona Ana County do  
20 need to obtain an MOU and then special permits in order to use EBID  
21 facilities on their, in their jurisdictions. That is a make-or-break item.  
22 Those, those have to be done in order to utilize EBID facilities, period, full  
23 stop. Without those agreements the, it, it cannot go forward.

24 The funding, obviously once we have a line on a map that doesn't  
25 mean anything out on the ground so obtaining funding in order to actually  
26 get something, get some infrastructure out on the ground, that's one of the  
27 reasons why we are moving at a pretty fast pace with this right now. The,  
28 the DOT did announce the, the opening, the call for projects for TAP  
29 funding. That deadline is going to be in November which is thankfully a  
30 little bit later in the year than we had initially been told but still it's not a  
31 whole lot of time to, to get applications put together. And then once we  
32 are able to determine, then coordination with the jurisdictions to find out  
33 what would be the best, best section to do a TAP application for because  
34 it's extremely unlikely that we would be able to do an application for the  
35 entirety of the corridor.

36 Just to illustrate the sort of challenges that we will be facing going  
37 forward, these two shots are of the intersection of Main Street and Union,  
38 this is Union Avenue right here and Main Street going north and south  
39 here. This picture is taken essentially right on top of the railroad tracks  
40 which you see right here. The trail does not exist at this point and does  
41 not exist at this point on the far side of the Main Street intersection. It  
42 picks up several feet on the other side of this particular property here.  
43 This, this picture is taken further down, down Union from the railroad  
44 tracks at the point where the multiuse facility on Union picks up again. So  
45 you can see that there's a very tightly pinched right-of-way along this  
46 particular stretch. We did not take any picture, pictures of the intersection  
47 with University but University, it does have an existing bike facility.  
48 Unfortunately it is right against the pylons and those pylons are not going

1 to move so the amount of space that is under the, the overpass right now  
2 is, is the amount of space that we have to work with. Both of these  
3 obviously have challenge but, challenges but we feel that things can be  
4 done to improve the situation whichever, well hopefully in the future both  
5 will be improved but whichever one in the near term if the Policy  
6 Committee does make a, make a decision in the near term things can be  
7 done to improve both intersections. I do want to ...

8  
9 Sorg: Andrew, could I ask?

10  
11 Wray: Yes sir.

12  
13 Sorg: Does University Avenue have the same challenges in the same ...

14  
15 Wray: University Avenue's challenges are, are a bit different. It, it is a much  
16 longer distance because the way that the road is angled, in fact let me, let  
17 me go back to a previous slide in the presentation. University, the amount  
18 of distance to be covered through the sort of challenging area is much  
19 greater than crossing Union. Union you, you cross here and you're done.  
20 University, you have to cross Main Street, the railroad tracks, then under I-  
21 10, then all the way across over here, and then across, then across  
22 Valley. So there are, there are challenges regardless of, of the selection  
23 made.

24 As I said NMDOT has announced the call for projects for TAP  
25 funding. They are also, have combined that with the Recreational Trails  
26 Program funding for Federal Fiscal Years 2018 and 2019. Jolene  
27 specifically asked me to highlight that there are distinct criteria for the TAP  
28 funding and for the Rec Trail funding. They are not the same. TAP  
29 funding to kind of just as a general rule of thumb is much more geared  
30 towards commuter type uses. Recreational Trails is specific towards  
31 recreational type uses. Now there obviously can be some gray area but I,  
32 just from the tone that DOT Planning staff has taken, I think they're going  
33 to take a very, look at things very very closely so when applications are  
34 submitted jurisdictions want to make sure that they are applying for the  
35 type of funding for the type of project that they believe that they are  
36 applying for. As I said the deadline for submission of projects is  
37 Wednesday, November 30th at close of business.

38 And, shameless plug but we do have more information regarding  
39 the potential for I guess I, I did not and I apologize, staff feels that if Dona  
40 Ana County and Town of Mesilla don't believe that the jurisdictions will be  
41 able to go forward with, with obtaining an agreement with EBID that staff  
42 feels that if planning for those facilities isn't possible that we need to  
43 remove those facilities from our trail plan. We don't want to be giving a  
44 false impression to the public that we're going to be planning for facilities  
45 that have no chance of actually happening. So if you want to go and  
46 examine our current trail plan I have the link there. I will e-mail this, this  
47 presentation to the Committee at the close of this meeting so everyone will  
48 have that link available but it is on our brand-new website, shameless

1 plug, mesillavalleympo.org. And that concludes my presentation and I will  
2 stand now for any questions.

3  
4 Sorg: Thank you Andrew. Any questions from the Committee? Councilor  
5 Eakman.

6  
7 Eakman: This has always piqued my interest but today even more. As you go to  
8 these options, are there any landmark significant distances involved in the  
9 total trail length? And I ask this for a specific reason.

10  
11 Wray: Mr. Chair, Councilor Eakman. We did initially in the early stages of this  
12 examine this for length. I don't, I believe we only looked at it from total trail  
13 length as opposed to this particular leg but we can, we can certainly, we  
14 can calculate that through the, through the GIS and distribute that  
15 information to the Committee.

16  
17 Eakman: Because I've been on the Coeur d'Alenes Trail up in Idaho, the Mickelson  
18 Trail in South Dakota, and they've become huge business opportunities for  
19 entrepreneurs. When you go along the Coeur d'Alenes Trail and it's only  
20 70 miles long and it crosses the entire upper part of the state of Idaho,  
21 there are ice cream shops along the way, there are luncheon spots along  
22 the way, there are places for adult beverages along the way, and they've  
23 made a complete business out of the bicyclists who use that and are  
24 tourists from other areas. And it becomes quite an opportunity and quite a  
25 tourist draw. Now in my own way, any way we could make this appealing  
26 not only for our own citizens but also for the opportunity to get more heads  
27 in beds in this area makes a lot of sense to me. And I think a milestone  
28 amount of miles involved in this would make a significant difference when  
29 we tell the people who love to travel and who love to try new, new trails  
30 that this is available. I see the economy in Moab, Utah and it is  
31 significantly bicyclists who, that's a destination for them. And it would be  
32 interesting here with 350 days of sunshine a year and probably the only  
33 spot in the country where you can bicycle in the wintertime on a trail like  
34 this to take a, a vacation here for something like this. So I'm not speaking  
35 about which route would be the best or anything of that nature. It's just the  
36 concept that we have for this trail. If we could move our thinking beyond  
37 just satisfying our local community to not only satisfying our local bicycling  
38 community but also bringing in tourists who will gently share that. When I  
39 was on the Mickelson Trail and I could see the national monuments along  
40 the way, it's probably more appealing to tourists of what they see along  
41 the way than which path they take. And so if there are significant  
42 landmarks, if there are some significant things people can see along the  
43 way, I think we should take that into our consideration also and then I'll  
44 leave it up to the idea people to come up with that. But those are my  
45 comments. Thank you.

46  
47 Sorg: Trustee Flores.



1 Flores: Yes. I don't know if everybody got Ben, Andrew Bencomo's letter but he  
2 sent a letter out and I know I received it. I'm assuming that everybody in  
3 the MPO got a copy of that ...  
4  
5 Sorg: From who?  
6  
7 Flores: Where he was advocating the ...  
8  
9 Sorg: From who?  
10  
11 Wray: We, MPO staff did not ...  
12  
13 Flores: He's ...  
14  
15 Wray: Forward that e-mail ...  
16  
17 Flores: To everybody ...  
18  
19 Wray: On, I, I was not aware that that was his intention. We thought that that  
20 was supposed to be for the staff review of the, the options.  
21  
22 Flores: Okay. All right. He's on the BPAC and, and he wrote a letter and one of  
23 the things that he looked at, three things: Access, trails should be  
24 accessible as possible to neighborhoods and community gathering  
25 spaces, places when performed. And so I'm thinking access, I'm, I'm still  
26 advocating for University. I'll just be blunt. Union is part of Mesilla and so  
27 is University. My main concern is really safety. In one of our previous  
28 meetings that we had, one of the ladies that attended told me she was you  
29 know really interested in having a trail on University because you know  
30 she didn't want to see another, or a, a bike, a, a, a, a children, a child  
31 being hurt. And I misunderstood her. She's actually seen two accidents  
32 involving bikes in which the bikes were very mangled and there were  
33 ambulances there. I asked her what the outcome was, did somebody die,  
34 was somebody severely injured and she said she knew that they were  
35 severely injured from the condition of the bike but she didn't you know stay  
36 around and look. So that increases my concern. It's always been my fear,  
37 I didn't realize that there was actually an accident.  
38 Within the last two weeks I saw six young people, I would say junior  
39 high age riding their bike, basically crossing that area with the pylons  
40 where Main Street crosses with University and they were riding on the  
41 wrong side of the road. They did at least stop at the stoplight and they  
42 continued to, to go. So my concern is there are people that are using  
43 these, University anyway. I think there would be more people if it were  
44 safer but there are people that are using it anyway and a lot of them are  
45 very young people and teenagers, although they're smart enough to know  
46 better often take more risks and so my, I, I really prefer University because  
47 Union, yes does have a part of the trail, their multiuse trail. I think that  
48 satisfies my concern as far as the, the Mesilla Park Elementary that's

1 there but we don't have anything for Zia and so I would prefer that it be  
2 there for that reason. There's a neighborhood there that could use that  
3 access. There's children going to school that could use that access that I  
4 would, I'm concerned about.

5 Additionally, on his letter he talks about, and, and I think he, he  
6 proposes, he prefers Union. I don't want to misstate his, that "trails should  
7 link community centers, local businesses, gathering spaces." University  
8 really links up nicely with The Spotted Dog. It goes right into The Spotted  
9 Dog and I know people that ride their bikes and at the end of their ride end  
10 with The Spotted Dog. I know a lot of cyclists go to The Bean, it's a  
11 popular spot in Las Cruces, and there's just some businesses along  
12 Avenida de Mesilla which is one of the options. you don't have the map  
13 up now but I think that would really help our community out. We have the  
14 Convention Center along University. I, I think it would be nice to be able  
15 to extend that road there from University down. So that's just my, my  
16 preference. Do I, see if I have any other ideas about that. And that's all  
17 I'm going to say.

18  
19 Sorg: Okay. Thank you Trustee Flores. It is my understanding we are going to  
20 go ahead with the University Corridor redo, rebuild. Are, are we not? In,  
21 in spite of this loop trail.

22  
23 Murphy: Mr. Chairman. That, that's correct. We, we adopted the Phase A study  
24 and we will be looking for funding opportunities associated with that and  
25 this remain, this, the loop trail effort may or may not coincide with that but  
26 it's not going to preclude either one from going forward.

27  
28 Sorg: Yeah. Yeah. Cause that's the way I understood it that we're going to, that  
29 the University Corridor has to be done and that should be high in the  
30 priority list and whether we have the loop trail going down there or go  
31 down any other street it doesn't matter. It's, I understand it's, it will be  
32 done. That's on the list to be done. Am I correct?

33  
34 Doolittle: Tom. If I may, Mr. Chair.

35  
36 Murphy: Funding ...

37  
38 Doolittle: Mr. Chair.

39  
40 Sorg: Yes.

41  
42 Doolittle: If I may.

43  
44 Sorg: Sure. Mr. Doolittle.

45  
46 Doolittle: The Department is certainly supportive of continuing the study. Right now  
47 we've got the Phase A completed. The Department is working on finding  
48 funding for Phase B. Once we get that completed then of course then we

1 have to start looking at designated construction funding so we can move  
2 forward with the Phase C and D. But the Department for the University  
3 Corridor is supportive now that we've got the Phase A completed.  
4

5 Sorg: Sure.  
6

7 Doolittle: So I just want to be clear right now we're in the, we're in the ...  
8

9 Sorg: Understand.  
10

11 Doolittle: Phase portion. There is no designated construction funding at this point.  
12

13 Sorg: Right. Name another project that is just like that in our MPO.  
14

15 Doolittle: Mr. Chair. In what aspects?  
16

17 Sorg: This, Phase A is done, you're looking for money for B and construction  
18 money.  
19

20 Doolittle: Right now actually the District within the MPO, even within Dona Ana, or  
21 the Mesilla Valley MPO and El Paso we're pursuing several different  
22 studies for, for a corridor. The six-laning from Three Crosses to I-25 along  
23 the (*inaudible*) ultimately the Department is pursuing several of these  
24 options for studies because we know that frequently construction funds  
25 come available and those that are ahead of the game get first dibs at  
26 those, so I, I think that we as a District are taking that approach on several  
27 of our projects. We have a few within Mesilla Valley MPO boundaries  
28 specifically ...  
29

30 Sorg: Okay.  
31

32 Doolittle: But University is one that we discuss quite frequently a submittal for ...  
33

34 Sorg: Okay.  
35

36 Doolittle: The study funding.  
37

38 Sorg: Okay. Understand. Thank you very much. Any other comments from the  
39 Committee? Commissioner Garrett.  
40

41 Garrett: Thank you. Could you remind me of the primary purpose of the loop trail?  
42

43 Wray: Well the primary purpose of the loop trail is in many ways, as Councilor  
44 Eakman elucidated we are desiring to have the facility both for the use of  
45 the residents and as a tourist draw.  
46

47 Garrett: So it's both for recreation and commuter.  
48

1 Wray: Yes.

2  
3 Garrett: Okay. And I think that that's important. I ...

4  
5 Wray: Do you have a ...

6  
7 Garrett: There's a, there, I, I live just to the, to the west of the area that's on the  
8 map so I, I drive down and through this area all the time and I think an  
9 important part of what I would think about is sort of where are bicyclists  
10 going right now? Even though Calle del Norte is not very, it's, it doesn't  
11 have bike lanes there are a lot of cyclists that use that because you have  
12 a huge number of people that come from Picacho Hills and come down  
13 and go to The Bean. So that's, that's an area, a lot of the races that go  
14 along Calle del Norte. The corridor plan that's been developed as part of  
15 Viva Dona Ana uses New Mexico 28 as the spine for activity along that  
16 corridor and the idea and, and a major part of that is catering to the cycling  
17 community. You know I, I'm, this 35 miles an hour through from Calle del  
18 Norte at least to Union, I don't recall if there are bicycle lanes through  
19 there or not but it's not uncommon to see cyclists on that stretch of, of 28.  
20 And it's actually close to, you can you know go off if you want to go into  
21 the plaza and, and other kinds of things like that. You've got Andele's,  
22 The Bean, The Spotted Dog, you've got a bunch of stuff that's going on  
23 along there as well as some other restaurants. So I, I think that, that the  
24 idea of tying in and reinforcing the connection with 28 as it extends further  
25 down to the south and for that matter to the north, it's important to sort of  
26 underscore that linkage. I'm, I'm more convinced that that's important than  
27 the issues with EBID about the drain. EBID, I, I, I see some of the, the  
28 opportunities with the drains as, as being ways to get some of the  
29 recreational riding in as opposed to some of the longer-distance riding. So  
30 it's not that, that these are bad ideas to work out something with EBID, I  
31 just think that in terms of the, the big loop that going Calle del Norte to, to  
32 28 and I would probably be in, inclined to support University all the way  
33 through and, and part of that is the planning that we've already been  
34 engaged with. I mean we've already looked at 28, or between 28 and, and  
35 Main Street. We've looked at that, we've had a study done on that. It's a  
36 preliminary but there's room there for bicycle lanes. I think we need to  
37 underscore, when we do this kind of work we need to say, "Well that,  
38 there's reasons why we picked these alignments and it's feasible to do  
39 this."

40 The other part that and, and so the University Corridor being  
41 developed you know we're still going through studies but I think this  
42 underscores the idea that cycling around the university is likely to be  
43 something that if anything increases rather than decreases. And when  
44 you've got a major problem like getting across that interchange,  
45 intersection, and you've got pressure from cycling on both sides it just  
46 makes sense to have that a priority that we take care of rather than  
47 saying, "It's easier to go, get across at Union." I understand that but I  
48 think we're going to have more people trying to get across there and that

1 that is something we need to pay attention to. I just would point out that if  
2 you do the University Corridor there's nothing that stops a loop around the  
3 NMSU campus from going around as we have on the map and then  
4 coming up El Paseo and connecting in and continuing as part of that loop.  
5 And for that matter there's nothing that stops the extension of the loop  
6 down to Union. I just think our priority in terms of the primary loop  
7 alignment should be where we know that we have cyclists and we know  
8 that there are issues with cycling that we need to solve.  
9

10 Sorg: Some of our choices.

11

12 Garrett: Yeah. So that's what I would be inclined to, to support. Thank you Mr.  
13 Chair.

14

15 Sorg: You're welcome. Councilor Pedroza.

16

17 Pedroza: Thank you. Just very briefly, I was thinking also about the corridor study  
18 that has already been, begun on the Viva Dona Ana and, and I certainly  
19 agree with Councilor Eakman about the amount of tourists and, and  
20 enjoyment that these kinds of trails provide. One of the things I would like  
21 everybody to remember is that at this point I think the university has firmed  
22 up its plans for the hotel. The hotel right on University with a south  
23 entrance and probably a north entrance as well.  
24

25 Sorg: If you believe the Sun News, yes.

26

27 Pedroza: Well, I don't know. Maybe they're not credible. But they certainly have  
28 been advertising it so that whole area there bears a lot of looking into and  
29 a lot of planning for. Thank you.  
30

31 Sorg: Yeah. Thank you Councilor Pedroza. And then to carry this one step  
32 further, those that ride bicycles, I would like to ask them a question  
33 quickly. I don't race bicycles but in a bicycle race could this loop road be  
34 used for a race someday, when it's all complete?  
35

36 Billings: I have no idea. I've never raced bicycles. I just *(inaudible)* ...  
37

38 Sorg: Okay. That, okay. I was just thinking of ...  
39

40 Murphy: Mr. Chair.

41

42 Sorg: Having our own Tour de Las Cruces someday.

43

44 Billings: *(Inaudible)*

45

46 Garrett: We need to get that ...  
47

48 Murphy: Mr. Chair.

1  
2 Garrett: Comment on the record.  
3  
4 Baum: Yes.  
5  
6 Murphy: We, we had, actually had discussed this at ...  
7  
8 Sorg: Ms. Billings come forward.  
9  
10 Billings: Okay.  
11  
12 Sorg: Repeat what you said.  
13  
14 Billings: What did I say? Okay. I don't know. I don't race bicycles but I imagine it  
15 could be.  
16  
17 Sorg: Okay. Thank you.  
18  
19 Billings: Okay.  
20  
21 Sorg: All right.  
22  
23 Murphy: Mr. Chair.  
24  
25 Sorg: Yes.  
26  
27 Murphy: This question came, did come up when we were discussing at the BPAC  
28 and apparently there's some issue about having a, a sanctioned race that,  
29 that crosses railroad tracks.  
30  
31 Sorg: Oh yeah.  
32  
33 Murphy: I think officially the Outfall Channel does, trail does not exist across the  
34 railroad tracks there.  
35  
36 Sorg: I know.  
37  
38 Murphy: So I think that's something that's prohibited from having, having a race.  
39  
40 Sorg: We'll find some other trail, yes. Okay. Thank you. Any other words about  
41 this item on the agenda? Seeing none.  
42  
43 **8. COMMITTEE AND STAFF COMMENTS**  
44  
45 Sorg: I'll go to Committee and Staff Comments. Mr. Doolittle do you have any  
46 comments on projects DOT has?  
47  
48 Doolittle: Mr. Chair. If you allow I actually do have a quick update. I know ...

1  
2 Sorg: Please.

3  
4 Doolittle: This one's been kind of a long meeting but I'll run through very quickly.

5 Our Union Bridge project we are currently paving and working on  
6 the bridge rail. All the major bridge components are complete. That  
7 project has actually been moving along very well and we expect to be  
8 finished with that project completely by early summer.

9 Our Missouri Bridge project we're finishing up a few of our concrete  
10 median wall barriers in the middle, the final seal coat, striping, we expect  
11 to be finished with that project completely by early summer but those of  
12 you that have been out there have noticed they're starting to shift traffic  
13 around between the auxiliary lanes and get that six-lane section opened  
14 up. So you'll start to see that one tying up real quickly.

15 We actually have two paving projects in the area on I-10.  
16 Coincidentally they're by the same contractor but they are two separate  
17 projects. So we have the one from the Corralitos exit out by the Love's  
18 Truck Stop that runs about to the I-10/I-25 interchange. All of the paving  
19 on that project is completed except for the small section in the vicinity of  
20 the Union Bridge. That project is on suspension until Union finishes and  
21 then the contractor will come tie in those last few spots and then put the  
22 seal coat on that one. The other project that we have is the six-lane  
23 section between the I-10/I-25 interchange and the Texas state line. That  
24 project, I think I spoke of this a little bit previously but that project is to mill  
25 and inlay the old four-lane roadway. When we widened it to six lanes all  
26 we did is reconstructed the new lanes so this is fixing the old four-lane  
27 section. Due to traffic those guys are working at night. We tried it the first  
28 two days during the day and had a seven-mile backup so we are doing all  
29 of our work at night. They're currently westbound making a circle. It's the  
30 same contractor, Mountain States. They do real, real good work for us but  
31 we expect both of those projects to be completely finished by November.  
32 That's their deadline. It, it, it won't take them that long. Right now we're  
33 just waiting on the Union projects to finish up.

34 So that's really our four ongoing projects. I just want to talk real  
35 briefly about some projects that we have coming up. We've got the  
36 Spitz/Three Crosses/Solano intersection. That project is currently  
37 scheduled to be bid in October of this year. I expect we'll have a contract  
38 in early 2017, so about this time next year we will be in the middle of  
39 construction at the Three Crosses intersection. So I'll keep you in the loop  
40 as we move forward with project development on that one.

41 The other one that we've been pursuing a long time and finally are  
42 getting to the point we're going to see some construction is we're putting in  
43 a signal at the corner of 17th Street and Picacho. That's at the north end  
44 where all the school buses are coming in and out. We're, we're  
45 addressing some right-of-way issues now and purchasing that but the  
46 actual construction project is scheduled to be bid in January of 2017.  
47 You'll probably see a contract sometime in the spring. Should see

1 construction sometime in the summer but the way we coordinate we'll  
2 probably start the first day of school just so we mess up the school buses.

3  
4 Sorg: Okay.

5  
6 Doolittle: I think we do that on purpose but ultimately that project, I say that jokingly  
7 but that project won't have very big impacts to the, to the people on 17th  
8 or Picacho other than when we're standing some mast arms. I don't  
9 expect any big impacts there.

10 The last thing I wanted to bring the Policy Board up to speed is the  
11 Department is currently pursuing two fast-lane applications so rather than  
12 pursuing TIGER applications the Department felt this was a better  
13 candidate for funding for us. We're putting in an application for NM-136.  
14 That's the Pete Domenici Highway from the port of entry to the Texas  
15 state line. It's a nine-mile section of roadway and we're requesting \$40  
16 million. That one we think we have a really good shot because it's an  
17 urban port of entry, not rural so our, our competition has been limited just  
18 because of that alone. The other one that we're putting in for is really  
19 outside of this, the boundary of this MPO but I just wanted you to know is  
20 we're putting for I-10 mile marker 45 to 59 so this is a section of I-10  
21 between Lordsburg and Deming. Over the past year that roadway is  
22 falling apart. We've tried patching it, just in the past month we've spent  
23 about \$44,000 just in pothole patching material. That's kind of a long shot  
24 but luckily it's an urban freight corridor application so again we hope that  
25 the applicants are minimal but on that one we're seeking \$70 million for  
26 that corridor. Luckily you know if they only give us 40 we can piecemeal it,  
27 hit the worst sections first, but I wanted to just let everybody know that we  
28 are pursuing two applications in case you start hearing about it.

29  
30 Sorg: Right.

31  
32 Doolittle: And then the last thing, just a real quick update. I know that we had  
33 promised to provide a, an update on the, the High Mesa study. We are  
34 currently still waiting on a notice to proceed for that RFP. I still commit to  
35 the Board that as soon as we get that consultant on board I'll have Molzen  
36 come in and give us an update on the, on the previous phase so we're all  
37 caught up on that one.

38  
39 Sorg: Thank you Mr. Doolittle. Any other comments from Committee or staff?

40  
41 Wray: Yes Mr. Chair. I would like to do some more shameless plugging if you  
42 don't mind. But I've brought up on your screen the new MPO website. As  
43 you can see it's very beautiful and wonderful in every way. We are, as the  
44 Committee may remember two years ago we were directed by the City  
45 who hosts our IT that we were no longer able to distribute the NMDOT  
46 press releases regarding traffic changes and construction, etc. in the MPO  
47 area. We're now able to do so through the MPO website so if you want to  
48 know what, what things may be going on regarding construction in the



1 area, we get all those e-mails from the press office of NMDOT and those  
2 will be hosted on our website. We do utilize Google Calendar now for our  
3 meeting calendar as you can see. We'll just highlight today's meeting but  
4 we have the agenda and packet are easily accessible and once the, the  
5 minutes are signed and available for this meeting after they're approved at  
6 next month's meeting those will be going up on here as well. Additionally,  
7 I haven't had time to get to this but I will be creating appointments in the  
8 calendar for the entirety of the 2016 calendar year so that you can go  
9 forward and look and see when all of the meetings are going to be just by  
10 going to this, to this page on the site. I encourage everyone to take a look  
11 at the site, see what's here. Just one last thing but I want to highlight that  
12 we do have our core documents and all of our other resources now  
13 consolidated into one place on the page. But I encourage everyone to  
14 review the website, use it, and give us your feedback. If I can do one  
15 more shameless plug but we have heard nothing but good things from,  
16 from members of the public who have looked at this and, and have used it.  
17 We've not heard a single piece of criticism yet so.

18  
19 Sorg: Thank you Andrew. Commissioner, or Councilor Eakman was first and  
20 then Mr. Doolittle.

21  
22 Eakman: Thank you. Might sound off-topic but it's not. One of our local companies,  
23 ARCA has been invited to Monaco to introduce the ARCABoard to the,  
24 one of the largest auto shows in the world and it'll be demonstrated there.  
25 My thesis is if somebody can afford a \$600,000 car they can afford a  
26 \$20,000 hovercraft. I think in the future the prices are going to come  
27 down, way down and we're going to be faced with, "How do those  
28 commute through our city?" Do they share a bicycle/pedestrian path?  
29 They're probably not going to be allowed on our sidewalks and what are  
30 we going to do? And so if anybody has a little bit of room in their schedule  
31 I predict, I predict, count me in, we'll be seeing hovercraft in our city  
32 probably within three years. Now, then what do we do? Thank you.

33  
34 Sorg: So futuristically thinking. Very good Councilor. Mr. Doolittle you had your  
35 hand?

36  
37 Doolittle: Mr. Chair, Andrew. I just wanted to say, I just wanted to publicly  
38 acknowledge the, the website. I was talking to Councilor Eakman before  
39 the meeting and we have these fancy little tablets and I've got to where I'm  
40 pretty much paper-free, the agenda, the packet, the minutes, I'm able to  
41 download and find very quickly. I think it's a nice change to the website so  
42 I just wanted to compliment the staff on, on that website. I think it's easy  
43 to use and very handy for me personally.

44  
45 Sorg: Very good thank you. And Trustee Linda.

46  
47 Flores: I'm ...  
48

1 Sorg: Doris, Flores.

2  
3 Flores: I, that's okay. I had a, just, I changed my mind. I need to get going so.

4  
5 Sorg: Okay. Is there any other business?

6  
7 **9. PUBLIC COMMENT**

8  
9 Sorg: I see there's no public. Oh, Tom.

10  
11 Murphy: Just a, one, one quick announcement. I, I participated in a conference call  
12 earlier this week on the SCRTD's Rail Study and I, they don't, they haven't  
13 finalized anything but they're anticipating having some public meetings  
14 April 26th and 27th, one in Anthony, one in Las Cruces. And, and I guess  
15 keep, keep it tuned to the website.

16  
17 Sorg: Sure.

18  
19 Murphy: As soon as I get the final details on that we'll have that posted and we'll  
20 send out an e-mail buzz but ...

21  
22 Sorg: Okay.

23  
24 Murphy: Our Commuter Rail Study public meeting upcoming.

25  
26 Sorg: You'll put it on the calendar, right? Okay.

27  
28 **10. ADJOURNMENT (3:03 p.m.)**

29  
30 Sorg: If there's no further business I'd entertain a motion to adjourn.

31  
32 Garrett: So moved.

33  
34 Eakman: Second.

35  
36 Sorg: Okay. All in favor say "aye."

37  
38 MOTION PASSES UNANIMOUSLY.

39  
40 Sorg: Meeting is adjourned.

41  
42  
43  
44  
45  
46 \_\_\_\_\_  
47 Chairperson

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## METROPOLITAN PLANNING ORGANIZATION

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<http://mesillavalleympo.org>

### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF May 11, 2016

**AGENDA ITEM:**

6.1 2016-2021 Transportation Improvement Program Amendments

**ACTION REQUESTED:**

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.

## **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

### **RESOLUTION NO. 16-05**

#### **A RESOLUTION AMENDING THE FY 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM.**

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

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

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

**WHEREAS**, the Policy Committee adopted the FY 2016-2021 TIP on June 10, 2015; and

**WHEREAS**, the NMDOT has requested amendments to the FY 2016-2021 TIP; and

**WHEREAS**, the MPO Bicycle and Pedestrian Facilities Advisory Committee reviewed and recommended approval of these amendments at its April 19, 2016 meeting; and

**WHEREAS**, the MPO Technical Advisory Committee reviewed and recommended approval of these amendments at its May 5, 2016 meeting; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for the Resolution amending the FY 2016-2021 Transportation Improvement Program to be approved.

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

**(I)**

**THAT** the Mesilla Valley Metropolitan Planning Organization's Fiscal Year 2016-2021 Transportation Improvement Program is amended as shown in Exhibit "A", attached hereto and made part of this resolution.

**(II)**

**THAT** the Mesilla Valley MPO's Self-Certification, as contained in Exhibit "B", attached hereto and made part of this resolution is hereby approved

**(III)**

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

**DONE** and **APPROVED** this 11th day of May, 2016.

APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Sorg	
Vice Chair Garrett	
Councillor Pedroza	
Councillor Eakman	
Commissioner Hancock	
Commissioner Duarte-Benavidez	
Mayor Barraza	
Trustee Arzabal	
Trustee Flores	
Mr. Doolittle	

ATTEST:

APPROVED AS TO FORM:

---

Recording Secretary

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City Attorney



**Exhibit "A"**

<b>CN</b>	<b>FY</b>	<b>Agency</b>	<b>Project &amp; Termini</b>	<b>Scope</b>	<b>Change</b>
TL0013	2016	RoadRUNNER Transit	Support and Rolling Stock	Appropriations and Rollover of unobligated Federal Funds from FFY 2015 to FFY 2016	<p>New FTA 5307 Amount - \$543,460</p> <p>New Local Match Amount - \$100,729</p> <p>Total - \$643,189</p>
TL00010	2016	RoadRUNNER Transit	Operations	Operating Assistance	<p>New FTA 5307 Amount - \$2,270,916</p> <p>New Local Match Amount - \$1,829,185</p> <p>Total - \$4,100,101</p>
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



# **METROPOLITAN PLANNING ORGANIZATION**

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<http://mvmpo.las-cruces.org>

## **Resolution 16-05 Exhibit “B”**

### **MESILLA VALLEY MPO SELF-CERTIFICATION STATEMENT**

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

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

**POLICY COMMITTEE CHAIR**

**Date**

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**NMDOT**

**Date**

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**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>
-------------------------------------	-----------------------	-----------------------	-----------------------

<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>	

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING OF May 11, 2016**

**AGENDA ITEM:**

6.2 2017-2018 Unified Planning Work Program

**ACTION REQUESTED:**

Approval by the Policy Committee

**SUPPORT INFORMATION:**

Resolution 16-06 Approving the 2017-2018 Unified Planning Work Program

Draft copy of the proposed 2017-2018 Unified Planning Work Program (UPWP) will be provided at the meeting.

**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**

**RESOLUTION NO. 16-06**

**A RESOLUTION ADOPTING THE FY 2017- FY 2018 UNIFIED PLANNING WORK PROGRAM.**

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

**WHEREAS**, preparation of Unified Planning Work Program (UPWP) is a requirement of the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and New Mexico Department of Transportation (NMDOT) (U.S.C. 23 § 450.308.b & c) ; and

**WHEREAS**, the Mesilla Valley Metropolitan Planning Organization (MPO) is responsible for developing and maintaining the UPWP to reflect the planning activities and funding within the MPO Area for the specified fiscal years; and

**WHEREAS**, MPO staff has developed a two-year UPWP as permitted by federal regulations; and

**WHEREAS**, the Bicycle and Pedestrian Facilities Advisory Committee recommended approval of the UPWP at their meeting on April 19, 2016; and

**WHEREAS**, the Technical Advisory Committee recommended approval of the UPWP at their meeting on May 5, 2016; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for the Resolution adopting the FY 2017- FY 2018 Unified Planning Work Program to be approved.

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

**(I)**

**THAT** the Unified Planning Work Program of the Mesilla Valley Metropolitan Planning Organization is adopted.



**(II)**

**THAT** staff is authorized to submit the final Fiscal Year 2017 and Fiscal Year 2018 Unified Planning Work Program to the New Mexico Department of Transportation and the U.S. Department of Transportation's Federal Highway Administration and Federal Transit Administration.

**DONE** and **APPROVED** this 11th day of May , 2016.

APPROVED:

\_\_\_\_\_  
Chair

Motion By:	
Second By:	
VOTE:	
Chair Sorg	
Vice Chair Garrett	
Councillor Pedroza	
Councillor Eakman	
Commissioner Hancock	
Commissioner Duarte-Benavidez	
Mayor Barraza	
Trustee Arzabal	
Trustee Flores	
Mr. Doolittle	

ATTEST:

APPROVED AS TO FORM:

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

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



**Mesilla Valley Metropolitan Planning Organization**

# **Unified Planning Work Program**

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

Approved May 11, 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://mesillavalleympo.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://mesillavalleympo.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 Moving Ahead for Progress in the 21<sup>st</sup> Century Act (MAP-21) that was signed into law by President Obama on July 6, 2012, 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

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

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

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

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://mesillavalleympo.org/>. Additionally, information in the *MVMPO Public Participation Procedures* can also be found at <http://mesillavalleympo.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://mesillavalleympo.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, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) 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 MAP-21 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) = \$209,348

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
7851	\$20.00	\$157,011	0	\$100.00	\$0.00	\$52,337	\$209,348

### 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		

### 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, State and federal agencies.

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
Organ Mountain Desert Peaks National Monument transportation network (BLM)																								
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) = \$66,783

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
2791	\$20.00	\$55,826	0	\$100.00	\$0.00	\$13,957	\$69,783

### 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) = \$300,499

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
9015	\$20.00	\$180,299	0	\$100.00	\$0.00	\$120,200	<b>\$300,499</b>

### 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) = \$143,850

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
6473	\$20.00	\$129,465	0	\$100.00	\$0.00	\$14,385	\$143,850

### 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
Sub plan: Coordinated Human Services/ Transportation Action Plan																								
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

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 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

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
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) = \$45,576

Est. Staff Hrs.	Avg. Rate	Staff Cost	Consul. Hrs.	Con. Rate	Con. Cost	Other Costs	Est. TOTAL
2165	\$20.00	\$43,296.96	3000	\$100.00		\$2,278.79	\$45,576

### 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																								
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; 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 MAP-21.

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
Selection of NGO partner	Timeline TBD																							
Community Selection																								
Data collection and analysis																								

### 5.4 A- Mountain Study Area

Study of Transportation impacts due to potential development in the Dripping Springs/ Sonoma Ranch area. Particularly involving NMSU east campus. Subject to additional planning funds becoming available.

Responsibilities: MPO staff, NMSU 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
RFP/ Scoping													Timeline TBD											
Stakeholder involvement																								
Public involvement																								
Report and recommendations																								

### 5.5 Reserved

:

- 

Responsibilities: MPO staff, contracted consultant

Source of Funds: 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
	X																							
		X																						
			X																					
				X																				
				X																				

## 5.6 If necessary

Responsibilities:

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
	As determined through project timeline																							

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	

# 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%	

## Budget Summary - Proposed Expenditures

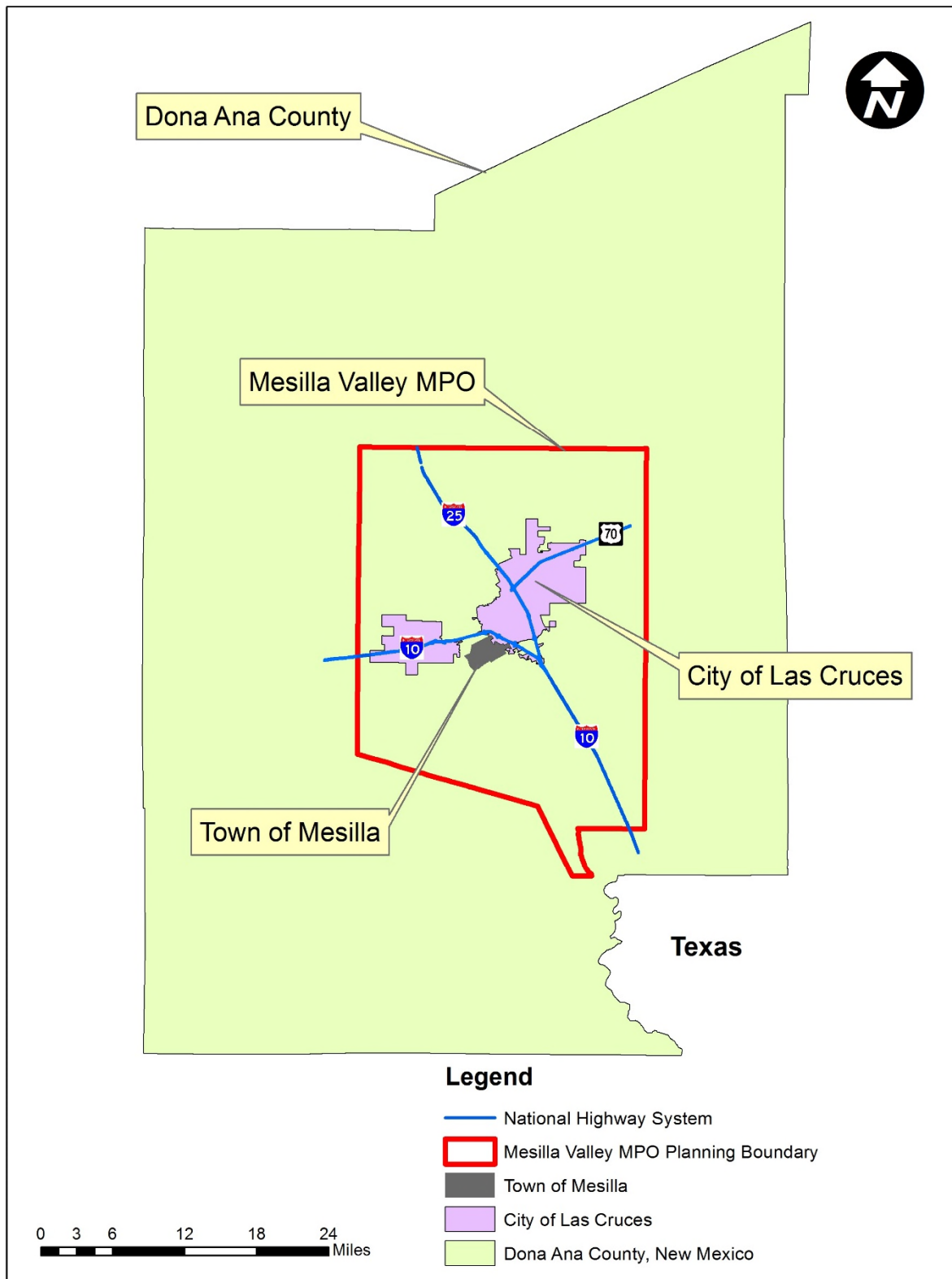
Task Number	Program	Budgeted PL Funds		Budgeted FTA 5303 Funds	
		FY 15	actual 15	FY 15	actual 15
1	Program Support and Administration	\$91,445	\$51,623	\$5,330	\$15,630
2	Transportation Improvement Program	\$30,482	\$25,812	\$2,665	\$13,025
3	General Development and Data Collection/ Analysis	\$121,927	\$64,529	\$13,325	\$10,420
4	Transportation Planning	\$60,964	\$12,905.80	\$13,325	\$13,025
5	Special Studies, Plans, Projects, and Programs	\$304,818	\$103,246.40	\$18,655	\$49,900
TOTAL		\$609,636	\$258,116	\$53,300	\$102,001

## Budget Summary - Proposed Expenditures

Task Number	Program	Budgeted PL Funds		Budgeted FTA 5303 Funds		Total Budgeted
		FY 17	FY 18	FY 17	FY 18	

1	Program Support and Administration	\$93,390	\$94,588	\$10,685	\$10,685	\$209,348
2	Transportation Improvement Program	\$31,130	\$31,529	\$3,562	\$3,562	\$69,783
3	General Development and Data Collection/ Analysis	\$124,520	\$126,118	\$24,931	\$24,931	\$300,499
4	Transportation Planning	\$46,695	\$47,294.10	\$24,931	\$24,931	\$143,850
5	Special Studies, Plans, Projects, and Programs	\$15,565	\$15,764.70	\$7,123	\$7,123	\$45,576
TOTAL		\$311,301	\$315,294	\$71,230	\$71,230	\$769,055.00

## Appendix B – Mesilla Valley Metropolitan Planning Area Map





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

## Appendix D

### Traffic Count Cycles

Traffic counts are conducted on a three year cycle. As of adoption, 2014, the program is currently in Cycle Two. Tables will be updated to 2014 format as counts are conducted in calendar years 2015 and 2016.

#### Cycle One- Calendar Year 2016

ROADWAY	SEGMENT	TIMS NUMBER
ALAMEDA	McClure to Hoagland	
ALAMEDA	Amador to Griggs	
Alameda	Hoagland to Three Crosses	
Alameda	Lohman to Amador	11901
Amador	Mesquite to Espina	
AMADOR	Campo to Mesquite	
ARMSTRONG	Doña Ana Rd to El Camino Real	
BATAAN MEMORIAL EAST	End to Del Rey	
BATAAN MEMORIAL EAST	Del Rey to Roadrunner	
BATAAN MEMORIAL EAST	Sonoma Ranch to Mesa Grande	
BATAAN MEMORIAL WEST	Mesa Grande to Porter	
BATAAN MEMORIAL WEST	Porter to Dunn	
BATAAN MEMORIAL WEST	Dunn to Weisner	
Bataan Memorial West	Rinconada to Sonoma Ranch	
Bataan Memorial West	Weisner to NASA	
BATAAN MEMORIAL WEST	I-25 Interchange to Del Rey	
BOUTZ	NM 28 to Stern	16438
Bowman	Capri to University	22932
BRAHMAN	US 70 to Arroyo	17925
CALLE DEL NORTE	Snow to Paisano	25857
CALLE DEL NORTE	Paisano to NM 28	8730
CALLE DEL NORTE	Fairacres to Snow	
Calle del Sur	Calle Segunda to NM 28	16794
CALLE JITAS	Sonoma Ranch to Calle Abuelo	
CAMINO DEL REX	Main to Desert	16572
Campo	Amador to Hadley	16514
Campo	Hadley to Picacho	
Campo	Colorado to Lohman	16510
Conway	Bowman to Main	16321
CORTEZ	Davis to Dunn	16684
Cortez	Dunn to Saromi	16684
Don Roser	Idaho to Mall	18242
Don Roser	Missouri to Idaho	11923
DON ROSER	Terrace to Missouri	
DONA ANA	Doña Ana School Rd to Thorpe	16633
DONA ANA	Thorpe to Harvey Farm	
DONA ANA	Harvey Farm to Fort Seldon	
Doña Ana	Engler to Lopez	16631
DOÑA ANA SCH.	El Camino Real to Elks	18110
DUNN	Aldrich to Cortez	16715
EL CAMINO REAL	Spitz to Carlton	22915
EL CAMINO REAL	Main to Spitz	20965
EL CAMINO REAL	Carlton to Armstrong	16766
EL CAMINO REAL	Taylor to Doña Ana Sch Rd	16769
ELKS	Main to Valley View	19351
ELKS	Doña Ana Sch. Rd to El Camino Real	
ELKS	Hatfield to Taylor Rd/Boyd	19354
Elks	Valley View to Hatfield	19353
ENGLER	Jornada to Mesa Grande	
ESPINA	College to University	
EVELYN	Mulberry to Madrid	16695
EVELYN	Spruce to Mulberry	16697
FAIRACRES	Calle Del Norte to Aries	
Fairway	Imperial Ridge to Pomona	16383
Farney	Hixon to El Paseo	16351
Farney	El Paseo to Espina	16350

FOOTHILLS	Lohman to Roadrunner	18128
Glass	Snow to Paisano	16622
GRIGGS	Walnut to Triviz	
Hadley	Valley to Mesilla	16589
HADLEY	Espina to Solano	16605
HILLRISE	Telshor to Curnutt	16390
HILLRISE	Executive Hills to Roadrunner Cr	
Hoagland	Highland to Alameda	16555
HOLMAN	Bataan Memorial West to Peachtree Hills Rd	18249
IDAHO	Don Roser to Telshor	
LAS ALTURAS	Johnson to Tellbrook	
Las Alturas	Tellbrook to Cholla	23797
LAS ALTURAS	Mission Bell to University	
Las Cruces	Church to Campo	17521
Las Cruces	Alameda to Water	17520
LOHMAN	Mesquite to Espina	
LOHMAN	Campo to Mesquite	
LOHMAN	Roadrunner to Paseo de Oate	
LOHMAN	Main to Campo	
LOHMAN	Paseo de Oate to Sonoma Ranch	
Lohman	Espina to Solano	
Madrid	Solano to Desert	16551
MAIN	Boutz to Idaho	
Main	Lohman to Amador	9217
Main	Las Cruces to North Roundabout	
Main	Farney to Boutz	9169
Main	El Paseo to Lohman	
Main	Griggs to Las Cruces	
MAIN	Solano to Camino Del Rex	31954
MARS	Venus to Roadrunner	16566
Melendres	Main to El Molino	
MESQUITE	Picacho to Juiper	16563
MESQUITE	Griggs to Las Cruces	16559
MESQUITE	Hadley to Picacho	16561
MESQUITE	Colorado to Lohman	16549
Mesquite	Idaho to Utah	16546
Missouri	Solano to Locust	16378
Montana	Pecos to Locust	16435
Moongate	El Centro to Dragonfly	18259
MOONGATE	Bataan Memorial West to Arroyo	18251
Motel	Amador to Roadrunner Ln	18789
Motel	Calle del Norte to Glass	8410
Mulberry	Evelyn to Triviz	
NM 192	Hwy 28 to Hwy 478	
NM 226	Hwy 478 to Stern	
NM 28	Apodaca to NM 373	
NM 28	NM 373 to NM 101	16780
NM 28	NM 359 to I-10	16781
NM 28	Calle de Parian to NM 359	
NM 28	Hwy 192 to Snow	
NM 28	Calle Del Sur to Calle de Parian	
NORTHRISE	Riconada to Sonoma Ranch	
NORTHRISE	Del Rey to Roadrunner	
PAJARO	NM 28 to Main	16610
Picacho	Alameda to Main	4140
Picacho	Main to Campo	16685
Picacho	Valley to Melendres	4126
PICACHO	Shalem Col. Tr to Roadrunner Lane	
PICACHO	I-10/US70 Interch to Picacho Hills D	
PICACHO	Melendres to Alameda	24387
Quail Run	Las Alturas to Shadow Run	16741
Quail Run	Shadow Run to Condor	16742
ROADRUNNER LN	Hadley to Picacho	
ROADRUNNER LN	Motel to Hadley	
Roadrunner Pkwy	Mission to Morningstar	
ROADRUNNER PKWY	Lohman to Golf Club	
SEDONA HILLS	Sonoma Ranch to Calle Abuelo	

SEDONA HILLS	Calle Abuelo to Mesa Grande	
SEVENTEENTH	Hadley to Picacho	18451
Seventeenth	Amador to Hadley	18450
SHALEM COLONY TR	Old Picacho to HWY 185 (Valley)	22913
SHALEM COLONY TR	US70 to Old Picacho	17617
SNOW	Apodaca to Union	20975
SNOW	University to NM 359	
Snow	NM 28 to Apodaca	8859
SOLANO	Hadley to Spruce	
SOLANO	Spruce to Mulberry	
Solano	Madrid to Main	11857
SOMONA SPRINGS	Golf Club to Sonoma Ranch	
SONOMA RANCH	Sonora Springs to Calle Jitas	
SONOMA RANCH	Dripping Springs to High School	
SPITZ	Suzanne to Jasmine	
Spitz	El Camino Real to Lenox	18190
Spitz	Three Crosses to El Camino Real	
SPRUCE	Solano to Walnut	
STERN	Salopek to San Francisco	
Stern	San Francisco to Union	16054
STERN	Broadmoor to Salopek	
STEWART	Espina to Locust	16341
STEWART	Locust to Payne	
Taylor	Northwind to Valley	16620
Tellbrook	Las Alturas to Ocotillo	17620
Telshor	Lohman to Spruce	18855
Telshor	Missouri to Idaho	18846
Terrace	University to Telshor	16687
THORPE	Strange to Doña Ana Rd	
UNION	Stewart to University	
Union	Main to Stern	11873
University	Espina to Solano	7298
US 70	Organ to San Augustine Pass	23786
VALLEY	Bridle Path to Thorpe	
VALLEY	Mayfield Lane to Swartz	
VALLEY	Taylor to Bridle Path	
VALLEY	Shalem Colony Tr to Harvey Farm	
Valley	Hadley to Picacho	
VALLEY	Main to Boutz	
WALNUT	Seldon to Spruce	
WALNUT	Idaho to Nevada	
WALNUT	Nevada to Lohman	
WATER (M)	Amador to Griggs	
WATER (M)	Griggs to Las Cruces	
WATER (M)	Las Cruces to Lucero	
WEISNER	US 70 to Lisa	18453
WYATT	Main to El Paseo	16506
Wyoming	Locust to Gladys	16376
LOHMAN	Walton to Telshor	
LOHMAN	Solano to Del Monte	
UNIVERSITY	Triviz to I-25 Bridge	16313
US 70	Del Rey to Roadrunner	
US 70	Brahman to NASA	
US 70	Weisner to Brahman	

## 2014 Cycle 2 Traffic Counts Archive List

Roadway	* TIM's (Transportation Information Management System) Number	From point	To point	Speed Limit	2014 NMDOT adjusted AADT	2014 MPO adjusted AADT
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\* Traffic summary statistics are to be reported by unique traffic sections, which have homogeneous traffic characteristics by unique intersection identification. Location identification for each report will be based on the NMDOT's Transportation Information Management System (TIMS). TIMS identification is based on Traffic Section ID which includes the route number, direction, cumulative mile point, link, and termini.

Amador	8684	Compress	Melendres	40	13,179	13,305
Amador	8694	Main	Campo	35		10,194
Amador	8669	Motel	Westgate	40	8,443	8,504
Amador	8682	Valley	Compress	40	12,424	12,517
Amador	8679	Westgate	17th Street	40	9,129	9,203
Bataan Memorial East		Dunn	Weisner	45		1,061
Bataan Memorial East		Porter	Dunn	45		1,723
Bataan Memorial East		Rinconada	Sonoma Ranch	35		1,780
Bataan Memorial West		Del Rey	Roadrunner	35		8,006
Calle Abuelo		Calle Jitas	Northrise	35		248
Cortez	16683	Morningside	Wilt	25	630	
Cortez	16682	Porter	Morningside	25	687	
Dona Ana Rd	16632	Taylor	Dona Ana Sch Rd	40	2,671	
Dona Ana Rd	16631	Lopez	Taylor	40	3,025	
Dona Ana School Rd	18111	Dona Ana Rd	El Camino Real	35	1,475	
Dunn	16714	Cortez	Bataan Mem East	35	760	
Engler		Del Rey	Elks	35		2,956
Engler	17927	Valley	Dona Ana	35	1,581	1,707
Foothills	18127	Telshor	Lohman	35	10,438	10,576
Golf Club		Roadrunner Pkwy	Mission	25		2,265
Hadley	16585	Motel	17th Street	35	2,875	
Hadley	16580	Roadrunner	Motel	25	122	
Hoagland	16555	Valley	Carlyle	35	6,838	
Hoagland	16556	Carlyle	Highland	25		6,748
Imperial Ridge	16396	Enchanted	End	25	104	
Imperial Ridge	16395	High	Enchanted	25	323	
Madrid		Anita	Triviz	25		2,555
Madrid	16553	Debra	Evelyn	25	2,809	

Main	4148	Madrid	Solano	35	20,674	19,492
Main	4140	Picacho	Chestnut	35	19,763	18,699
Majestic Ridge	16415	Telshor	Mormon	25	1,468	
Montana	16436	Locust	Gladys	25	1,055	
Motel		Picacho	Tashiro	35		6,403
Motel	18789	Roadrunner Ln	Picacho	40	10,477	10,355
NM 28	6290	Addington	Pajaro	45		
NM 28		Snow	Addington	45		2,334
Roadrunner Pkwy	16617	Golf Club	Mission	35	9,392	9,489
Roadrunner Pkwy	22944	Morningside	Northrise	35	10,693	10,774
Roadrunner Pkwy	16618	Northrise	Bataan Mem East	35	8,366	8,424
Sonoma Ranch		Bataan Memorial West	Las Colinas	30		8,632
Sonoma Ranch		Lohman	Sonora Springs	35		9,796
Sonoma Ranch		Northrise	Bataan Mem East	40		11,581
Taylor	16621	Valley	Dona Ana	35	2,136	
Taylor-Boyd	18859	El Camino Real	Elks	35	1,816	1,894
Thorpe	18782	Dona Ana Rd	Barela	35	5,036	4,810
Union	8862	NM 28	Main	35		2,276
Union	8860	Snow	NM 28	35	1,146	
Alameda	11903	Griggs	Las Cruces	30	7,045	7,208
Alameda	11904	Las Cruces	Picacho	30		6,519
Boutz	16446	El Paseo	Espina	35	13,761	
Boutz	16447	Espina	Solano	35	11,275	
Boutz	16444	Main	El Paseo	35	11,346	
Campo	16509	Arizona	Colorado	30	6,341	6,767
Campo	16514	Las Cruces	Hadley	30	4,032	5,676
Church	9223	Amador	Griggs	25		5,304
Church	9225	Griggs	Las Cruces	25		5,802
Montana	16434	Solano	Pecos	25	1,088	
Brahman	18259	El Centro	Luna Vista	35	455	
Mesa	16763	Bataan Memorial West	Peachtree Hills	30	555	532
Mesquite	16563	Juniper	Madrid	25	1,742	1,663
Mesquite	16557	Lohman	Amador	25	1,806	
Mesquite	16564	Madrid	Solano	25	1,163	1,106
Missouri	16386	Don Roser	Telshor	35	13,055	
Missouri	16382	Gladys	Triviz	35	16,080	
Porter	16738	Aldrich	Cortez	25	362	374
Porter	16740	Bataan Memorial West	Central	35	3,533	3,678

Porter	16743	Central	Peachtree Hills	35	1,050	1,089
Porter	16739	Cortez	Bataan Mem East	25	1,798	1,878
Telshor	18852	Mall	Foothills	35	23,228	23,434
Terrace	16688	Telshor	Don Roser	30	1,069	
Three Crosses	11908	Alameda	Spitz	35	8,856	
Hadley		Motel	17th Street	35	2,875	
Hadley		Roadrunner	Motel	25	122	
Amador	8694	Espina	Solano	35		8,691
Moongate	18259	Arroyo	El Centro	35		
Airport Frontage	16050	Crawford	Picacho	45		
Alameda	11903 2	Griggs	Las Cruces	30		7,967
Alameda	11903 3	Las Cruces	Picacho	30		8,052
Calle Abuelo		Calle Jitas	Northrise	35		218
Cholla	16055	Stern	Las Alturas	30		
Crawford	23156	North Frontage	Zia	45		276
Crawford	23158	Venture	Mountain Vista	45		881
Del Rey	22942	Engler	La Reina	35		4,875
Del Rey	31462	Settler's Pass	Engler	35		8,376
Dripping Springs	17587	Terrace	Sonoma Ranch	40		7,020
Emerald	18440	Bataan Memorial West	Jade	30		
Espina	16337	Amador	Las Cruces	25		
Espina	16338	Hadley	Virginia	25		200
Espina	16330	University	Farney	35		
Fairway	16385	Pomona	Enchanted	25		1,165
Farney	16349	Main	Hixon	25		
Idaho	16363	Main	El Paseo	35		
Idaho	22924	Mesquite	Espina	35		9,741
La Reina	18256	Del Rey	Sunland	35		2,746
Madrid	16429	Alameda	Main	35		
Madrid	16552	Desert	Debra	25		
Madrid	16427	Main	Solano	35		5,990
Main	9225	S. Roundabout	Picacho			2,120
NM 478	9185	Addington	Pajaro	55		7,179
NM 478	9181	Snow	Addington	55		6,194
Northrise		Sonoma Ranch	Calle Abuelo	35		2,787
Picacho	4126	Motel	17th Street	35		14,346
Picacho	4126	17th	Valley			
Picacho	25307	Picacho Hills	Shalem Colony Tr	45		10,289
Solano	11859	Griggs	Hadley	35		8,049

Solano	11857	Mulberry	Madrid	35		12,078
Telshor	18846	University	Missouri	35		11,515
Thorpe	25964 6	El Camino Real	Del Rey	35		4,953
Thorpe	25964 4	Valley Drive	Strange	35		1,879
Three Crosses	11906	Dalrymple	Alameda	35		5,411
Triviz	11920	Mulberry	San Acacio	35		7,793
Triviz	11916	Spruce	Mulberry	35		9,295
University	20773	I-25 Bridge	Telshor	35		
Griggs		Solano	Walnut	25		2,878
Locust	16361	Missouri	Montana	25		3,122
Solano		Boutz	Idaho	35		11,703
Solano		Griggs	Hadley	35		15,063
Solano	11866	Wofford	Boutz	35		
Solano		Wyoming	Wofford	35		7,294
Triviz		Hadley	Spruce	35		13,741
Triviz	11916	Idaho	Nevada	30		
Triviz	11915	Missouri	Idaho	30		
Triviz		University	Missouri	30		6,840
Walnut		Griggs	Hadley	30		5,950

Cycle Three- 2015

ROADWAY	SEGMENT	TIMS NUMBER
ADDINGTON	NM 28 to end	22948
ALAMEDA	Picacho to McClure	
ALAMEDA	El Molino to El Paseo	
ALAMEDA	Main to Lohman	11899
AMADOR	Melendres to Alameda	
AMADOR	Alameda to Main	8684
AMADOR	Main to Campo	
AMADOR	17th to Valley	
BATAAN MEMORIAL EAST	Roadrunner to Rinconada	
BATAAN MEMORIAL EAST	Mesa Grande to Porter	
BATAAN MEMORIAL EAST	Weisner to NASA	
BATAAN MEMORIAL WEST	Roadrunner to Rinconada	
BATAAN MEMORIAL WEST	Sonoma Ranch to Mesa Grande	
BOUTZ	Stern to Valley	16439
BOUTZ	Valley to Main	16443
BOWMAN	Conway to Capri	
BRAHMAN	Arroyo to El Centro	18258
CALLE ABUELO	Sonora Springs to Calle Jitas	
CALLE DEL SUR	Calle del Oeste to Calle Segunda	22939
CALLE DEL SUR	Snow to Calle del Oeste	16795
CALLE LAS LOMAS	Del Rey to La Reina	18235
CAMPO	Lohman to Amador	16511
CAMPO	El Paseo to Arizona	16507
CARVER	NM 28 to NM 478	16611
CHURCH (P)	Las Cruces to Lucero	
CORTEZ	Morningside to Wilt	16683
DEL REY	Mars to Settler's Pass	
DEL REY	Bataan Memorial West to Mars	
DEL REY	La Reina to Thorpe	22943
DON ROSER	University to Terrace	
DONA ANA	Carlton to Engler	
DONA ANA	Dalrymple to Carlton	
EL CAMINO REAL	San Ysidro to Taylor	16768



EL CAMINO REAL	Elks to Thorpe	
EL CAMINO REAL	Armstrong to San Ysidro	16767
EL PASEO	Wyatt/Campo to Main	11897
EL PASEO	Idaho to Wyatt/Campo	20927
EL PASEO	University to Boutz	
ELKS	Taylor to Doña Ana Sch Rd	19355
EL PASEO	Boutz to Idaho	11889
ENGLER	Valley to Doña Ana	
ENGLER	Elks to Del Rey	
ESPINA	Boutz to Idaho	16332
ESPINA	Farney to Boutz	16331
ESPINA	Las Cruces to Hadley	16338
ESPINA	Lohman to Amador	16335
ESPINA	Idaho to Lohman	
FAIRACRES	Picacho(US70) to Aries	
FAIRWAY	Telshor to Imperial Ridge	16380
FORT SELDON	Tel High to I 25	
GLASS RD	Paisano to Hwy 292	
GRIGGS	Alameda to Water	16538
GRIGGS	Water to Church	16539
HADLEY	17th to Valley	16588
HADLEY	Church to Mesquite	
HADLEY	Hermosa to Walnut	16607
HADLEY	Solano to Hermosa	16606
HADLEY	Mesquite to Espina	16604
HANGER LAKE	Bataan Memorial West to Englehardt	18246
HILLRISE	Curnutt to Executive Hills	16391
IDAHO	Idaho/Walnut Intrscn. to Triviz	
IDAHO	Locust to Lee's	16368
IDAHO	El Paseo to Mesquite	
IDAHO	Lee's to Idaho/Walnut Intersecti	16369
IDAHO	Espina to Solano	16367
IDAHO	Solano to Locust	
IMPERIAL RIDGE	Fairway to High	16394
JORNADA	Engler to Peachtree Hills	
LAS ALTURAS	Cholla to Mission Bell	
LOCUST	Wyoming to Missouri	16360
LOCUST	Montana to Idaho	16362
LOCUST	University to Wyoming	16359
LOHMAN	Walnut to Walton	
LOHMAN	Alameda to Main	
LOHMAN	Del Monte to Walnut	25938
LOPEZ	Valley to Doña Ana Rd	
MADRID	Evelyn to Anita	16553
MAIN	Watson to Union	9197
MAIN	Conway to University	
MAIN	Idaho to Wyatt	
MAIN	Wyatt to El Paseo	
MAIN	Carver to Watson	9193
MAIN	Union to Conway	
MAIN	Temple to Elks	
MAIN	Camino Del Rex to Lenox/Temple	4152
MAJESTIC RIDGE	Mormon to Arrowhead	16416
MALL	Idaho to Telshor	16421
MARS	Del Rey to Venus	16567
MCCLURE	Highland to Alameda	16709
MELENDRES	Amador to Organ	16533
MELENDRES	El Molino to Amador	16532
MESA GRANDE	Bataan Memorial West to Engler	
MESA GRANDE	Engler to Peachtree Hills	
MESQUITE	Utah to Colorado	
MESQUITE	Las Cruces to Hadley	16560
MESQUITE	Amador to Griggs	16558
MESQUITE	Colorado to Lohman	16549
MISSOURI	Telshor to Echo Lane	16404
MISSOURI	Locust to Gladys	16381
MOTEL	I-10 to Amador	8420

MOTEL	Glass (C-270) to I-10	8411
MULBERRY	Solano to Calle Sosa	17586
MULBERRY	Calle Sosa to Evelyn	17590
NASA	Bataan Memorial West to Rincon	18963
NM 226	Hwy 28 to Hwy 478	
NM 228	Hwy 478 to Stern	
Avenida De Mesilla	I-10 to Valley	18617
NM 28	Afton to Hwy 189	
NM 28	Harlackner to Hwy 192	6290
Avenida De Mesilla	Valley to Main	6302
NM 28	Pajaro to Apodaca	
NM 478	Hwy 189 to Hwy 192	
NM 478	Hwy 192 to Snow	
NM 478	Berino to Hwy 189	9177
PEACHTREE HILLS	Porter to Holman	
PICACHO HILLS	Puertas de Esperanzas to Picacho	18964
PORTER	Bataan Memorial West to Central	
PORTER	Central to Peachtree Hills	
RINCONADA	Sonoma Ranch to Bataan Memorial East	
RINCONADA	Bataan Memorial West to Settlers Pass	
ROADRUNNER LN	Picacho to Burke	7592
SNOW	Union to University	9940
SNOW	NM 359 to Glass	
SOLANO	Lohman to Amador	
SOLANO	Idaho to Lohman	
SOLANO	University to Wyoming	11870
SOLANO	Amador to Griggs	
SONOMA RANCH	Calle Jitas to Northrise	
SONOMA RANCH	Roadrunner Parkway to Lohman	
SONORA SPRINGS	Sonoma Ranch to Calle Abuelo	
SOUTHWIND	Myles to Burke	17619
SPITZ	Lenox to Suzanne	18191
SPRUCE	Campo to Mesquite	16685
SPRUCE	Walnut to Triviz	
SPRUCE	Mesquite to Solano	16686
STEWART	Payne to Triviz	16342
STEWART	El Paseo to Espina	16340
SUNLAND	La Reina to Creek	18462
TASHIRO	Motel to Valley	
TAYLOR	Doña Ana to El Camino Real	18859
TELISHOR	Spruce to Commerce	
TELISHOR	Commerce to Del Rey	
THORPE	Barela to El Camino Real	
THREE CROSSES	Spitz to Main	18955
TRIVIZ	San Acacio to Main	11921
TRIVIZ	Entrada del Sol to Griggs	
TRIVIZ	Nevada to Entrada del Sol	11917
TRIVIZ	Griggs to Hadley	
UNIVERSITY	Solano to Locust	20771
UNIVERSITY	Bowman to Main	20764
UNIVERSITY	Telshor to Dripping Springs	
UNIVERSITY	Main to Valley	20765
US 70	Holman/Dunn to Weisner	
US 70	Roadrunner to Rinconada	
US 70	Sonoma Ranch to Mesa Grande	
US 70	NASA to Organ	
VALLEY	McClure to Hoagland	20966
VALLEY	Thorpe to Shalem Colony Tr	
VALLEY	Hoagland to Mayfield Lane	20966
VALLEY	Picacho to McClure	18788
VALLEY	University to Main	7812
VALLEY	Engler to Lopez	
VALLEY	Swartz to Engler	
WALNUT	Lohman to Griggs	16371
WALNUT	Hadley to Seldon	
WEISNER	Lisa to Arroyo	18454
WILT	Aldrich to Cortez	16745

WYOMING	Solano to Locust	16377
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## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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

### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING OF May 11, 2016**

**AGENDA ITEM:**

7.1 Presentation on the West Mesa Study Area

**DISCUSSION:**

Molzen-Corbin Staff will give a presentation on the West Mesa Study Area.

# West Mesa Corridor Study

## Phase IB

### CN:1100820

Mesilla Valley Planning Organization  
Policy Committee Meeting

May 11, 2016

# AGENDA

- Introductions
- Scope of Work
- Location Study Process
- Phase A Study Recommended Alignment Alternatives
- Traffic Modeling
- Phase B Study Elements
- Schedule

# BORDER REGION GROWTH

- Las Cruces Industrial Park
- Santa Teresa Industrial Park
- Union Pacific Rail Yard
- Over 50 New Businesses
- Recently Expanded Port of Entry
- Trade Zone Policies
- Manufacturing facilities in Mexico
- San Jerónimo
- Santa Teresa International Rail Study



# INTRODUCTION

- Santa Teresa Border Crossing growth
- Time Savings-financial savings
- Economic link for the region
- Project Limits
- Task-Corridor Study



# PROJECT TEAM

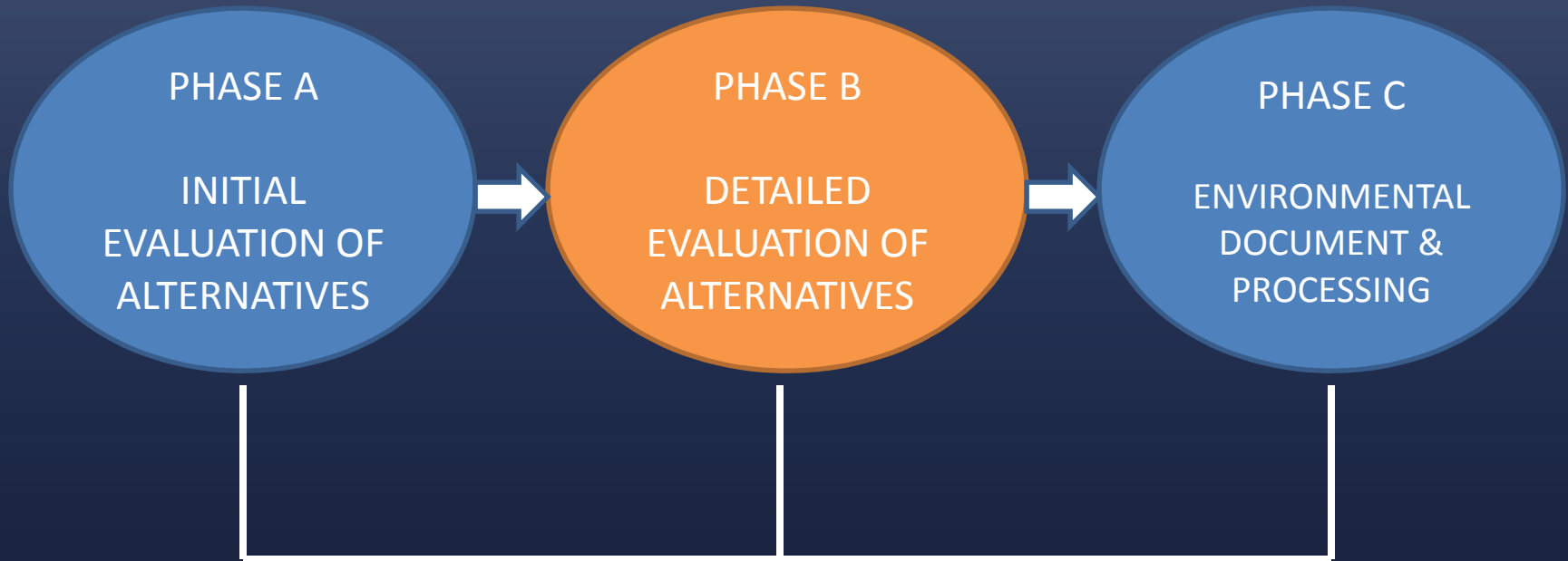
## NMDOT Team



## Consultant Team



# CORRIDOR STUDY PROCESS



PUBLIC INVOLVEMENT

# PURPOSE & NEED

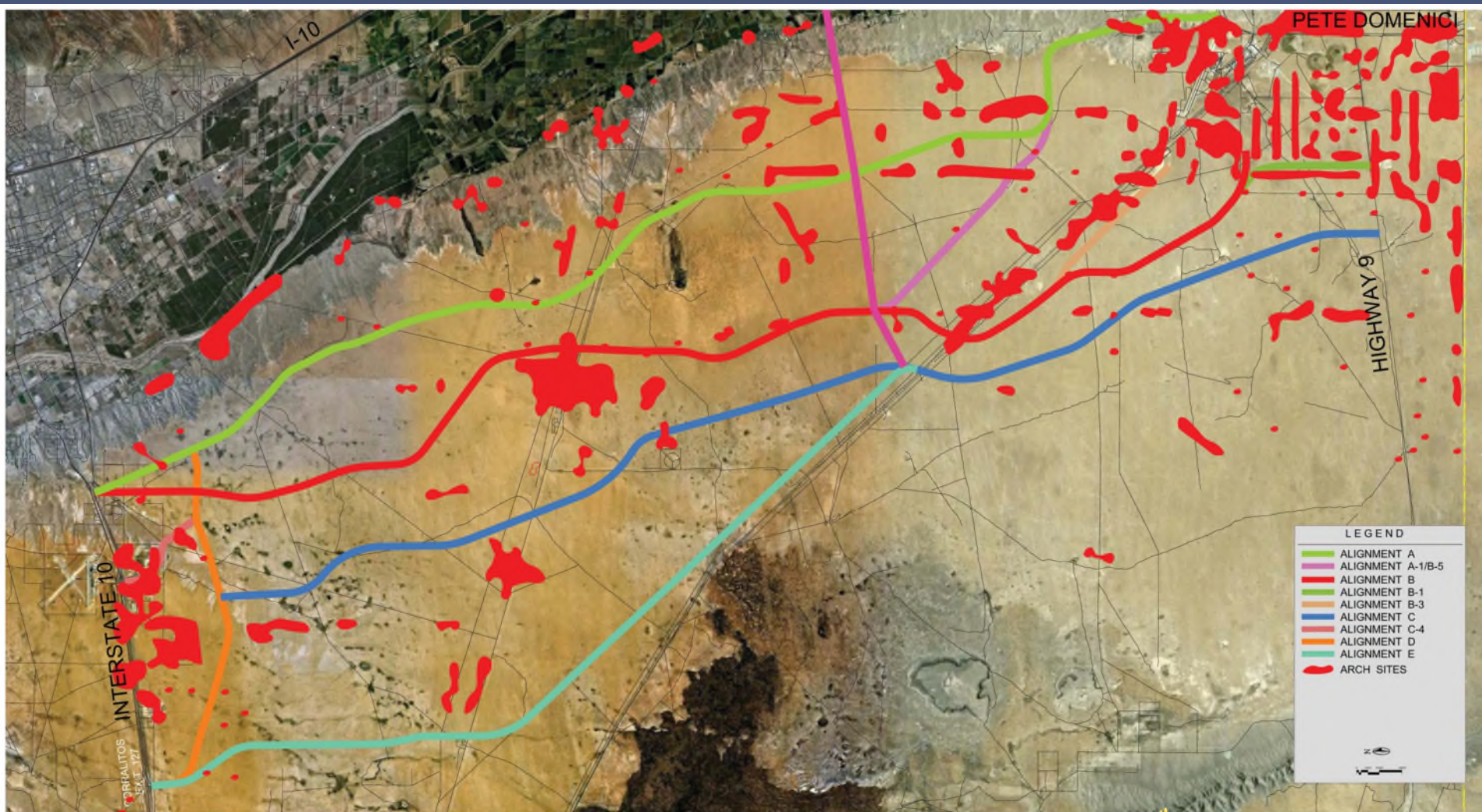
- System Connectivity
- Physical Deficiencies
- Travel Demand and Congestion
- Safety
- Access & Mobility
- Economic Development
- Legislative Mandate

# PURPOSE & NEED STATEMENT

*The purpose of the proposed West Mesa Corridor is to provide a high speed access controlled roadway to provide access to the Santa Teresa border area from I-10 West of Las Cruces to accommodate for growth of the Santa Teresa border region and reduce traffic congestion on the existing roadway facilities.*

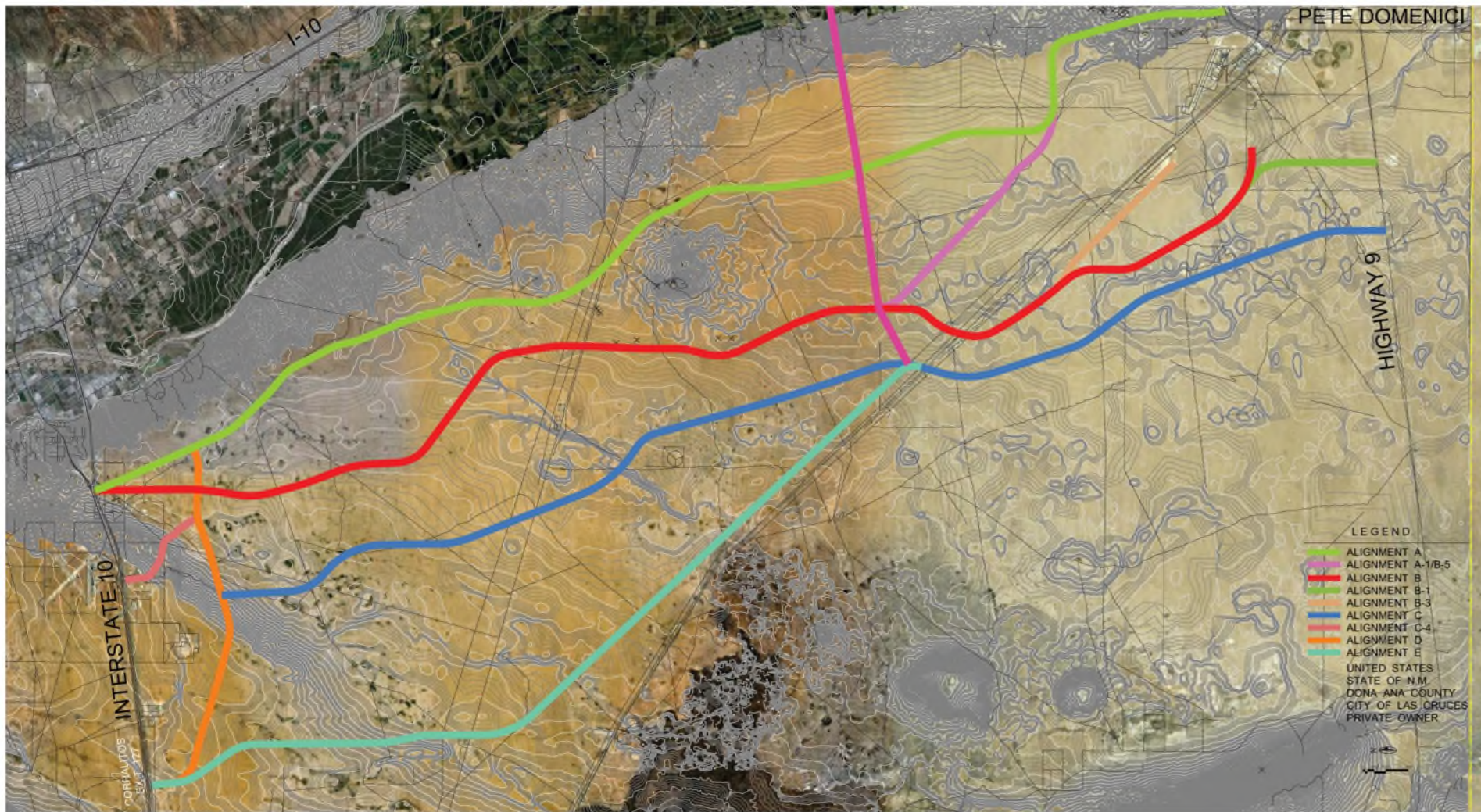


# ARCHEOLOGICAL SITES



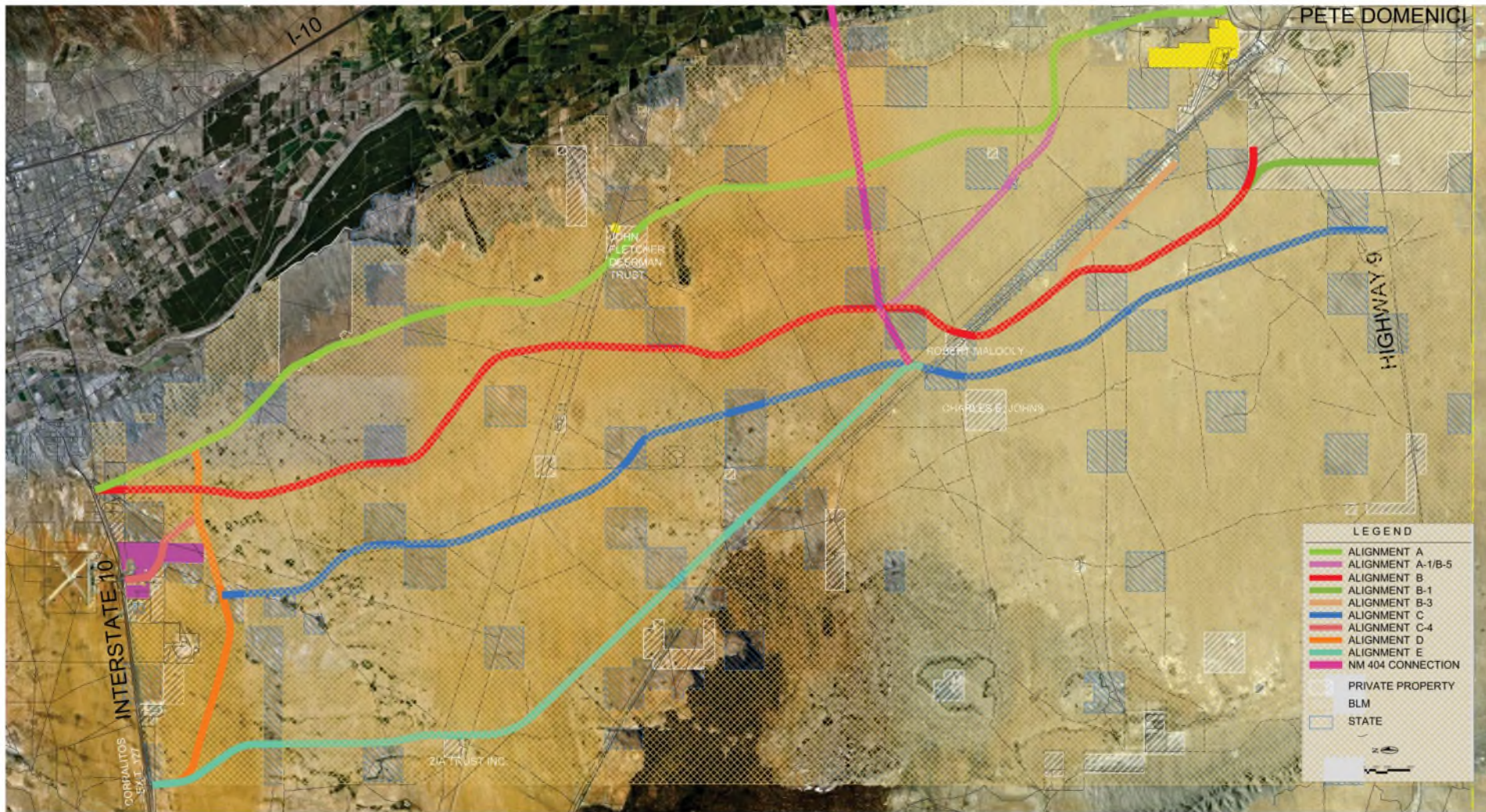


# TOPOGRAPHY



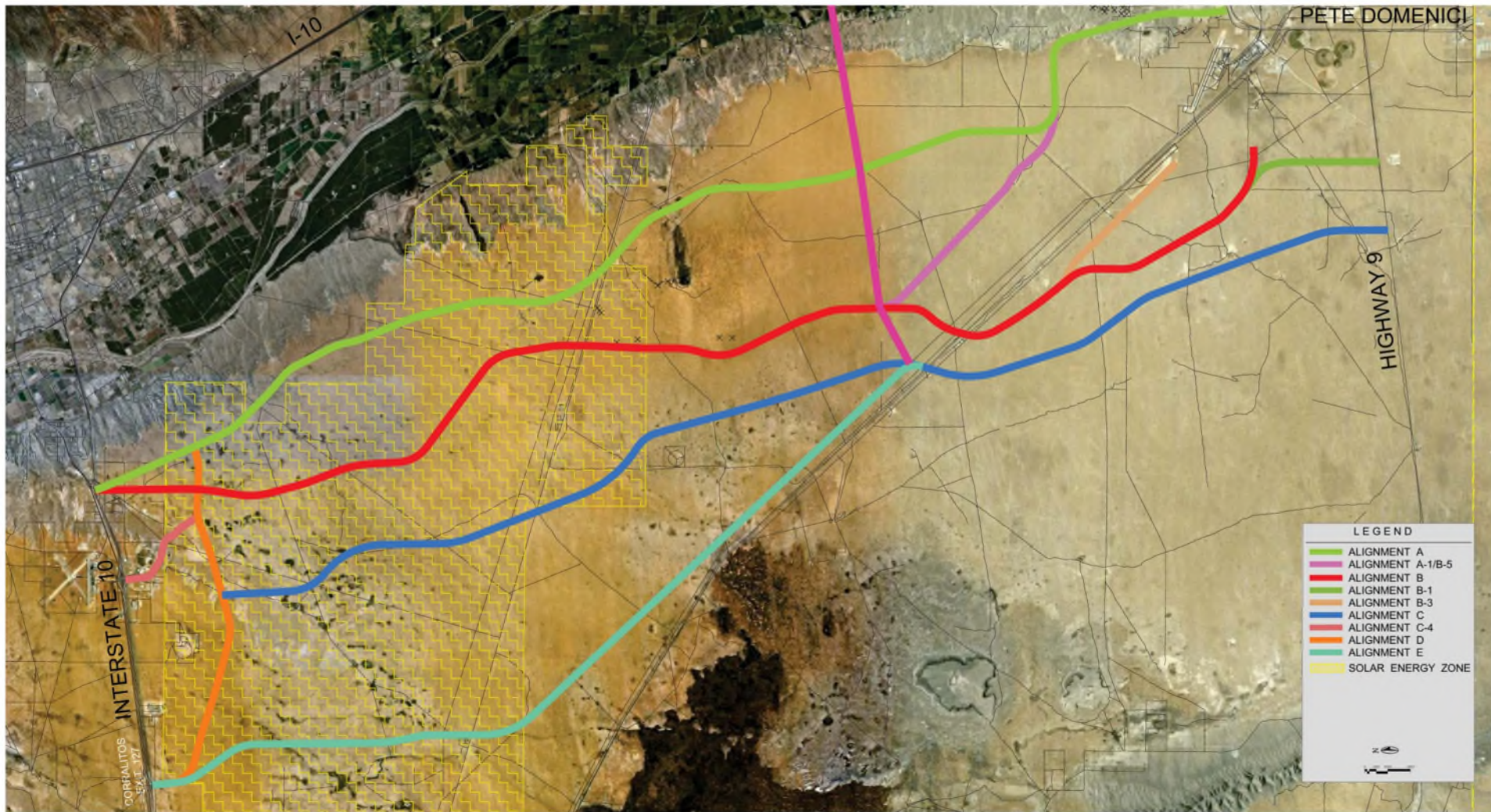


# LAND OWNERSHIP





# SOLAR ZONE



# TRAFFIC MODELING

- VISUM by PTV America
- NM Statewide Travel Demand Model
  - Incorporated MVMPO and El Paso MPO data
  - USDOT Freight Analysis Framework
  - Union Pacific Rail Yard
  - Border Crossing Projections
- Traffic Modeled for 2010 and 2040

# TRAFFIC MODEL RESULTS

- 2040 LOS D/E
- Improves traffic for regional and interstate trucks rather than local travel

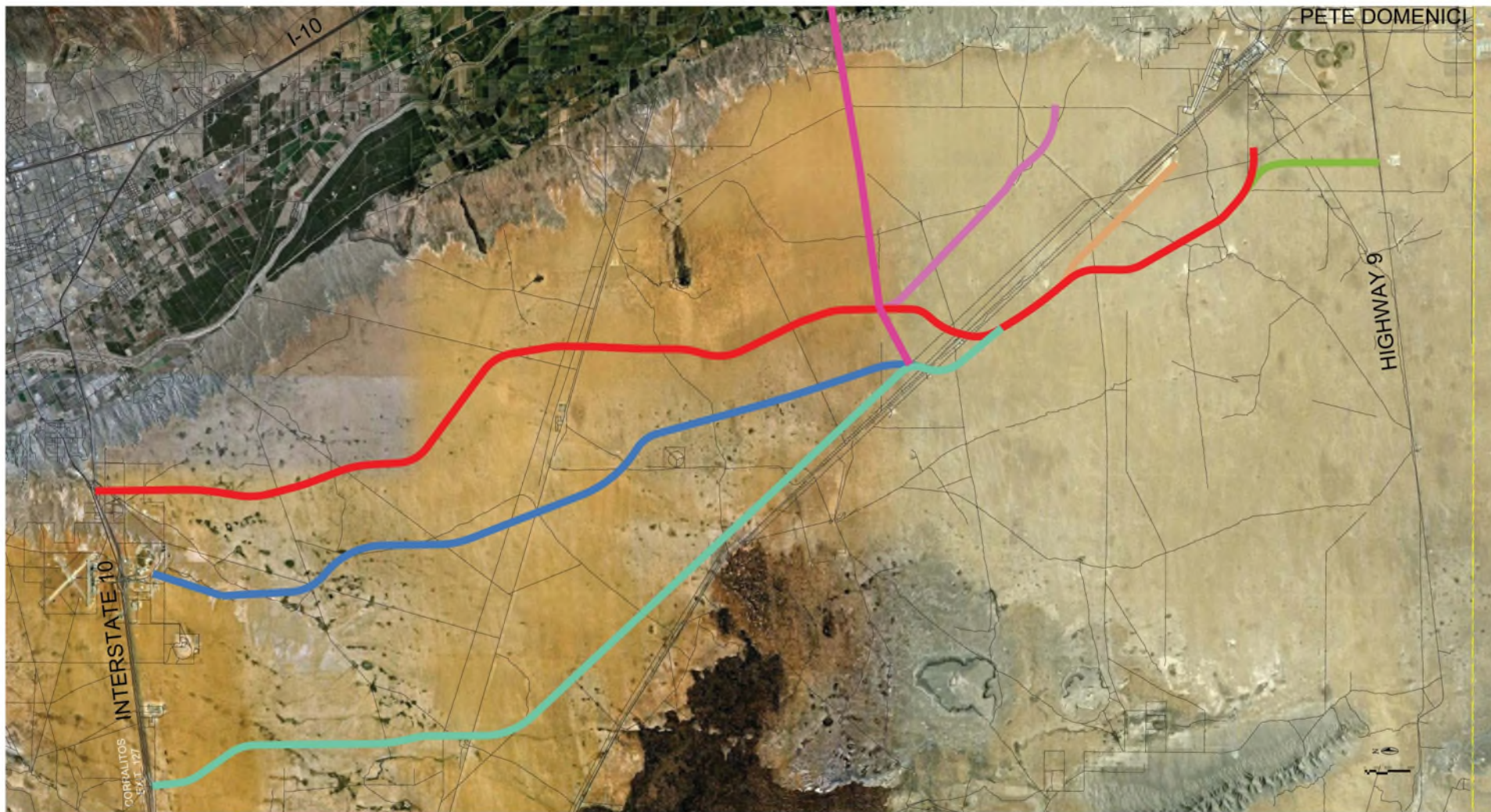
Average Weekday Traffic (AWDT) Modeling Results					
Alternative	Interchange Connection	Cars	Trucks	%Trucks	Total
B	Jackrabbit Interchange I-10 Exit 135	5,810	790	12%	6,600
C	Airport Interchange I-10 Exit 132	5,530	860	13%	6,390
E	Corralitos Road Interchange I-10 Exit 127	6,670	6,110	48%	12,780
NM 404 Connection	Anthony Interchange I-10 and NM 404	3,670	590	14%	4,260

# ALTERNATIVES RECOMMENDED FOR FURTHER EVALUATION

- NO BUILD
- ALTERNATIVE B
- ALTERNATIVE C
- ALTERNATIVE E
- NM 404 CONNECTION



# PHASE A RECOMMENDATIONS



# CONCLUSIONS OF STUDY

- Traffic Model shows need for West Mesa Corridor
- Cost is estimated at \$85,000,000 to \$100,000,000
- Environmental sensitivity of corridor would be moderate to intense
- Western connections to I-10 are best
- Benefits of NM 404 connection are marginal

# PHASE B ELEMENTS

- Update Alternates due to BNSF
- New Drawings for Alignment Alternatives
- New Cost Estimates for Alternates
- Environmental Study
- Traffic Modeling
- Preliminary Drainage Study
- Evaluation Criteria-Cost/Benefit
- 3P Considerations

# SCHEDULE

- Stakeholder Meeting – June 2016
- Draft Phase B Report – November 2016
- Public Meeting – November 2016
- Final Phase B Report – January 2017
- All Remaining Phases – To Be Determined



# Questions?



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## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING OF May 11, 2016**

**AGENDA ITEM:**

7.2 Committee Training

**DISCUSSION:**

MPO Staff will give a presentation on the Mesilla Valley MPO Committee structure and on the roles of the three committees.