



# METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

P.O. BOX 20000 | LAS CRUCES NM | 88004

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

<http://MesillaValleyMPO.org>

## MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE AGENDA

The following is the Agenda for a meeting of the Policy Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) to be held **August 10, 2016 at 1:00 p.m.** in the **Las Cruces City Council Chambers**, 700 N. Main, Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://MesillaValleyMPO.org).

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1. **CALL TO ORDER** \_\_\_\_\_ **Chair**
2. **CONFLICT OF INTEREST INQUIRY:** 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. \_\_\_\_\_ **Chair**
3. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
4. **CONSENT AGENDA\*** \_\_\_\_\_ **Chair**
5. **\* APPROVAL OF MINUTES** \_\_\_\_\_
  - 5.1. \*April 13, 2016 \_\_\_\_\_ **Chair**
6. **ACTION ITEMS** \_\_\_\_\_
  - 6.1. \*Resolution 16-08: A Resolution Amending the Federal Fiscal Year 2017 and 2018 Unified Planning Work Program (UPWP) \_\_\_\_\_ **MPO Staff**
  - 6.2. \*Resolution 16-09: A Resolution Amending the 2016-2021 Transportation Improvement Program \_\_\_\_\_ **MPO Staff**
  - 6.3. Resolution 16-07: A Resolution Amending the 2015 Metropolitan Transportation Plan (Transport 2040) \_\_\_\_\_ **MPO Staff**
7. **DISCUSSION ITEMS** \_\_\_\_\_
  - 7.1. Committee Training \_\_\_\_\_ **MPO Staff**
8. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_ **Chair**
9. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
10. **ADJOURNMENT** \_\_\_\_\_ **Chair**

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 June 8, 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:**     Carlos Arzabal (Town of Mesilla)  
10                               Mayor Nora Barraza (Town of Mesilla) (arrived 1:10)  
11                               Commissioner Leticia Benavidez (DAC)  
12                               Trent Doolittle (NMDOT)  
13                               Commissioner Billy Garrett (DAC) (departed 2:24)  
14                               Councilor Jack Eakman (CLC)  
15                               Trustee Linda Flores (Town of Mesilla)  
16                               Councilor Gill Sorg (CLC)  
17                               Councilor Olga Pedroza (CLC)  
18

19   **MEMBERS ABSENT:**     Commissioner Wayne Hancock (DAC)  
20

21   **STAFF PRESENT:**       Tom Murphy (MPO staff)  
22                               Andrew Wray (MPO staff)  
23                               Michael McAdams (MPO staff)  
24                               Zach Taraschi (MPO staff)  
25

26   **OTHERS PRESENT:**     Becky Baum, RC Creations, LLC, Recording Secretary  
27

28   **1.     CALL TO ORDER (1:04 p.m.)**  
29

30   Sorg:             Okay I'm calling the meeting to the Mesilla Valley Metropolitan Planning  
31                       Organization.  
32

33   **2.     CONFLICT OF INTEREST INQUIRY**  
34

35   Sorg:             First item on the agenda is Conflict of Interest inquiry. Is there any  
36                       Member of the Committee or staff that has a conflict of in, interest on any  
37                       of the items in the agenda?  
38

39   Pedroza:         No.  
40

41   Doolittle:       No.  
42

43   Benavidez:       No.  
44

45   Barraza:         No.  
46

1 Garrett: No.

2  
3 Eakman: No.

4  
5 Flores: No.

6  
7 **3. PUBLIC COMMENT**

8  
9 Sorg: Okay. Is there, the next item is Public Comment. Is there any member of  
10 the public who would like to speak to the Committee? Seeing none.

11  
12 **4. CONSENT AGENDA \***

13  
14 Sorg: We'll go straight to the Consent Agenda. Is there a motion?

15  
16 Eakman: So moved.

17  
18 Pedroza: Second.

19  
20 Sorg: Moved by Councilor Eakman and second by Councilor Pedroza to  
21 approve the consent agenda. Mr. Murphy take a vote.

22  
23 Murphy: Okay. Mr. Doolittle.

24  
25 Doolittle: Yes.

26  
27 Murphy: Trustee Arzabal.

28  
29 Arzabal: Yes.

30  
31 Murphy: Trustee Flores.

32  
33 Flores: Yes.

34  
35 Murphy: Councilor Eakman.

36  
37 Eakman: Yes.

38  
39 Murphy: Councilor Pedroza.

40  
41 Pedroza: Yes.

42  
43 Murphy: Commissioner Benavidez.

44  
45 Benavidez: Yes.

1 Murphy: Commissioner Garrett.

2  
3 Garrett: Yes.

4  
5 Murphy: And Councilor Sorg.

6  
7 Sorg: Yes.

8  
9 MOTION PASSES UNANIMOUSLY.

10  
11 **5. \* APPROVAL OF MINUTES**

12  
13 **5.1 \* May 11, 2016**

14  
15 - VOTED ON VIA THE CONSENT AGENDA

16  
17 **6. ACTION ITEMS**

18  
19 **6.1 Resolution 16-06: A Resolution Adopting the Federal Fiscal Year**  
20 **2017 and 2018 Unified Planning Work Program (UPWP)**

21  
22 Sorg: Okay the first item is an action item, Resolution 16-06: Resolution  
23 Adopting the Federal Fiscal Year 2017 and 2018 Unified Planning Work  
24 Program. And I believe we all have copies here. Would Mr. Murphy like  
25 to explain?

26  
27 Murphy: Yes. Thank you Mr. Chair. Staff passed out updated copies that should  
28 be in, in front of you. This is for adoption of the Unified Planning Work  
29 Program for Federal Fiscal Year 2017 and Federal Fiscal Year 2018.  
30 We've had this here several times as a discussion item. To some, we've  
31 made some minor typographical changes that were found in the  
32 document. We had (*inaudible*) references to MAP-21, changed those to  
33 the FAST Act. Substantively a change we made, and I guess direct you to  
34 page 20, 25 of the new handout, we in discussions with, with Ms. Herrera  
35 at the NMDOT we're advancing the A, A Mountain Study Area from  
36 Federal Fiscal Year 2018 to Federal Fiscal Year 2017 so those were the  
37 other changes that were made in the document since you last saw it. Staff  
38 is asking for you to approve the Resolution adopting this so that we may  
39 submit it to the DOT and the Federal agencies within their, within their  
40 adopted timeline.

41  
42 Baum: You're not on the microphone sir.

43  
44 Sorg: Sorry. Comments or questions by the Committee? Mr. Doolittle.

1 Doolittle: Thank you Mr. Chair. Last month the Department did have a few  
2 comments and as, as Mr. Murphy mentioned we did review it and I just  
3 wanted to, to share my appreciation for addressing those comments. I  
4 think everything that we had as a department has been addressed.  
5  
6 Sorg: Thank you. Any others? Commissioner Garrett.  
7  
8 Garrett: Mr. Chair. Thank you very much. One of the things that we have talked  
9 a, a good deal about has to do with coordination with the El Paso MPO. Is  
10 that in here?  
11  
12 Murphy: Mr. Chair, Commissioner Garrett. Yes it is. It comes under, let me find  
13 the, find the page and I can't remember if we specifically call them out but  
14 there is a work item for State and Federal Coordination that's on page 13:  
15 Staff will promote coordination among the Mesilla Valley MPO, other state  
16 MPOs, the state and federal transportation agencies. And this, this is the,  
17 the subarea which we report you know the, the spending that we have to  
18 do to go attend their meetings, to go attend the quarterly coordination  
19 meetings with the other MPOs. So El Paso is within that. We, you know  
20 as you know we have the Memorandum of Understanding with them that,  
21 that we, we maintain on the website and Mr. Medina and I periodically  
22 discuss issues by telephone and sometimes in person.  
23  
24 Garrett: Okay. And that would also include the RPO, right?  
25  
26 Murphy: Yes. Not as much with the RPO but RPOs would be covered under this  
27 item. We do, we do have pretty consistent communication with Mr. Armijo  
28 and Ms. Real.  
29  
30 Garrett: Thank you. I just, I'd like to just underscore that from the perspective of  
31 the County we need to be looking at the county as a whole. In order to do  
32 that it makes sense that you're our logical extension in terms of some  
33 degree of coordination on some of those issues. Thank you.  
34  
35 Sorg: Thank you Commissioner Garrett. Any other comments or questions?  
36 Seeing none, Mr. Murphy take a vote.  
37  
38 Murphy: Okay. Mr. Doolittle.  
39  
40 Doolittle: Yes.  
41  
42 Murphy: Trustee Arzabal.  
43  
44 Arzabal: Yes.  
45  
46 Murphy: Trustee Flores.

1  
2 Flores: Yes.  
3  
4 Murphy: Councilor Eakman.  
5  
6 Eakman: Yes.  
7  
8 Baum: You don't have a motion and a second.  
9  
10 Murphy: Oh.  
11  
12 Sorg: Did we?  
13  
14 Eakman: I would, I would move that we approve.  
15  
16 Doolittle: I'll second.  
17  
18 Sorg: Okay. Moved and approved by Commissioner Eakman and Mr. Doolittle.  
19 Moved and second, I mean.  
20  
21 Murphy: Mr. Doolittle.  
22  
23 Doolittle: Yes.  
24  
25 Murphy: Trustee Arzabal.  
26  
27 Arzabal: Yes.  
28  
29 Murphy: Trustee Flores.  
30  
31 Flores: Yes.  
32  
33 Murphy: Councilor Eakman.  
34  
35 Eakman: Yes.  
36  
37 Murphy: Councilor Pedroza.  
38  
39 Pedroza: Yes.  
40  
41 Murphy: Commissioner Benavidez.  
42  
43 Benavidez: Yes.  
44  
45 Murphy: Commissioner Garrett.  
46

1 Garrett: Yes.

2  
3 Murphy: And Chair.

4  
5 Sorg: Yes.

6  
7 MOTION PASSES UNANIMOUSLY.

8  
9 **6.2 Resolution 16-07: A Resolution Amending the 2015 Metropolitan**  
10 **Transportation Plan (Transport 2040)**

11  
12 Sorg: Okay. Next item on the agenda is Resolution 16-07: A Resolution  
13 Amending the 2015 Metropolitan Planning, Transportation Plan. Is there a  
14 motion to approve?

15  
16 Arzabal: So moved.

17  
18 Flores: Second.

19  
20 Sorg: Moved and approved. Is there a discussion?

21  
22 Wray: Yes Mr. Chair. I do have a presentation on this item. As the Committee is  
23 aware, this year MPO staff has been working, engaged in extended  
24 process working on trying to complete the multi-use loop trail around  
25 effectively the, the urbanized area of the City of Las Cruces. Just to give a  
26 little bit of brief background since we do have a, a couple new members  
27 on the Committee since this process started. Currently the trail is three-  
28 fourths complete with the La Llorona Trail, the Outfall Channel, and the  
29 Triviz Trail comprising three, three of the legs. The La Llorona Trail has  
30 recently been completed. There is a TIP project already in the TIP that  
31 NMDOT is going to reconfigure the University interchange to put Triviz  
32 underneath it and as part of that the Triviz trail is going to be extended  
33 down south into, closer to the body of NMSU. As a result of this MPO  
34 staff and the BPAC thought the time was right that needed to move  
35 forward with trying to designate that southern loop, or excuse me southern  
36 leg of the loop. That particular leg has historically been a, a little bit  
37 difficult because there's really no obvious alignment to utilize. Each one of  
38 the alignments available have their problems. So we have been engaged  
39 in an intensive stakeholder process throughout the first half of this year.  
40 We've had a lot of good meetings with, with all of the relevant jurisdictions.  
41 We've gotten a lot of really good feedback, a lot of good conversations.  
42 And as a result we have four options to present to you this afternoon.

43 Staff will be asking the Committee to pick one of those as the  
44 southern leg of the trail. I do want to state at this time that this does not in  
45 any way preclude at any point in the future any further work happening on  
46 any of the other potential routes or, or alignments that are in the area.

1 This particular process is specifically to designate what will be the official  
2 southern leg of the multi-use loop trail. This will be an amendment to the  
3 Metropolitan Transportation Plan. We'll be amending the Trail Plan which  
4 is one of the maps within the MTP and so this does constitute as an  
5 amendment.

6 This particular map shows all four of the options on one slide. This  
7 is just kind of a, a general overview. I won't go into detail about the  
8 specifics of each route on this slide. I'll do that in the, the, the discussion  
9 about each individual route but I do just want to highlight here that we do  
10 have two options, one of them utilizing NM-28 and one of them utilizing  
11 the Mesilla lateral. The original understanding of MPO staff was that we  
12 were not going to be able to utilize the Mesilla lateral because that  
13 requires a, an agreement between the Town of Mesilla and EBID. We  
14 subsequently were given to understand that that agreement is still on the  
15 table so we added those two, those two options back. I do want to make a  
16 caveat though that at the time that we presented this to the BPAC and to  
17 the Technical Advisory Committees we were operating under the previous  
18 understanding that the laterals were not on the table. So what the BPAC  
19 and the TAC reviewed is going to be what I'm going to be referring to as  
20 Options A and Options B.

21 Moving on specifically to the options, Option A is primarily going to  
22 follow University Avenue utilizing NM-28. Option B will primarily utilize  
23 Union Avenue utilizing NM-28. Option C is University Avenue utilizing the  
24 Mesilla lateral and Option D is following Union and utilizing the Mesilla  
25 lateral. In a little bit of a, a, a sidebar here the map that you see before  
26 you, and I don't want to steal Mr. Taraschi's thunder too much because  
27 he's going to be giving a more in-depth presentation about this data later  
28 on but just as a little bit of an overview right now what you're, the map that  
29 you're looking at here is from an organization called Strava which is a  
30 pedestrian and bicycling app that pedestrians and cyclists utilize to track  
31 their, to track their activities. And what this, what is represented here I  
32 want to say is activities. This is not necessarily individual, individual  
33 actions. This is activities by an individual or a group of individuals. What  
34 this map represents is right now through the years that the data was  
35 collected, I'll go into a little bit more detail on subsequent slides but  
36 University was utilized a, a bit less than Union Avenue as the, the, the  
37 network out there is currently configured. I do want to throw out the  
38 caveat right now that utilize, utilization of Strava data is not universally  
39 accepted in the planning community right now. There are definite  
40 shortfalls with the nature of the data but the use of it for, for informational  
41 purposes I'd, I'd state with a fair degree of confidence is something that's,  
42 that's gaining wider acceptance out in the field.

43 Moving into, does Councilor Pedroza wish to, have a question at  
44 this time or ...

45  
46 Sorg: If it's okay ...



1  
2 Wray: Certainly.  
3  
4 Sorg: You Mr. Wray.  
5  
6 Wray: Certainly.  
7  
8 Sorg: Commissioner Pedroza.  
9  
10 Pedroza: Thank you. What's the problem with the plan, is it inaccurate or is it just  
11 new or, or ...  
12  
13 Wray: It, it's, Mr. Chair, Councilor Pedroza. It's self-selecting data. Basically  
14 people have to download and, and sign up for the app in order to be able  
15 to use it. So it would be inaccurate to say that it captures the entire  
16 universe of potential users. It's, it's a self-selected pool of ...  
17  
18 Pedroza: I see.  
19  
20 Wray: Of participants and that is its biggest drawback. It, and it, from some  
21 perspectives it is, it is a significant drawback but staff feels that it is at  
22 least informative and, and worth taking the, the data that we have into  
23 consideration especially considering the fact that, that bicycle and  
24 pedestrian counts are very difficult to obtain. The, there, there's still  
25 systemic challenges in doing so, so we're, we're trying to encompass as  
26 much data in our work as possible.  
27  
28 Pedroza: Do we have any alternative count?  
29  
30 Wray: Not along these particular facilities.  
31  
32 Pedroza: No. Okay.  
33  
34 Wray: We, did we do any counts along Union? Have we done any bike and ped  
35 counts along Union?  
36  
37 Pedroza: No.  
38  
39 Wray: We do not have ...  
40  
41 Pedroza: Okay.  
42  
43 Wray: Any alternative ...  
44  
45 Pedroza: All right.  
46

1 Wray: Data at this time.

2  
3 Pedroza: Thank you very much.

4  
5 Wray: Anyway, Mr. Chair. Returning back to the discussion of Option A, all of  
6 the alignments we'll follow, that we have proposed begin at the end of the  
7 La Llorona Trail at this point and connect along to, along Calle del Norte.  
8 Option A proceeds down along NM-28 and then along University Avenue,  
9 across the, the Main Street, I-10, inter, or overpass, and then crosses  
10 along NMSU along this particular alignment. I'll, I'll pause and state at this  
11 point that staff has been in talks with NMSU and it's our belief that NMSU  
12 is going to be submitting a TAP proposal this year for the portion that is on  
13 the NMSU campus and this is the alignment that they have stated that  
14 they prefer. So this particular alignment will be the same across all four of  
15 the options. Just some, some basic facts and figures regarding University  
16 Avenue. You can see the, the vehicular traffic from 2015 when it was  
17 counted. The Strava data again I've kind of gone over that data but the,  
18 the data was specifically taken from November of 2015 to March of this  
19 year is the, the numbers that you see in front of you there.

20 The advantages to selection of Option A is the, the MPO recently  
21 completed a study corridor that's, would support the use, the multi-use trail  
22 along this particular corridor. It, the corridor is close to the core of the  
23 Town of Mesilla and would directly connect Town of Mesilla to NMSU.  
24 There are substantial economic development benefits to the selection of  
25 Option A with access between the Town of Mesilla, Convention Center,  
26 and greater potential student connections between Town of Mesilla and  
27 the NMSU campus. This selection would also improve non-motorized  
28 access to Zia Middle School and just one, one final note there was one  
29 bicycle-related crash along the, the specific section of University Avenue  
30 that's under consideration between 2012 and 2014. We are aware that  
31 there was another bicycle crash that was further, further east on University  
32 but that was not a part, that did, that crash did not take place along the  
33 portion of University under consideration.

34 The disadvantages to selection of Option A, crossing Main Street/I-  
35 10 is the most substantial challenge to the implementation of Option A.  
36 Extensive traffic, traffic calming and restriping would be required. It is a, a  
37 rather lengthy stretch of ground that would need to be covered to get from  
38 one side of that particular intersection to the other. The City and NMSU  
39 continuing the, the existing trail along the northern portion of the campus,  
40 the City of Las Cruces and NMSU have significantly reduced the existing  
41 corridor and plan to continue doing so. That multi-use path is, is basically  
42 been decided by the powers that be that it's, it's, does not serve any  
43 purpose along that corridor and is going to be repurposed for other  
44 activities. University Avenue under I-10 was also recently repaved,  
45 making it somewhat unlikely that the jurisdictions involved are going to be  
46 willing to consider implementing any changes along that particular stretch

1 in the near term. And lastly considering the entire length of the University  
2 Avenue corridor under consideration, there are substantial right-of-way  
3 and ownership issues that are significant impediments to the  
4 implementation of multi-use trail along this particular corridor. And this is  
5 a couple of pictures that we took, staff went out and took these pictures of  
6 the lead-in to the Main Street/University Avenue intersection and this is  
7 the east side of that intersection. I have a couple of figures here. The, the  
8 eastbound left lane here, this lane is ten feet wide. This lane, the right  
9 lane is 12 feet wide and then the bike lane here is ten feet wide. The  
10 pylon for the overpass as you can see is essentially adjacent to the curb of  
11 the roadway. There is substantial space along the median for potentially  
12 shifting facilities closer, closer to the median but there are substantial  
13 challenges to the implementation of a trail particularly through this portion  
14 of the corridor.

15 Moving on to Option B, this option is similar to Option A as in it, it  
16 follows Calle del Norte down to NM-28. The difference with Option B is  
17 instead of stopping at University it continues on down to Union, goes  
18 across Union and then picks up the existing portion of the Union Trail at  
19 this point, crosses Main Street, and then intersects with the NMSU  
20 preferred alignment at this point. Again some facts and figures: There is  
21 on the east portion of Union substantially higher automobile traffic on that,  
22 on that portion of Union as opposed to the, the comparable portion of  
23 University. However west of Main Street there's substantially lower  
24 vehicular traffic as compared to the relevant portion of University. Also as  
25 I mentioned earlier there, at this current time there is a, a, a substantially  
26 higher number of pedestrian and bicycling activities that are going on  
27 along the, the Union corridor according to the data that we received from  
28 Strava.

29 The advantages to utilizing Option B, as I said there already exists  
30 a significant portion of a multi-use path along Union that connects from the  
31 Main Street intersection to points west. It is a much shorter distance to  
32 cross Main Street and then I-10 with a much more direct access to the  
33 core of the NMSU campus. Taken as a whole there are fewer right-of-way  
34 issues along the entire length of this corridor as compared with the  
35 relevant portions of University Avenue. More cyclists are already utilizing  
36 this option as opposed to Option A and there are significantly lower motor  
37 vehicle traffic on, on this, on the west portion of Union.

38 The disadvantages to Option B is that Option B is further from the  
39 core of the Town of Mesilla. It does not have that direct connection.  
40 There will be greater coordination required between more jurisdictions for  
41 the implementation of Option B. There is substantially higher automobile  
42 traffic that exists along the corridor west, or east of Main Street. Even  
43 though overall the right-of-way issues are less extreme along Union there  
44 are several areas where the right-of-way narrows considerably so there  
45 will be right-of-way issues that will have to be taken into consideration for  
46 the implementation of Option B. There is an EBID facility adjacent to

1 Union Avenue that there will need to be some sort of agreement reached  
2 with EBID in order to utilize Option B. Also compared with Option A  
3 there's a much greater conflict with existing driveways along the Union  
4 corridor and there are four bicycle-related crashes east of Main Street  
5 between 2012 and 2014. And this is a, the, the Union and Main Street  
6 intersection. The trail starts just, just behind where this particular picture  
7 was taken and it resumes again just, there are a couple of buildings and  
8 then just on that side here. There is no existing multi-use facility through  
9 the intersection. There is however space along here for potentially some  
10 kind of facility to be constructed but obviously there are substantial  
11 physical difficulties with the implementation along this particular corridor  
12 as well.

13 Now Option C, as I said before at the time when we presented this  
14 to BPAC and TAC we were unaware that we could still consider the  
15 utilization of the Mesilla lateral so Option C substantially parallels Option A  
16 except for the use of the Mesilla lateral instead of NM-28. The, the  
17 benefits of Option C substantially parallel that of Option A as do the  
18 disadvantages. The, the most important point of consideration is that an  
19 agreement between the Town of Mesilla and EBID would be essential for  
20 the implementation of anything utilizing an EBID facility.

21 Then Option D again utilizing the Mesilla lateral but to connect  
22 down to Union, again this option is substantially similar to Option B. Again  
23 the main, the main point of difference being that an agreement between  
24 Town of Mesilla and EBID is necessary in order for, to implement.

25 This is again an MTP amendment that we are proposing. I, I'll  
26 pause at this point because I received a couple of questions during the  
27 week. In your packet we have all four of the options included in the map  
28 on pages, starting on page 58. The, the intention of staff is whichever  
29 option the Committee selects as the southern leg, that will then be  
30 appended to the Resolution as Exhibit A but if you have any further  
31 questions on that please, please let me know and I'll try to, try to clarify. If  
32 adopt, oh I did not update my PowerPoint and I apologize. But if adopted  
33 Option A, B, C, or D will be included onto the Trail Plan as Tier 1 Facilities.  
34 Other existing EBID facilities listed on the Trail Plan would then be listed  
35 as Tier 2 or Tier 3 due to the ongoing uncertainty that we have regarding  
36 their future viability. This is an example of what the, the Trail Plan would  
37 look like if we selected Option A, the University option. And just as an,  
38 the, these just are purely examples but this is what the, the Trail Plan  
39 would look like if Option B is selected. We have met the minimum require,  
40 the, the minimum 30-day public comment period for an MTP amendment.  
41 At their April meeting the BPAC did recommend Option B to the  
42 Committee for, for approval and at their May meeting the TAC  
43 recommended Option B to the, the Policy Committee for approval but that  
44 was without the inclusion of consideration of Option C or Options D. We  
45 are asking the Policy Committee to select one of the available options at  
46 this meeting and I will stand now for any questions.

1  
2 Benavidez: Mr. Chair. I'm over here.  
3  
4 Sorg: Oh. Commissioner Benavidez.  
5  
6 Benavidez: Thank you. Did you show us Option D?  
7  
8 Wray: Yes, yes Commissioner. It is this option here connecting the, utilizing the  
9 Mesilla lateral down to Union and then across.  
10  
11 Benavidez: Okay. Thank you. Thank you very much.  
12  
13 Sorg: Councilor Pedroza.  
14  
15 Pedroza: Thank you Mr. Chair. I have a couple of questions. Has EBID been  
16 consulted at all about whether or not they might be agreeable to whatever  
17 needs to be agreed to?  
18  
19 Wray: Mr. Chair, Councilor Pedroza. Yes. Yes, we involved them very early in  
20 this process.  
21  
22 Pedroza: What was their response?  
23  
24 Wray: They're, they're very open to, to this use of their facilities but they, they're  
25 bound by law. They have to have the agreement before ...  
26  
27 Pedroza: I see.  
28  
29 Wray: This use can be done. So that, that's non-optional. But ...  
30  
31 Pedroza: Okay.  
32  
33 Wray: They're, they're certainly happy to enter into negotiations to create such  
34 an agreement.  
35  
36 Pedroza: Okay. Do you have any idea how long that would take?  
37  
38 Wray: I can't speak to that.  
39  
40 Pedroza: Okay. I think the other questions that I had you've already answered. It,  
41 let me just make sure. The BPAC chose Option B?  
42  
43 Wray: That's correct Councilor.  
44  
45 Pedroza: And the Technical Advisory Committee also chose Option B.  
46

1 Wray: That's correct.  
2  
3 Pedroza: Do you have any information for us as to why they liked Option B?  
4  
5 Wray: The, the BPAC for the most part seemed to, to want to utilize the option  
6 that was currently being utilized by cyclists and pedestrians that, as, as  
7 things are right now. The, the, the Technical Advisory Committee seemed  
8 more persuaded by the, the, the lower technical hurdles of implementation  
9 of Option B. I don't know if Mr. Murphy wants to, to add anything if he had  
10 different impressions than I did or ...  
11  
12 Pedroza: Okay. Well I'll, I'll give my opinion. I, I also think that I don't like Option A  
13 because I just, without any real you know just from my own experience I  
14 think University's a little tiny bit more dangerous than, than Union. So I  
15 would think that Union would be much more suitable for bicycle and  
16 pedestrian traffic. And I think that's all. Thank you very much. Thank you  
17 Mr. Chair.  
18  
19 Sorg: Thank you Councilor.  
20  
21 Barraza: Mr. Chair.  
22  
23 Sorg: Any others? I see the Mayor's hand up. Mayor ...  
24  
25 Barraza: Thank you. Okay. Thank you Mr. Chair. I just want to make a few  
26 comments and concerns I have regarding the different options that are  
27 before us. I know that I have met on different occasions with Trustee  
28 Linda Flores and with the BPAC Representative from the Town of Mesilla,  
29 Ashleigh Curry who is in the audience this afternoon, and I've also had  
30 met with Debbi Lujan who is on the Technical Committee and I have  
31 talked to Gary Esslinger also from EBID regarding the options that have  
32 been presented and available to us. I, I just think that, I think the BPAC  
33 and I think in our conversation with Ashleigh, I'm not so sure and I'd like to  
34 hear her comments also that the BPAC did not recommend Option B.  
35 Can I ...  
36  
37 Wray: The B, the B ...  
38  
39 Barraza: Can, is it okay to ask her this Mr. Chair?  
40  
41 Sorg: Welcome Ashleigh.  
42  
43 Curry: Thank you very much, thank you Mr. Chair. Thank you Members of the  
44 Committee. Thank you Mayor Barraza. Yes it's true. When we were at  
45 the April meeting we were informed that it, there was an impasse between  
46 the Town of Mesilla and EBID as well as an impasse between the County

1 and EBID and we wouldn't, and the laterals were not an option. So we  
2 were not given that option. After that meeting I met with you and Trustee  
3 Flores and we realized that that was a misunderstanding and that at that  
4 point we talked about, we went to the May meeting, there was a May  
5 meeting of the BPAC and we talked about it at the May meeting and we  
6 requested that we do use laterals at any opportunity. So we were never  
7 given a vote on the option of using laterals. So I would like to say that as  
8 the BPAC Vice-Chair that is not represented at this meeting right now, that  
9 we were not given that option even though in our May meeting we did  
10 discuss it. The meeting minutes were not available before this meeting so  
11 we don't have any of that out yet. But it is not the, the BPAC's first choice.  
12 We were asked to actually just even table it I believe to not have  
13 recommendation B. So we're really going, in fact it's not even D that we  
14 would, we would, if we were given a vote right now I would speak on  
15 behalf of the BPAC that we would've voted for D but I actually would even  
16 like to say that we discussed using, and I believe it's called the Laguna  
17 lateral, the one that goes kind of through Mesilla Park ending at The Bean.

18 So the Mesilla lateral, I think that the BPAC again if, if all options  
19 were presented we would've chosen another option that would've been  
20 using the Laguna lateral through Mesilla Park so the Union Avenue,  
21 cutting off before you get to McDowell, and the Laguna lateral, the Laguna  
22 lateral all the way up to Calle del Norte. I strongly feel and I, and again I  
23 speak for members of the BPAC on behalf of them as well that it is not an  
24 option to use Highway 28. This isn't, this is a multi-use trail. You've got to  
25 put the four-year-olds out there, you've got to, you know this is, this is for  
26 pedestrians, it's for bicycles and everything. If you're a bicyclist and you  
27 want to ride on Highway 28 you know that's fine if you're a (*inaudible*). But  
28 you can't, the whole point of a multi-use trail is to be community-minded  
29 and really beyond just the cyclists. We've got to think of the parents and  
30 strollers or where do you go with your kids to learn how to ride a bike? A  
31 lateral, it, the laterals are a great opportunity where you're really free of  
32 traffic. Here, ride ahead to that next intersection and stop there. That's,  
33 that's what the rest of the multi-use trail is. I ride the multi-use trail, the  
34 other part of it on almost a weekly basis and it's great to see families out  
35 there using it for what it's intended. If we were to use Highway 28 I feel  
36 that that would be a great flaw in, in the connection of the, the multi-use  
37 trail and I don't feel that it would complete it. I know the MPO did say that  
38 you know just for the sake of getting it completed now it doesn't mean that  
39 it's an end-all-be-all, that we could come back and revisit. But I think the  
40 realities of coming back and revisiting this after we've called this complete  
41 are slim to none. So that's, that's my recommendation Mayor Barraza. I  
42 think, I, I hope that answered your question in ...

43  
44 Barraza: Yes it did.

45  
46 Curry: Rather a lengthy way.

1  
2 Barraza: Yeah it did.  
3  
4 Curry: Thank you.  
5  
6 Barraza: Okay. Thank you. I, Mr. Chair.  
7  
8 Sorg: Yes.  
9  
10 Barraza: And I know that I, I really would like to sit at the table more with EBID and  
11 get a better clarification from them or a commitment from them saying that  
12 they are in support of this prior to make, taking a vote on this and to hear  
13 more from the BPAC regarding this resolution. Thank you.  
14  
15 Sorg: Thank you.  
16  
17 Wray: Mr. Chair. May, may I interject to make a couple of points?  
18  
19 Sorg: Sure.  
20  
21 Wray: Two things that, that we need to keep in mind, MPO staff did not bring this  
22 back to the BPAC after, after the, the new information came to light  
23 because the BPAC does not meet again until July and we are staring  
24 down the barrel of a September TIP, or September TAP deadline and one  
25 of the reasons why we have been moving so quickly on this is to be able  
26 to get a, an alignment designated so that it can be, so that this, this map,  
27 this plan can be utilized in support of TAP applications. Given the time  
28 constraints that we're facing we didn't feel like we had the opportunity to  
29 take it back to the BPAC for any further recommendation as we're already,  
30 this is June. We only have a couple more months to assemble relevant  
31 TAC packets, or excuse me TAC packets to get them submitted in to  
32 NMDOT. So for that reason we did not bring it back to the BPAC.  
33 Point two is with relation to the Laguna lateral. The Laguna lateral  
34 would cross through Dona Ana County jurisdiction so it would require an  
35 agreement between Dona Ana County and EBID in order for that, for  
36 Laguna to, to be considered. It was always the opinion of Dona Ana  
37 County staff every time that we asked from the, that section agreement  
38 was not going to be forthcoming. We did consider Laguna for an  
39 extended period during this process but due to the, the recommendation  
40 of Dona Ana County staff we ultimately discarded it as being unfeasible.  
41  
42 Sorg: Could you do me a favor and with your pointer on the, thank, where is that  
43 Laguna lateral?  
44  
45 Wray: Laguna, it, it begins alongside the Union Trail up, I'm, I'm not going to be  
46 particularly exact. I apologize.



1  
2 Sorg: That's okay.  
3  
4 Wray: But somewhere in, in this particular neighborhood and then proceeds  
5 across Dona Ana County jurisdiction and then up to, to pass by right  
6 around in there and then off to points north.  
7  
8 Sorg: It does, does it cross Highway 28 ...  
9  
10 Wray: No.  
11  
12 Sorg: At Avenida de Mesilla?  
13  
14 Wray: No. It does not.  
15  
16 Sorg: At The Bean there is a crossing there of a, a lateral isn't there?  
17  
18 Wray: The, there is. The, the issue is, is one that would be faced by an NM-28  
19 option as well as there is no room for anything along this stretch of Calle  
20 del Norte. That, that stretch is what it is and there will not be any changes  
21 implemented there.  
22  
23 Sorg: *(inaudible)*.  
24  
25 Wray: But the, the, the decisive reason ...  
26  
27 Sorg: Yeah.  
28  
29 Wray: Why we discarded the Laguna lateral was because of the  
30 recommendation of Dona Ana County staff.  
31  
32 Sorg: Okay. Thank you. Any other comments? Yes Trustee Flores.  
33  
34 Flores: I would just like to say we asked at the last meeting because of the  
35 misunderstanding for a copy of what the City has with EBID and I know a,  
36 a copy was forwarded to the Mayor. I read over it and I told Cynthia and I  
37 might've cc'ed it to the Mayor as well saying that I didn't see any problems  
38 with at least what EBID had the City, their, what, I don't know if it's an  
39 MOU or ...  
40  
41 Sorg: Yeah.  
42  
43 Flores: What you, we, but it, I didn't see any problems with it. So I don't foresee  
44 any problems with having a lateral now. I know that I was told by officials  
45 from the County so I can see how Laguna's off the, off the table. But  
46 definitely I don't see the other two options being off the table and again

1 with Union I will admit I think it's probably safer for children to go through  
2 Union because you do have less traffic. Here's my dilemma is I know  
3 young kids, middle schoolers, high schoolers are going to be using  
4 University to get to Whataburger or to get, to cross that area anyway. So  
5 where would I rather have a young child be directed? Union and these  
6 laterals and I think cyclists would rather use the laterals because it's just  
7 nicer not to have cars around, not to be breathing car exhaust fumes. But  
8 I just, I worry that if we go through Union that University is going to be  
9 forgotten and I know Viva Dona Ana, we have plans for University. I'm  
10 just concerned about the teens and possible accidents there but I see that  
11 you had four accidents on Union. You know it's just what are your, what  
12 are your concerns and then there's the additional concern of maintenance.  
13 I absolutely want Union be, University because of my fear of an accident  
14 with teenagers who I think are more likely to take chances and then if we  
15 also have something going on with Union because you, I've been told in  
16 the past, "Well you can still have the University corridor. We're not cutting  
17 that off." Well number one, I just think if you take care of Union then  
18 there's not going to be much of an impetus to then take care of University  
19 and if we end up doing University and Union that's a lot for Mesilla to  
20 handle as far as costs are concerned. So, but I'm not going to fight Union  
21 as much as I had, after talking to Bencomo and Ashleigh and then  
22 bringing up the children issue because I just think of it as an adult, well  
23 yeah you know I can, I would like something safer for University but  
24 thinking about young children, I know how easily they run off. So that's all  
25 I have to say.

26  
27 Sorg: Trustee Flores if I could just ask you a little clarification. When you're  
28 talking about University are you mainly talking about the crossing at Main  
29 Street and Valley Drive or is it the rest of University?

30  
31 Flores: I'm talking University, actually it doesn't cross through Valley Drive. Valley  
32 Drive, you can get there through a back road that's a, that goes off to Wal-  
33 Mart, it's a little further down Main Street. But University basically crosses  
34 with I-10. You know there's like a hit, where it hits Main Street and I-10  
35 under the overpass, it's really dangerous and I know, I have a neighbor  
36 who's in I think the seventh grade now, he may be a sixth grader, seventh  
37 grader. I've seen him on his skateboard crossing, and I know where he's  
38 going. He's going to Whataburger. And I know there's no way I can talk  
39 to him and tell him, "That's very dangerous." He's not, he's going to keep  
40 doing it and so are other kids his age and so that, and then kids riding  
41 bikes could, you know going to practice to Zia for soccer or baseball, late  
42 at night, you know I just had those concerns for them as well as the kids  
43 that are going to Zia Middle School. But really it's the ...

44  
45 Sorg: Okay.

1 Flores: After-hours, late at night or just kids when they're together ...

2

3 Sorg: Understand.

4

5 Flores: Risk-takers.

6

7 Sorg: I'll, let's let Councilor Pedroza say something first and then Commissioner

8 Garrett and then the Mayor again.

9

10 Pedroza: Thank you Mr. Chair. I just wanted to remind people that it, there's

11 already a plan to build a hotel across the street from the IHOP which will

12 bring even more congestion and traffic to University. So I think it may, you

13 know understandably if there have been more accidents on Union than on

14 University well maybe that needs to be taken into consideration but I think

15 that University is a high-speed street and with more traffic because of the

16 hotel, etc. and, and so on. I, I think that that would be very, very

17 dangerous. Thank you.

18

19 Sorg: Okay. Commissioner Garrett.

20

21 Garrett: Thank you Mr. Chair. Just to work through a couple of issues, I think the,

22 the point that was made earlier about the purpose of the loop trail as a

23 multipurpose is really important for us to keep in mind. This is not I think

24 the same thing as sort of local, "How do you get to your school?" which is

25 important in its own right and we need to be able to identify projects to

26 support safety in terms of kids being able to bike to school and bike

27 around and, and that kind of thing. Similarly, I, I think there's going to be

28 bicycle traffic on University that has to do with students at the university

29 and, and we, that's part of their responsibility along with the City to, to

30 make that a, a safe place. I would hope that regardless of, let's just say if

31 we pick a Union alignment that that wouldn't preclude the idea of doing

32 whatever we can do reasonably within the confines of the existing right-of-

33 way and structures to make that as safe as, as we can for, for cyclists,

34 because there is going to be some cycling going through there. And, but I

35 don't think that that should wag the tail of the entire trail on the southern

36 end.

37 I was really convinced when we had the, the presentation the last

38 time we, we talked about this about the, the inherent problems of Valley

39 and Main and University. It's just, and the railroad tracks, it's just a mess

40 in terms of, of getting across there. It's much less of a mess crossing at

41 Union and I think it's, it's important to recognize that the extension of the,

42 the trail from on the southern side of the university ties in nicely. So partly

43 the, what they're doing it seems to me is, is moving the trail not through

44 the center of the university but the southern part of the university in order

45 to allow for traffic if you will to come off of that into the university. That

1 makes sense to me. So I really strongly support the idea of a Union  
2 alignment.

3 I think the question that how, that, that we're faced with has to do  
4 with whether at this point to use the, the Mesilla lateral then others  
5 basically to take Union to the Mesilla lateral and, and run that up or to go  
6 with an alignment that we don't have mapped out here which would be  
7 either using the Laguna lateral off of Union all the way up to The Bean, I'm  
8 just going to say The Bean, or to go Union to McDowell, up McDowell  
9 which doesn't seem to have a huge amount of traffic on it and it looks like  
10 a nice place to bike, and connect then from, at that point you hit Zia and  
11 that's I believe a connecting point for the Laguna lateral as well. There're  
12 going to be problems of addressing how you take the trail to the lateral at  
13 both ends through this alignment. But I see that as being that's why you  
14 have projects. This is a, this is a schematic that we're generally approving  
15 as a, as an alignment.

16 And let me just say in terms of, of the County, I have a deep  
17 disagreement with our overly conservative legal force. I think that they are  
18 being totally unreasonable about multijurisdictional sharing of public  
19 space. They want to be completely indemnified for anything that might  
20 happen on there and that's, it, it's all about liability. The City has found a  
21 way to deal with that. I think other responsible entities can deal with that,  
22 and quite frankly if there's an accident whether you've got a clause in it or  
23 not they're going to try to sue you. So I think that the point here is, is just  
24 to say I understand staff is marching to certain orders, that has never  
25 come to the Commission as a policy issue for us to act on. And I would  
26 personally aggressively support this kind of thing in terms of working with  
27 EBID, working with the public and the MPO and the Town of Mesilla. It  
28 just makes so much more sense to do this as a quality thing and the rest  
29 of people are just going to have to swallow hard and keep going. But, and  
30 maybe they'll be able to get legislation at the legislature. That's what  
31 they're looking for. I, I just don't, I don't think that as a policy board we  
32 should, we should basically kind of stand for that. And I'm willing to take a  
33 lead in terms of the, of the County Commissioner saying, "That's not right  
34 for Dona Ana County to hold up this project." We need to sit down, work  
35 with EBID, hear their concern, have our concerns, and then find a way to  
36 make it happen. So I strongly would actually support Option E which  
37 would be Union to McDowell to the Laguna lateral and connecting at that  
38 point with Calle del Norte. Let me just, I'm not sure that, is, do we, I mean  
39 we've got options here but as a policy board we can also introduce  
40 amendments, correct?

41  
42 Wray: Mr. Chair, Commissioner Garrett. Yes, the Policy Committee can  
43 designate whatever ...

44  
45 Garrett: Okay.  
46

1 Wray: You wish.  
2  
3 Garrett: So I, I just want to put out that that seems to me to be a really high-quality  
4 experience that's really in the spirit of, of the loop trail and you know the  
5 whole point of getting it on the map is so we can actually get money to  
6 work through the issues and to get the money to solve the problems.  
7 Thank you Mr. Chair.  
8  
9 Sorg: Thank you Mr. Garrett.  
10  
11 Pedroza: May I ask ...  
12  
13 Sorg: I would, I would need to know where you're talking about. I don't know,  
14 I'm not that familiar with this part of the world.  
15  
16 Wray: If, if I may attempt to, to retrial what Commissioner Garrett ...  
17  
18 Sorg: Okay, please.  
19  
20 Wray: Stated, if I'm remembering entirely correctly, the Commissioner's proposal  
21 would be to pick up approximately at the, the end of the Union, of the  
22 existing Union Trail, move north and I, where, did you want it to connect to  
23 one of the, the, the other roads here or just follow the trail all the way up to  
24 approximately The Bean?  
25  
26 Garrett: Well it's easier to go from The Bean where you've got your ...  
27  
28 Wray: Okay.  
29  
30 Garrett: Pointer and to follow that down to Zia which is right at the ...  
31  
32 Wray: Right about ...  
33  
34 Garrett: Intersection of McDowell. And ...  
35  
36 Wray: Approximately there.  
37  
38 Garrett: And then the question really has to do with the quality of experience  
39 whether you come down McDowell or whether you stay on the lateral all  
40 the way down to Union which I think would be the best option. In other  
41 words we just pick up the lateral where it comes close to, which is  
42 probably, it's really close to Mesilla Elementary, isn't it?  
43  
44 Curry: It's Mesilla Park Elementary.  
45  
46 Garrett: Mesilla Park Elementary, yeah. That's right.

1  
2 Curry: Thank you Mr. Chair, Commissioner Garrett. I appreciate that. It, the  
3 lateral does intersect Union Avenue and it's right at Mesilla Park  
4 Elementary so I, my personal recommendation in favor of staying off roads  
5 as much as possible is just to stay off McDowell and just keep, be on the  
6 lateral the whole way from Union Avenue all the way to The Bean. The  
7 traffic gets, as the Town of Mesilla knows well the, the traffic gets pretty  
8 awful on McDowell during Zia's pick-up and drop-off times. I would be in  
9 favor of bypassing that, that McDowell option entirely and just doing the  
10 lateral from Union all the way to The Bean. Thank you.  
11  
12 Garrett: Mr. Chair.  
13  
14 Sorg: Yes.  
15  
16 Garrett: Could I just get a point of clarification on that?  
17  
18 Sorg: Yeah. Please do.  
19  
20 Garrett: The, the crossing of the lateral on University is east of ...  
21  
22 Curry: Thank you ...  
23  
24 Garrett: It's, it's east, east of, of Zia, right?  
25  
26 Curry: No. It's ...  
27  
28 Sorg: West.  
29  
30 Curry: It's actually west of Zia.  
31  
32 Garrett: It's west, okay.  
33  
34 Curry: There's a little subdivision, there's a little subdivision ...  
35  
36 Garrett: Okay.  
37  
38 Curry: About, what's, is it, what's it called, the Bold ...  
39  
40 Flores: Mesilla Farms.  
41  
42 Curry: Mesilla Farms. Mesilla Farms subdivision ...  
43  
44 Garrett: I know where that's at.  
45  
46 Curry: And it's just past that.

1  
2 Garrett: Got it. Okay.  
3  
4 Curry: Yeah.  
5  
6 Garrett: It actually forms the boundary I think for, for that. Okay.  
7  
8 Curry: Yes. It's an, it, there's, is a lateral behind Zia but it's not the Laguna  
9 lateral.  
10  
11 Garrett: The same one, okay.  
12  
13 Curry: Yeah. Thank you.  
14  
15 Garrett: Thank you.  
16  
17 Sorg: Okay. Thank you. Who else has a comment? Commissioner, no,  
18 Councilor ...  
19  
20 Wray: It's hard isn't it?  
21  
22 Sorg: Councilor Eakman first, or the Mayor was next, excuse me. And then  
23 Councilor ...  
24  
25 Barraza: Oh, no. That's okay. I just want to clarify something also is that we were  
26 basing a lot of our, our decisions I guess on University. The reason we  
27 talk about University so much is we're in the process, we just had a study  
28 done to, we call it the University study corridor where we will be hopefully  
29 getting some funding to implement the multi-use paths on there which are  
30 for pedestrian and for bicyclists. And so we thought we could incorporate  
31 everything onto University based on the study that Bohannon Huston had  
32 done and there would, hopefully, we would not need additional funding for  
33 the multi-use trail if we were able to go through with it, this University  
34 project. And since they were already there it was just so much easier to  
35 incorporate it into that.  
36  
37 Sorg: Understand.  
38  
39 Barraza: Okay. Thanks.  
40  
41 Sorg: Councilor Eakman now.  
42  
43 Eakman: Thank you Mr. Chairman. I'd like to speak to the tourist experience that I'd  
44 like to see come out of completing this trail, as I started to talk about last  
45 month. And when we were talking about it I immediately went to Option D  
46 because it would be nice if the visitors could have some relief as they're

1 going along. If they're on University they could hardly take their eyes off of  
2 where they're headed at that time. They couldn't enjoy what surroundings,  
3 whereas if they're on Union they can actually look around and absorb the  
4 environment, and if they can take a lateral somewhere along that's even  
5 more relief to just enjoy the trip. When tourists come to town to do  
6 something like this, it's not to see how fast they can do it. It's about the  
7 experience itself and getting off their bicycles and maybe doing a little  
8 shopping and maybe getting a beverage or getting some ice cream. It is  
9 something that can bring people to our community. They can spend a day  
10 easily, more if they'd like taking this multi-use trail and so myself, I'm  
11 absolutely behind D or E either one for the idea the tourists and even the  
12 people who maybe don't bicycle every day to see how fast they can get  
13 down to La Mesa but actually just want to enjoy time with their family or  
14 their spouse or something of that nature so that would be my opinion.  
15 Thank you.  
16  
17 Sorg: Any others?  
18  
19 Benavidez: One question.  
20  
21 Sorg: Yes Commissioner.  
22  
23 Benavidez: Thank you Mr. Chair. I was looking at the, I was looking at the Option E  
24 that Commissioner Garrett wanted to do with the lateral but I notice that at  
25 one point they're going to pass University, correct?  
26  
27 Wray: Yes. Yes.  
28  
29 Benavidez: Okay.  
30  
31 Wray: They'll be crossing it.  
32  
33 Benavidez: And how is that going to work, is, the people have to stop and cross over  
34 or are they going to build a bridge to go over, or how is that gonna work?  
35  
36 Wray: Mr. Chair, excuse me, Commissioner Benavidez. I can't answer that at  
37 this point. The, that's getting into a design-level question that we're not  
38 prepared to consider really ...  
39  
40 Benavidez: Okay.  
41  
42 Wray: At, at this moment in time. I, I and, and Mr. Taraschi went out into the field  
43 and looked over, physically went through all of the available options. I  
44 don't particularly recall right off the top of my head right now what the  
45 nature of the crossing of the, the Laguna lateral and University was but I,



1 I'm confident that it could be, could be done safely and effectively. I, I will  
2 say that.  
3  
4 Benavidez: Okay. I believe she has a comment.  
5  
6 Sorg: Ashleigh.  
7  
8 Benavidez: Ashleigh.  
9  
10 Curry: Ashleigh. Thank you Mr. Chair. Thank you Councilor Benavidez. I'd like  
11 to just reference the other points in the multi-use trail. There are  
12 numerous places in the trail where the trail crosses Roadrunner, you know  
13 on the northern parts of the Outfall Channel and what traditionally  
14 happens is the cyclist comes and treats that as an, as a normal  
15 intersection. The traffic on University Avenue at that end is very mild and  
16 it, you just treat it, you come to an edge of a trail just like people who walk  
17 that lateral do right now, they stop. I don't think any engineering treatment  
18 needs to be placed there.  
19  
20 Benavidez: Okay.  
21  
22 Curry: It's just that when you come to an intersection you stop, when the road is  
23 clear you go. I don't think it's an issue at all because it's the top end of  
24 University Avenue where there's very little traffic for the most part and  
25 again, like it is with the rest of the multi-use trail as the City has done you  
26 just get there and you know there, maybe there's a, maybe there's a  
27 crosswalk or something like that. You can look at Valley as an example.  
28 That's a much busier street and the multi-use trail crosses Valley.  
29  
30 Benavidez: Yes.  
31  
32 Curry: So I don't think a bridge needs to be built or anything like that. A, possibly  
33 a crosswalk and signage but beyond that I think it's a fairly easy cross.  
34  
35 Benavidez: Great. Thank you so much.  
36  
37 Curry: Thank you.  
38  
39 Benavidez: I, I really appreciate that explanation.  
40  
41 Curry: Sure.  
42  
43 Sorg: Okay. Mr. Trent first. Then Mr. Garrett.  
44  
45 Doolittle: Thank you Mr. Chair. I have a couple of comments and then I'll have one  
46 question for, for Andrew. My first comment is I agree with Mayor

1 completely, is we're, the Department still supports regardless of which  
2 option we choose doing something with University in front of Zia. For  
3 clarification though I believe that that study goes from 28 to 478. I don't  
4 think it's addressing anything crossing of University, crossing of Main,  
5 crossing of Valley, and tying in. So it's specifically dealing with just a, a  
6 portion of the, of the corridor that's relayed in these options. So we are  
7 committed to moving forward with the study as, but as I've reiterated  
8 before we currently have no construction funding tied to that corridor. The  
9 study will give us some options but that construction money has not been  
10 obligated or even reviewed at any point.

11  
12 Sorg: University you mean.

13  
14 Doolittle: Correct. University.

15  
16 Sorg: Yeah.

17  
18 Doolittle: So I agree with the Mayor that we are a supporter of continuing to improve  
19 that corridor specifically. The other comment that I have that I think goes  
20 along with what Commissioner Benavidez was, was sharing is I have  
21 difficulty supporting an Option E only because it has not been evaluated  
22 by the Technical Advisory Committee so ultimately we don't know what,  
23 what true safety issues are, are in place, what they would need to be  
24 implemented to, to follow that trail. I'm not saying it's a bad one but my  
25 concern is implementing something now that hasn't been fully evaluated  
26 by the two supporting Committees I have some concern with. And then  
27 ultimately the question I, that I have for Andrew is I understand the  
28 timeline's tied to the TAP applications and ultimately the need to, to  
29 incorporate these amendments. But what is the intent of including a map  
30 that may or may not be realistic or all the options haven't been presented  
31 to the two Committees. What's the intent of attaching a map and then how  
32 are we moving forward with the TAP applications?

33  
34 Wray: Mr. Chair, Mr. Doolittle. We're not just attaching a map. We're amending  
35 the entire MTP and so at that point the MTP as a whole becomes a  
36 supporting document to the TAP application which in our estimation, not  
37 being the, the ultimate evaluators of the application but due to every,  
38 everything that we have heard greatly strengthens the quality of the  
39 application so that it is much more likely to, to, to gain funding is the  
40 purpose behind this.

41  
42 Doolittle: Mr. Chair.

43  
44 Sorg: Yes.

1 Doolittle: Just one clarification question Andrew. What, what exactly are we hoping  
2 to apply for through the TAP application? Are we looking for study money,  
3 are we looking for construction money?  
4  
5 Wray: Mr. Chair, Mr. Doolittle. That depends upon the decisions of the  
6 jurisdiction in question. The MPO cannot apply for TAP funding ourselves.  
7 Our, our member, our member jurisdictions are the ones who have to do  
8 that. So I believe I said early in the presentation I, MPO staff has met with  
9 NMSU staff within the past couple of weeks as a matter of fact and I was  
10 not personally able to attend that meeting but it was my understanding  
11 that NMSU was very strongly intending to submit a TAP application for this  
12 portion of the proposed trail that crosses their campus along this  
13 alignment. As far as any other jurisdiction intending to do anything for this  
14 particular TAP cycle, we have met very, very preliminarily with Town of  
15 Mesilla staff back in February I believe it was. Correct me if I'm wrong. It,  
16 it was early in the year, very early in this process where there was some  
17 converse, come back here, where there was some conversation about  
18 options along, TAP applications along the Calle del Norte corridor. As far  
19 as I know those are the only two projects that are sort of percolating right  
20 now that I am aware of. I don't know if Mr. Murphy wishes to elaborate  
21 any further. Doesn't look like it. But those are the two projects that I am  
22 aware of right now.  
23  
24 Sorg: Okay.  
25  
26 Doolittle: Mr. Chair, if I may I just have one more quick question and I, I'll be  
27 finished. So ultimately if we agree on or approve one of the options today  
28 and then for instance we get commitment from the County to pursue  
29 agreements with EBID and then either through the County or through the  
30 Town of Mesilla they ultimately determine that Option E is a better one  
31 that could then be their ...  
32  
33 Wray: That ...  
34  
35 Doolittle: Option for a TAP application.  
36  
37 Wray: The, this Committee can amend the, the MTP ...  
38  
39 Doolittle: Okay.  
40  
41 Wray: Whenever it sees fit.  
42  
43 Doolittle: Very good.  
44  
45 Wray: It can direct staff to begin a process to do that.  
46

1 Doolittle: All right. Thank you Mr. Chair. Thank you Andrew.  
2  
3 Sorg: Yes Councilor Pedroza.  
4  
5 Pedroza: Thank you Mr. Chair. I thank everybody for their comments. It was  
6 certainly very enlightening. I think that at this point my choice and I'll just  
7 say it so that we can possibly begin to, to get some sort of consensus  
8 would be Option D. The main reason that I withhold, or, or question going  
9 to Option E is because it seems as if that will be delayed, it will delay it  
10 because we will have to get more agreement from the County and so forth  
11 and it seems as if D is off the, off the main trafficky areas. It can be used  
12 fairly easily and so that would be my choice. Thank you.  
13  
14 Sorg: Okay. Commissioner Garrett.  
15  
16 Garrett: Thank you Mr. Chair. Would you just clarify, the loop trail has a number of  
17 other kinds of trails that connect off of it, correct?  
18  
19 Wray: Yes. Yes Mr. Chair, Commissioner Garrett, yes.  
20  
21 Garrett: Okay. I, I, I point that out because again if we look at the loop trail as a  
22 particular kind of concept I don't think that that's a conflict with the work on  
23 University or in any way, I've never looked at this as backing off of the  
24 work on University and I think that needs to continue. I, I will say that, that  
25 I, the, the idea of the, the Laguna lateral as a connection between Union  
26 and Calle del Norte to me is very, very attractive. And I want to tie into  
27 something that Councilor Eakman said about tourism. Let's just suppose  
28 that you are able to get people who are just riding the trail because it's a  
29 nice place to visit and you know having the flow of the loop on the east  
30 side of Mesilla seems to me to be a, an easier way for somebody who's  
31 riding along that, that loop and wants to go get an ice cream cone on the  
32 plaza to get off on Boutz. Boutz is 25 miles an hour and, and in order to  
33 connect in it's, it's friendlier I think in terms of connecting in with the  
34 commercial center of the, of the town than is the Mesilla lateral which  
35 takes you all the way on the other side. Now you could always spin off if  
36 you wanted to I guess on Union and find your way up but that's not an, in  
37 other words I'm just saying that it's not a bad experience and there's a  
38 logical connection that can be made in terms of, of doing that. I, I hear Mr.  
39 Doolittle's concern about the, the other two committees reviewing. Did I  
40 understand that the other two committees did not look at C and D?  
41  
42 Wray: Mr. Chair, Commissioner Garrett. Yes, that is correct. We were operating  
43 under an erroneous assumption at that time.  
44  
45 Garrett: So I, I would just suggest that if, if we follow the logic that we shouldn't  
46 vote for something that hasn't been seen by the other technical

committees that precludes anything except A and B which to me in terms of policy doesn't make sense. So what I'd like to ask is if we were to conditionally approve an option that used the Laguna lateral as a connector, as a, as a principle, as a concept, in order to keep moving with your deadline could we then have you meet with the other two advisory committees, come back to us so, you've got everything ready okay to, to move this thing forward but what we would like to do is to get their input on any technical considerations before we say yes and we could do that in August.

Wray: Mr. Chair, Commissioner Garrett. We could do that. We, we could, we could do a provisional adoption today and then that should probably satisfy the requirements of having the, the supporting document and then bring it through the advisory committees and then back to this Committee in, in August, yes.

Garrett: It, it's a bit convoluted Mr. Chair but I believe that it's the right way to do the, the process and it also is right to me in terms of considering options that have been, been brought up. And I, I just want to say one, one last thing. I, I think that the Committee in terms of the Policy Committee, our indication that this is the kind of experience that we're supporting for a multi, you know for this loop trail is part of what's needed in order to move forward through the issues that the County's having with EBID and of making, you know sort of clearing the way for other things. If we give other options that people don't have to face hard decisions they're going to go somewhere else. So if this is the best way to provide this kind of experience in terms of cycling then I think we need to accept that as a challenge and do as much as we can to see that it, it, it's properly vetted and that we get the support we need to move forward. Thank you.

Sorg: Okay. Just one question. Do you feel the County is confident in getting an okay on the County's portion of this canal?

Garrett: I've made a commitment that I will push ...

Sorg: Okay.

Garrett: As hard as I can.

Sorg: Okay.

Garrett: The other thing, let me just, one, one thing too just in terms of timing and money, the big piece that is not developed in terms of, of Option E if we go with a lateral is the lateral. And actually getting moving on that because people are already riding on Union and I know they're already riding on, on Avenida, or, or Calle del Norte. So being able to, to say that's a piece that

1 we really want to focus on and get work done on, you don't have to do the  
2 entire thing all at one time so you could phase it, okay and depending on  
3 what kinds of monies were available and all that I, I just think it's probably  
4 going to be a three-phase project and there are issues in their own right  
5 when you get to Calle del Norte. So I ...  
6  
7 Sorg: Yeah.  
8  
9 Garrett: We did, we've really not spent a whole lot of time on the issue of Union  
10 and Calle del Norte. So the issue to me is really that, that ...  
11  
12 Sorg: Yes.  
13  
14 Garrett: That connection between the, those two ...  
15  
16 Sorg: Yes, I was going to make a comment similar to that. The, good question  
17 on, on these laterals, is there any kind of construction, maintenance,  
18 reconstruction, or any kind of things you want, need to do on a lateral to  
19 make it part of the loop? Or is it, can be part of the loop as is?  
20  
21 Wray: Mr. Chair. The, the vision that staff has had consistently throughout this  
22 and I don't know if it's been consistently expressed to any of the  
23 committees or the jurisdictional officials but we have always envisioned it  
24 being a paved, a, a paved facility. It is our belief that this can be done.  
25 There, even on the laterals I, I will point out at the, I'll take this opportunity  
26 to point out even along the laterals there will be portions where there will  
27 be some right-of-way pinches and issues like that. We're not going to get  
28 away from that no matter which option we select. But our, our, our vision  
29 was always that it was going to be a paved facility all the way around ...  
30  
31 Sorg: Yeah.  
32  
33 Wray: All, all the way around all four legs. Not being an engineer I don't know  
34 how much that might cost, how much, how much, how much ...  
35  
36 Sorg: I'm not asking.  
37  
38 Wray: Labor that would be but ...  
39  
40 Sorg: I'm not asking, yeah.  
41  
42 Wray: That was the vision and, and we believe that it is an, a, a, an obtainable  
43 vision. If I may interject at this time Ms. Curry from the BPAC wishes to, to  
44 speak to you again if that, if that's possible.  
45  
46 Sorg: Well if I let her.

1  
2 Wray: Yes, yes. If you let her.  
3  
4 Sorg: Yes Ms. Curry. You could go ahead and speak.  
5  
6 Curry: Thank you Mr. Chair. Again I apologize for taking up so much time but I  
7 just want to point out Commissioner Benavidez mentioned crossing over  
8 University Avenue. It is a concern to me if you choose Option D you'd be  
9 crossing over Highway 28 and at the point that Highway 28 intersects  
10 Union Avenue it's 45 miles an hour. So I think that that, if you were using  
11 that as a multi-use trail that's a bigger consideration to me than crossing  
12 over, I believe the speed limit and correct me if I'm wrong is about 25  
13 miles an hour on University if you were using the laterals. So I think a  
14 bigger consideration when you're looking at studies and talking about what  
15 engineering studies have been done I think that that's a, a much bigger  
16 consideration, Option D crossing at 45 miles an hour a, a much wider  
17 road.  
18  
19 Sorg: Well and also you can add to that, other crossings of some of our arterials  
20 in the City here actually use a crosswalk with flashing yellow lights that  
21 you turn on and off as a pedestrian or bicyclist.  
22  
23 Curry: Right.  
24  
25 Sorg: If you want to get real fancy we could put one of those on University.  
26  
27 Curry: Right. Well and ...  
28  
29 Sorg: Or any other crossing.  
30  
31 Curry: At, at The Bean if you were to use The Bean one there's already a signal  
32 light there.  
33  
34 Sorg: Yes.  
35  
36 Curry: So that you'd already have a crossing and wouldn't have to put anything  
37 fancy in. To me 45 miles an hour is, you know again you've got kids in  
38 tow, that's quite a big, a big piece of road to, to cross over at a high speed  
39 with kids. And that would in my opinion support going down to using a  
40 lower speed limit and, and a signaled intersection.  
41  
42 Sorg: Very good.  
43  
44 Curry: Okay. Thank you.  
45  
46 Sorg: Thank you Ashleigh.

1  
2 Curry: I think that's it for me.  
3  
4 Sorg: That was great.  
5  
6 Curry: Thank you.  
7  
8 Sorg: You bet. I, I, I was going to continue on, you touched upon that short  
9 segment of path, Calle, Calle del Norte where on D Option it turns to the  
10 lateral and between there and Highway 28 as being a problem. We, could  
11 you, was that going to be too much of a problem to extend that path there  
12 to Highway 28?  
13  
14 Wray: Mr. Chair. Throughout this process staff has, has always tried to keep in  
15 mind the, the reality that there may have to be some compromises in the  
16 implementation of the trail. The, the, the southern leg as I said has  
17 historically always been the most challenging portion of this to complete  
18 which is the reason why there's never been a completely designated  
19 portion of this loop from end to end. It, essentially a sign would be the  
20 only thing that would be possible to, to, to put in along that portion just  
21 saying that "This is the connecting point between X and Y along the multi-  
22 use loop trail." There, there's no, the buildings literally abut the edge of  
23 the roadway there.  
24  
25 Sorg: That's right.  
26  
27 Wray: There wouldn't be possibility of doing anything more than that but in, in the  
28 interests of completing the trail staff feels that that, if, if that is the, the  
29 selected alternative or, or an alternative that includes that, staff believes  
30 that that's an acceptable compromise to make given the, the relatively  
31 short span ...  
32  
33 Sorg: Yeah.  
34  
35 Wray: That that would cover.  
36  
37 Sorg: Okay. I couldn't help but notice this, the Laguna lateral we're talking about  
38 here does shorten up the, the route ...  
39  
40 Wray: It does, yes.  
41  
42 Sorg: For a bit. It does take away the added path that would have to be on  
43 Union using the existing one that's in the city there. I'm proud to say that  
44 the City has its part of the trail done. And ...  
45  
46 Wray: Well Mr. Chair, not across Union, not across Main.



1  
2 Sorg: Main?  
3  
4 Wray: On, on Union. It doesn't ...  
5  
6 Sorg: Oh yeah.  
7  
8 Wray: Doesn't continue.  
9  
10 Sorg: And that's, that's my next point. If we do use Union crossing Main, it  
11 would be much easier to put a overpass there for pedestrian and, than it  
12 would be on University.  
13  
14 Wray: It would.  
15  
16 Sorg: Yes. So there's a little plus there. I, the final thing is what I'm concerned  
17 about is what Mr. Doolittle said. Can we do this in a reasonable amount of  
18 time so we don't miss out on proper planning and funding and so forth?  
19  
20 Wray: Mr. Chair. Following along Commissioner Garrett's suggestion I think that  
21 if, if, if the, the Policy Committee adopts or, or firms up an adoption of a  
22 document in August that will still be before, that'll still be before the  
23 September deadline so technically we only need to have the document on  
24 the shelf ready to go by then, but I think that it, it would behoove us for the  
25 confidence of potentially applying jurisdictions to have some sort of  
26 statement of intent at the very least from this Committee about which  
27 alignment this Committee would intend to support.  
28  
29 Sorg: Not, not necessarily an amendment to the resolution?  
30  
31 Wray: I, I mean the, the resolution all, all we're citing is Exhibit A so right now we  
32 don't know what Exhibit A is if, if ...  
33  
34 Sorg: Oh, okay.  
35  
36 Wray: Just speaking hypothetically ...  
37  
38 Sorg: Okay.  
39  
40 Wray: If, if the Committee selects Option, an Option E staff will go back, we'll,  
41 we'll put together a map just like this, we'll, we'll circulate it around the, the  
42 Committee Members for their review and just to make sure that it is in fact  
43 reflective of the Committee's will.  
44  
45 Sorg: Okay. Mr. Murphy you have some more to add?  
46

1 Murphy: Yes Mr. Chair. In the interest of keeping the process, or this process  
2 clean and less confusing I, I may also suggest consider continuing this  
3 discussion item till the August, give staff you know direction to proceed  
4 based on the discussion here and that way we retain the, we, we keep the  
5 public comment period for the MTP amendment open, that we don't start a  
6 new MTP process and then we can go ahead and vote on the matter in  
7 August.  
8

9 Sorg: So are you suggesting we table this until August?

10

11 Murphy: I think the, I, I think the word we want to use is "continuance" but ...  
12

13 Sorg: A continuance, okay.  
14

15 Murphy: But I, I, I think there's a lot of discussion. I think there's a lot, lot of ideas  
16 that we can take back to the other committees to get some more, more  
17 robust discussion on and then, and then bring back, bring back the matter  
18 with new evidence.  
19

20 Sorg: Okay. Do I hear a motion to have a continuance?

21

22 Benavidez: So moved.

23

24 Garrett: Second.

25

26 Sorg: Moved by Commissioner Benavidez and seconded by Commissioner  
27 Eakman. One more round of discussion before we vote?  
28

29 Wray: Mr., Mr. Chair. We actually have an active motion already on the floor ...  
30

31 Pedroza: Oops.

32

33 Wray: From the beginning of this discussion before I gave my presentation. I  
34 guess we'll need, and I did ...  
35

36 Sorg: We'll need a vote on that?  
37

38 Wray: I think we would just need to have whoever made the motion withdraw it,  
39 and I actually regret I didn't write it down so I'm not sure who, who made  
40 the motion.  
41

42 Sorg: I think that we ...  
43

44 Eakman: I did, and I will, I will withdraw.

45

46 Sorg: Okay.

1  
2 Wray: Okay.  
3  
4 Sorg: Good.  
5  
6 Wray: Then we're clear now.  
7  
8 Sorg: Okay. Do, so the, has there been a motion for a continuance?  
9  
10 Pedroza: Yes.  
11  
12 Sorg: Okay. And second? Okay. So final words?  
13  
14 Pedroza: Question.  
15  
16 Sorg: Yes.  
17  
18 Pedroza: Something.  
19  
20 Sorg: Commission, Councilor Pedroza.  
21  
22 Pedroza: Thank you. What would be very very helpful to me would be if, if the map  
23 could be revised to show what kinds of communications there are from the  
24 Laguna lateral up to The Bean so that I would know, maybe there are  
25 already paths that people use and, and love. But I don't know that and it's  
26 not shown on the, on the map at all. So ...  
27  
28 Sorg: Make sure.  
29  
30 Pedroza: Yeah. Yeah so that would help quite a bit. Thank you.  
31  
32 Barraza: Mr. Chair.  
33  
34 Sorg: Yes Mayor.  
35  
36 Barraza: And one last.  
37  
38 Sorg: Barraza.  
39  
40 Barraza: It, I'd like to hear from EBID, if you have a conversation with EBID in  
41 support of the laterals, that it's okay and they're working with us to utilize  
42 the laterals. I, and I think that'll clarify some of the misgivings or concerns  
43 some of the Members have.  
44  
45 Wray: Mr. Chair, Mayor Barraza.  
46

1 Sorg: Yes.  
2  
3 Wray: We will endeavor to invite EBID staff to attend the August Policy  
4 Committee meeting when this discussion will resume so that they can, can  
5 hopefully give that, give that affirmation. The EBID is a member of the  
6 Technical Advisory Committee so by implication, by recommending an  
7 option they have stated their consent but we will invite them to the August  
8 meeting to, to have them say that in person.  
9  
10 Sorg: Okay. Any other, yes, Councilor Eakman.  
11  
12 Eakman: I want to emphasize one more time the economic generator this can be.  
13 Somebody is going to put together a map of the entire trail loop showing  
14 all the shopping opportunities on it, showing pictures of things, photo ops  
15 along the way, also mentioning where the bike shop is. I see somebody's  
16 going to put a bike shop right on the trail advertising new tires, air, food  
17 and beverage opportunities, refreshments, a place to park in the shade  
18 with a picnic lunch available, clothing souvenirs. All of these things will be  
19 done and it's going to really add to an economic base. I think what this  
20 could do for the community of Mesilla is outstanding and so I think people  
21 should be putting their thinking caps on and we should get some energy.  
22 Thank you.  
23  
24 Sorg: Couldn't agree with you more. This is actually what was talked about early  
25 days of, of this loop trail. Okay. One more time? Okay. Are we ready to  
26 vote then? Go ahead and call the roll.  
27  
28 Wray: Mayor Barraza.  
29  
30 Barraza: Yes.  
31  
32 Wray: Mr. Doolittle.  
33  
34 Doolittle: Yes.  
35  
36 Wray: Trustee Arzabal.  
37  
38 Arzabal: Yes.  
39  
40 Wray: Trustee Flores.  
41  
42 Flores: Yes.  
43  
44 Wray: Councilor Eakman.  
45  
46 Eakman: Yes.

1  
2 Wray: Councilor Pedroza.  
3  
4 Pedroza: Yes.  
5  
6 Wray: Commissioner Benavidez.  
7  
8 Benavidez: Yes.  
9  
10 Wray: Commissioner Garrett.  
11  
12 Garrett: Yes.  
13  
14 Wray: Mr. Chair.  
15  
16 Sorg: Yes.  
17  
18 MOTION PASSES UNANIMOUSLY.  
19  
20 Garrett: Mr. Chair.  
21  
22 Sorg: Yes Commissioner ...  
23  
24 Garrett: Garrett.  
25  
26 Sorg: Garrett.  
27  
28 Garrett: I regret that I have another conflict I have to get to.  
29  
30 Sorg: Okay.  
31  
32 Garrett: So we're done with the voting business.  
33  
34 Sorg: Yes.  
35  
36 Garrett: All right. Thanks.  
37  
38 **7. DISCUSSION ITEMS**  
39  
40 **7.1 Committee Training**  
41  
42 Sorg: The next item is a discussion item and I'll turn the meeting over to our  
43 MPO staff.  
44  
45 Murphy: Mr., Mr. Chair under our Committee Training we have two, two training  
46 items for you. First one are, we had our scheduled Federal Aid that Mr.

1 McAdams is going to do but also given the, the last discussion and also  
2 since he'll be leaving us shortly and he's done a lot of work on that Mr.  
3 Taraschi's going to give a presentation on the, the, the Strava data that  
4 Andrew had in his presentation after Mr. McAdams does the Federal Aid  
5 training.

6  
7 Sorg: Okay. Very good. So you're leaving us soon?

8  
9 PERSON IN THE AUDIENCE SPEAKING, NOT AT THE MICROPHONE.

10  
11 Sorg: Oh.

12  
13 PERSON IN THE AUDIENCE SPEAKING, NOT AT THE MICROPHONE.

14  
15 Sorg: Okay.

16  
17 PERSON IN THE AUDIENCE SPEAKING, NOT AT THE MICROPHONE.

18  
19 Sorg: Okay.

20  
21 McAdams: Mr. Chairman, Committee Members. I'd like to talk about the Federal Aid  
22 Highway Program and it's a real, this is a very complicated program so I'll  
23 go over it very brief, briefly. Basically, and this is from the, (*inaudible*)  
24 Federal Highway Program. The Highway Aid funds are authorized by  
25 Congress to assist the states to provide construction, reconstruction, and  
26 movement for bridges and highway. And through the local, it's also  
27 funding local lands program like BLM, forest, national parks, and any land  
28 that, other public lands. And the, the start, the statutes are: Establish the  
29 highway program that are, were found in Title 23 of U.S. code and also in  
30 regulatory in there so if you would like to see there's also a link and it goes  
31 to look at the introduction to highway aid program.

32 The first time basically we've been involved in the, as a, as a  
33 country and road building for quite a while but the, really the modern part  
34 of the USBR roads and later the FHWA was initiated to get the (*inaudible*)  
35 out of the road, out of the mud really to initiate farmer market routes first  
36 you know cause people started (*inaudible*) cars and they couldn't get their  
37 goods to market, or their cars to market you know to do stuff to. Later on  
38 other things were added. The, do, I won't go through all this but basically  
39 it's a whole litany of different laws, started in 1916 to bring what, the  
40 FHW's what it is today which is a very robust agency, a very, a, a lot of  
41 people involved and of course that's why we're here too as well. If you  
42 look at it started out with basically a form, or not a formula but looking at  
43 the state and the federal-state role meaning how the monies are  
44 transferred, what's the roles of federal and state in handing out  
45 transportation monies. And of course the big milestone was in 1944 which  
46 was establishment of the high, of the initiate sigh, highway system and

1 defense system too, and highway and defense. And then in 1956 was the  
2 established Highway Trust Fund and want to discuss that later. We know  
3 right now that a lot of discussion with the Highway Trust Fund cause  
4 there's not a lot of money and so I, we're going to, I think that, that FAST  
5 Act's make it robust but we still have to look at more money too. But of  
6 course in 1962 we created the Three Street Planning Process which we  
7 operate under and going down to '66 when the USC was formed and then  
8 another milestone was the NEPA which is National Environmental  
9 Protection Act and then going down to '73 where it's categorical funding,  
10 and continued on a lot of activities in '90s with ISTEA, ISTEA-21  
11 SAFETEA-LU, and we discontinued the ISTEA format and looking at  
12 MAP-21, and the last one was the FAST Act which we're under right now  
13 which broadens to get more funding. We'll have to change some of the  
14 operating of Federal Aid Program.

15 If you look at core programs, Federal Aid Program is really, it's not  
16 one law, one act. It's really several programs, projects working in concert  
17 with, not concert but some, a unit. It's very loose unit to a certain degree.  
18 And this is just a listing of the many many programs of all, the National  
19 Highway Program, the Service Transportation Program, CMAQ and  
20 Congestion Mitigation, Highway Safety Improvement Program, Railroad  
21 Crossings, Metropolitan Planning, Transportation Alternatives, and this  
22 reef, relief program and discretionary program. And there are the, there's  
23 also other program for the federal lands and federal lease access  
24 program, national parks, and travel/transportation program. There are  
25 billions of dollars involved in this too so it's very, and all the, all the monies  
26 based, we get come from the highways from the federal aid.

27 The motivate, the source of revenues is the biggest thing is the  
28 motor fuel taxes which are special and special fuel taxes, truck (*inaudible*)  
29 and the general fund and the LUST fund that's related to underground  
30 tanks. If you look at the federal gasoline tax breakdown one goes to the  
31 Leaky Underground Storage Tank fund which we still, it's becoming a little  
32 bit (*inaudible*) but it's still going on and to getting, getting rid of those, the  
33 tanks that are, that are polluting ground water, and then the 18.4%, four  
34 cents are going to, 18.3 are going to Highway Trust Fund, of what, of 14,  
35 15, what 44 for the Highway County, and 2.80, 86 cents for the Mass  
36 Transit Act by county.

37 Let's see, go on. You look at the average highway account income  
38 it's where is, where is the money coming from? From special fuels and  
39 diesel, tire, truck sales, truck and the great bulk of it are good 19.6 in  
40 gasoline tax, right. I give you that's approximately \$30 to \$35 billion per  
41 year, or fiscal year. One thing we discussed and at previous discussion  
42 we discussed the highway trust fund is having some troubles. If we don't,  
43 we're going to eventually have to up the highway gas tax or look at other,  
44 some other revenue to get the, yes. Yeah.

45  
46 Sorg: Are those numbers in the pie chart dollars?

1  
2 McAdams: They're cents. Bill, billions excuse me, billions of dollars.

3  
4 Sorg: Billions of dollars. Thank you.

5  
6 McAdams: Right. So yeah. So the great bulk comes from gasoline you know. And  
7 we know that right now that people are driving less, for whatever reason  
8 we don't know but we need to increase the tax, probably to the general  
9 fund or increase the gas tax or find I think another way of funding this  
10 source.

11 If you look at what we're doing right now is the transportation  
12 planning. One of the, the most important thing is the statewide  
13 Transportation Improvement Program because all the things for the state,  
14 TIPs and the RTPOs and also the MPOs TIP, MAP-21 which is really the  
15 FAST Act, I should've put in the FAST Act sort of precedes that, or, or a  
16 amends that and a lot of the things still true but I think the, the FAST Act is  
17 really related to more performance analysis. We have several products  
18 we do and we already discussed, discussed that last time; UWP,  
19 participation, citizen participation, long-range transportation plans, the TIP,  
20 and the one thing we (*inaudible*) is that we, all federal funds in  
21 transportation have to go, have, must be in and oh crap, and the STIP.  
22 But, but not oh crap, but I, that's really, STIP is wrong.

23 What is, what is one of the most, the corner pieces of  
24 environmental control and environmental regulations was NEPA which is  
25 the National Environmental Protection Act and that's really a umbrella for  
26 many many things and you look at the environmental justice, clean air  
27 (*inaudible*), the safe, safe, safe water drinking act, (*inaudible*) protection  
28 (*inaudible*) protection, economic/social environmental effects. It's where  
29 our, on and on and more. So this a very important act which is amended  
30 as well. And we've built highways you have to be aware of get, being in  
31 conformance with NEPA.

32 If you look at one of the first and we, we off you, this, sort of  
33 background of really why, how this operates between the federal aid  
34 program, the federal aid programs are really, they give you the  
35 specification, the state mainly but also gives it our (*inaudible*) as well, what  
36 we have to do. So you look at from the very beginning we have to  
37 conform to state and federal regulations, pretty, federal regulations and  
38 looking at, really if you look at most project, majority of projects are  
39 through the state DOT and they have the oversight and the stewards of all  
40 the aspects of construction from beginning to end, from planning all the  
41 way to the end and maintenance as well operations. So when you look at  
42 engineering and pre-engineers to a (*inaudible*) artery, what's the  
43 environmental consideration, NEPA very you know. It may be nothing but  
44 you, if you have you know waterways, arroyos, etc. it could be very  
45 important. Context sensitive means that maintaining safety and mobility,  
46 we're looking at alternative solutions. If you look at some of the, the



1 product at Missouri and with University we look at no-build and that's also  
2 required, are different solutions too. So it, this I think is very important.  
3 And also what was really been at this, more than anything with since I  
4 been in transportation is public involvement. More and more of get what  
5 do the public think and then trying to work with the public as much as  
6 possible.

7 Adherence to federal standards, guidelines so it's the American  
8 Association of State Highway Transportation Officials which really gives  
9 guideline for how roads to be done, bike ways, etc. with agreement to  
10 update it. DOTs are (*inaudible*) responsible of contracts to federal, for  
11 federal contract provisions (*inaudible*) you need that things like bid, fair  
12 bidding, you know how you aware the bids, how the standards are done,  
13 you know how the, the up, things like emergency or emergency vehicle or  
14 provisions of, of transportation through the, the sites and ensure integrity  
15 of the entire construction process, incentives or warranties, and also work  
16 safety, work safety and new construction technologies and procedures.

17 State DOTs are responsible for right-of-way acquisition as  
18 guaranteed by the, the fifth amendment you think the fifth amendment's  
19 something else but actually it, it talks about what is generally called  
20 "taking" which means no person can be deprived of, of life, liberty, or  
21 property without due process of law which mean they have to go through a  
22 court process or through a regulation process and if, nor shall private  
23 property be taken, called a "taking" in planning terms without just  
24 compensation. It goes on more beyond that, you know open process and  
25 not forced to, to give your land away and it's very important. So one of the  
26 thing is, one of the most difficult thing is to do is right-of-way acquisition  
27 because it's really it could be a very costly thing and a lot of time you see  
28 a lot of your (*inaudible*) right-of-way acquisition cause a very lengthy  
29 process as well sometimes.

30 If you operate, building, FHWA is not only involved with just building  
31 roads. It's also involved in operations you know. To build, maintain, and  
32 operate a transportation system that is safe, reliable, and secure and  
33 really looking at how does the FH, the DOT is kind of responsible  
34 implementing agencies. They, we, they process funds, they look in, at  
35 what, give suggestions but really the FHWA give the national leadership,  
36 conformity, they sort of regulate it, and also technology and standards as  
37 well. What, what a, what also operation means is trying to keep, create a  
38 community or connection between local, state, and federal transportation  
39 professional and elected officials, transportation planners, safety, public  
40 safe commute, university, and private industries. So what our role as the  
41 MPO is sort of get to, get everybody gathered so we can talk about these  
42 things and come to a, like we did today consensus or in cooperation  
43 instead of in, in, instead of being conflict, right. If you look at operations  
44 also looks at federal highway program, allow for funding for traffic  
45 management, for traffic monitoring. A lot of what we do is monitoring the  
46 light, looking at trucks, we're looking at all vehicle counts, bicycle counts

1 that we'll talk a bit later, traffic control, ITS capital improvements was in,  
2 Intelligent Transportation System. CMAQ which we don't have to worry  
3 about because we're not, we're attainment and also funding (*inaudible*)  
4 programs and ITS research funding.

5 If you have any quick questions you see us all here and we'd be  
6 glad to answer any, any question you have cause this is very complex  
7 rules and regulation. Even sometime we don't know them all. And also  
8 there's, if you go on the FHWA site you always find some essentials and  
9 we have a, if you look more you can read more about this. But we're  
10 always available. You can actually online there's plenty of FHWA site as  
11 well. Are there any questions by the Committee?  
12

13 Sorg: Councilor Eakman.

14  
15 Eakman: I guess I'm a little surprised by the relatively small amount of money  
16 available for the national highway system.  
17

18 McAdams: Mr. Eakman, Chairman. Yes. It's not, it's, as we know that we have a  
19 many problem with bridges and roads and the, the money needs, there's  
20 need to be more, more money. I think that's one of the big, about a couple  
21 of months I addressed this too about the, the highway TAC, the highway  
22 transit fund and we knew it's having problems so I think that we're looking  
23 at, I think it's congressional, a federal issue and that we're looking at,  
24 "How do we deal with this," with the highway trust fund and really have  
25 other general funds being coming from is that, I think also that, I think the  
26 federal government is used to some of the federal aids is looking for  
27 alternatives. One thing they're encouraging is toll roads. We can't do it in  
28 New Mexico, you see that. Or other sort of innovative financing to sort of  
29 make up the gap, you know. But I agree with you come, completely that,  
30 that we don't have enough money in the highway trust fund and that we  
31 should urge our, our congressmen and our state representatives to do, to  
32 try to urge some kind of a deal that can be done about this. But I agree,  
33 it's not enough, you know. We have, we have bridges that are collapsing  
34 and ...  
35

36 Sorg: Yes, Councilor Eakman.

37  
38 McAdams: Yeah.  
39

40 Sorg: I actually have talked to our, our senators and they are in favor of adding  
41 more to it. But now isn't there an additional a, a gas tax that the state in,  
42 adds to that or is that 19.4 cents the total amount of tax?  
43

44 McAdams: I think there's a ...  
45

1 Murphy: Mr., Mr. Chair. That's, that's correct. The, this, this presentation was just  
2 centered on the federal gas ...  
3  
4 Sorg: Federal.  
5  
6 Murphy: The federal funds. The State of New Mexico as most, nearly or ...  
7  
8 Sorg: Every state.  
9  
10 Murphy: All other states have their own, own gas tax and ...  
11  
12 Sorg: Do you know offhand how much it is?  
13  
14 Murphy: It is 19.4 if I'm correct. Yes.  
15  
16 Sorg: That's the federal.  
17  
18 Murphy: That's the state and then the, the federal is, no it's 19.6 for the state and  
19 18.4 for the federal.  
20  
21 Sorg: Ooh.  
22  
23 Murphy: If ...  
24  
25 Sorg: That's right?  
26  
27 Murphy: Somewhere, somewhere in that neighborhood.  
28  
29 Sorg: They're very close together then.  
30  
31 Murphy: Right. And, and you know less, less than half of New Mexico Department  
32 of Transportation's budget is federal funds. They're, over half of it is, is  
33 state money coming from that other gas tax ...  
34  
35 Sorg: Good point.  
36  
37 Murphy: Other excise taxes and, and you know various fees. And then just to kind  
38 of round it out, each of your local jurisdictions provide for your  
39 transportation funding in different sources, property tax, sales tax ...  
40  
41 Sorg: Correct.  
42  
43 Murphy: You know etc. So this presentation just covered the federal funding.  
44  
45 Sorg: I understand.  
46

1 Murphy: But ...  
2  
3 Sorg: Yeah. understand.  
4  
5 Murphy: Every, there's, we've, we spend a lot more on transportation ...  
6  
7 Sorg: I understand. In fact ...  
8  
9 Murphy: And we never ...  
10  
11 Sorg: I was at a, a ...  
12  
13 Murphy: We never have enough.  
14  
15 Sorg: A, a transportation infrastructure conference in Dallas, Texas or just  
16 outside of Dallas, Texas, Irving, about four years ago, maybe five years  
17 ago and several people got up and said, and one of the things I, I learned  
18 there is that our federal trust fund is supplemented by other taxes too, to  
19 some extent.  
20  
21 Pedroza: I have a question.  
22  
23 Sorg: Councilor Pedroza.  
24  
25 Pedroza: Thank you Mr. Chair. Mr. McAdams did you say that New Mexico cannot  
26 have toll roads? Why is that?  
27  
28 McAdams: I, Chairman, Councilor Pedroza. Yes, that's correct. That's in state law  
29 that ...  
30  
31 Pedroza: State law.  
32  
33 McAdams: We cannot, we cannot have toll roads. So there has to be a state law, a  
34 state legislation change that.  
35  
36 Pedroza: Oh, we'll change that. Okay.  
37  
38 McAdams: And next door they do it, in Texas they do it. They can do toll roads.  
39  
40 Pedroza: All right. Thank you.  
41  
42 Sorg: Does that include both public and private roads?  
43  
44 McAdams: I don't know. Is that true, public and private roads? Public and ...  
45  
46 Sorg: So ...

1  
2 McAdams: Public and private roads are tolls?  
3  
4 PERSON IN THE AUDIENCE SPEAKING, NOT AT THE MICROPHONE.  
5  
6 McAdams: Okay.  
7  
8 Sorg: So if some private company wanted to build a road from A to B and  
9 charge toll on it they could do it?  
10  
11 McAdams: I, excuse me Councilor, Chairman, and I can't ...  
12  
13 Sorg: Mr. Doolittle has ...  
14  
15 McAdams: I can't answer that.  
16  
17 Sorg: Some comment.  
18  
19 Doolittle: Thank you Mr. Chair. I believe it's both public and private.  
20  
21 Sorg: It is, okay.  
22  
23 Doolittle: And the reason I think that is one it's, it's state statute. Two, we've been  
24 approached as you all are familiar, we're working on the West Mesa  
25 corridor study. We were approached by the trucking industry ultimately  
26 that they were hoping to build that facility, toll it to recoup their costs, and  
27 then hand that over to the Department and the preliminary guidance to  
28 them is they cannot do that because of state statute.  
29  
30 Sorg: Okay. Thank you very much. That's nice to have that clear, clarity. Okay.  
31 Any other comments, questions for this presentation? Thank you very  
32 much.  
33  
34 McAdams: Thank you very much.  
35  
36 Sorg: It's very good. Next.  
37  
38 Taraschi: Mr. Chair, Members of the Committee. Many of you may not know me.  
39 My name is Zach Taraschi. I'm the planning tech for the MPO. What I  
40 have for you today is a presentation over a project that I've been working  
41 on largely over Strava Metro. And let me quickly go to their website for  
42 you guys real quick, start that out. So what is Strava Metro? It's data  
43 that's collected by the company Strava and they basically anonymize it,  
44 aggregate it and then they distribute it to agencies or anybody that wants  
45 to purchase the data from them. The way that data comes in is through  
46 both streets, origin destination, and intersections. And they've had a lot of

1 success with a lot of DOTs in the U.S. but also internationally. I think it  
2 was in Queensland, is that, is it in New Zealand? Oh, yeah. Australia,  
3 awesome. I'm a geographer and I don't even know that, it's great. But so  
4 yeah, they've had a lot of success with that so far and so we kind of  
5 wanted to go forward with this and kind of see what we could get from it.  
6 So let me go back to my presentation here.

7 So how does Strava work? Strava is an app that's free on both the  
8 Apple app store and Google play. And once you download it you basically  
9 just hit "record," you go out onto your activity and then once you're  
10 finished you hit "stop recording" and then it pulls up basically a map of  
11 your activity showing basically how long you were out, the miles you did,  
12 and your actual route. And then any friends or anybody that you know  
13 that you also have on Strava you can compare your efforts to them as  
14 well. So it's almost like an athletic social media per se, but, it's data that,  
15 or it's an app that people are already using so we thought that it'd be a  
16 good idea to maybe try it out and see what we could get from it.

17 So who's the target audience of Strava? It's pedestrians, runners,  
18 cycling groups, both recreation/commuter cyclist and that, that's  
19 something we actually really liked is that you can delineate in there  
20 whether it's a commute by bike or whether it's just a regular activity. And  
21 we can actually do that with our own collection of the data, is that we could  
22 see if it's a commuter or if it's just somebody doing it recreationally. So we  
23 got data, our, our data was kind of split up into two basically collection  
24 times. Very recent, the first set of data was for six months starting in  
25 November until March of this year. Our next data acquisition is going to  
26 be in October and it's going to be from April until September. So we're  
27 having very recent data and it's, it's actually very nice to have it that close  
28 to, well it's in the year that we're in. So the demographics that we have of  
29 it are up here on the screen for you. This is the October to March data.  
30 As you can see the cyclists were about 1,100, kind of male-dominated but  
31 the way that it's kind of stratified between the age groups is very appealing  
32 to us, that even though this is an app and it's on smart phones it's a lot of  
33 age groups that are using it. When it comes to the pedestrians or runners  
34 there was a little bit less of usage but the female population actually kind  
35 of went up with that. And it's still very evenly stratified between the age  
36 groups of anywhere from being young adults to middle-aged adults.

37 So going forward, what did we get from the Strava data that we've  
38 purchased? Well first of all we were able to generate a heat map for the  
39 pedestrians or runners. As you can see it's kind of centered towards the  
40 city core here, a lot of NMSU, A Mountain here, and then the Triviz Trail  
41 and what-have-you.

42 Going forward we also got a cycling heat map which a lot of it is  
43 generated outside of the city core, you know on the periphery of the city,  
44 probably people going on longer journeys, stuff like that. So then we're  
45 also able to get intersection data and the intersection data came in and it  
46 was basically anywhere where two streets came together they gave us an

1 intersection point for. What I did is I pared it down to the signalized  
2 intersections all across our area. And this map shows the actual total time  
3 waited for that six months at each one of the intersections. So we can see  
4 there's a lot more time waited here towards NMSU, towards the city  
5 center, not so much on the periphery. So we thought we'd kind of pare it  
6 down to a little bit of a study area in the city core and then we aggregated  
7 it to just be median wait times. And so you can see a little bit more wait  
8 times in the city center here of the, and this is just median wait time, this  
9 isn't weighted on how many people, this is just you know the amount of  
10 people how, what was the average time they waited.

11 So then also from the intersection data it gives us commuters.  
12 Where are the commuters going? And these are the signalized  
13 intersections that commuters use the most which we actually found very  
14 interesting but you see down here kind of off of Hadley as it goes through  
15 Main Street and what-have-you, along the Triviz Trail here, and down on  
16 NMSU.

17 So then we can also take the heat map data which also is  
18 delineated by commuters and then see where the commuters are going.  
19 You can still see it's a lot of the Triviz Trail and it's a lot of these streets  
20 that are going to NMSU, from NMSU, stuff like that.

21 And then finally what we were able to derive is also origin/  
22 destination. Now the polygons that are presented in this are created by  
23 Strava. They, and on the phone it was kind of confusing how they derived  
24 it. It's just kind of, they let the data derive the polygons itself. But what  
25 you can kind of tell is that a lot of people are going and coming back to the  
26 exact same place which wasn't as exciting for us but it was still very  
27 interesting to see.

28 So overall we're pretty happy with what we've gotten from the  
29 Strava data so far. We do understand that it does have its limitations. It is  
30 kind of a small sampling size but going forward it's something that we can  
31 hope that we can use basically maybe with our suitability map, other  
32 things like that. And then Strava is, as Andrew had pointed out becoming  
33 more accepted by DOTs across the U.S. and we're hoping that maybe as  
34 the app becomes a little bit more of a forefront for the community that we  
35 can get better results from it. So I guess that's it for me. I'll stand for any  
36 questions.

37  
38 Sorg: Thank you. I guess we all better get Strava on our phones. Any  
39 questions from the Committee? Yes Trust, Trustee Flores.

40  
41 Flores: I want to know, do we have anything on our website from the MPO saying  
42 that we're using it or requesting that people use this so that we can gather  
43 data, or is that a no-no because it's a private ...  
44

1 Taraschi: I'll largely let Tom answer this but if, if I were to answer I think it, we're  
2 saying "no" at the moment because it is a private company and I don't, I  
3 don't know, Tom.

4  
5 Murphy: We do not have it on the, on the website as, as of yet. It's something that  
6 we've been kind of discussing in, in, internally. I don't think that there'd be  
7 any kind of conflict with us promoting it since we are using it for the data  
8 and you know it, I mean we could put it out there as a way to encourage  
9 people to be able to, to influence our analysis well, so it's not on there but I  
10 envision it going up on there at some point.

11  
12 Flores: I would just say that I, I would approve of putting it on because the more  
13 information that you have the better and it just seems to tie in with our  
14 commitment to community outreach.

15  
16 Sorg: Anything else? Yes. Councilor Pedroza.

17  
18 Pedroza: Thank you. When you use the word "heat map," does that mean the  
19 number of, of trips or is that really a temperature?

20  
21 Taraschi: Mr. Chair, Councilor Pedroza.

22  
23 Pedroza: Yeah.

24  
25 Taraschi: So it's, I can, in the data we can either delineate it by activity so if Tom and  
26 I go out together and we ride, that's one activity between the two of us.  
27 But we can also separate it between users. So each, from those  
28 demographics on there it's got, you know shows the 1,100 people and  
29 that's independent users. And from there what I, what I largely tried to do  
30 was look at users rather than activities, you know and yeah, okay.

31  
32 Sorg: Mayor Barraza.

33  
34 Barraza: I just wanted to say I have to leave. I have a 3:00 appointment.

35  
36 Sorg: Yeah.

37  
38 Barraza: Okay.

39  
40 Sorg: Well, okay. Any others?

41  
42 **8. COMMITTEE AND STAFF COMMENTS - None**

43  
44 Sorg: Is there any last words from staff?



1   **9.     PUBLIC COMMENT - None**

2  
3   **10.    ADJOURNMENT (2:54 p.m.)**

4  
5   Sorg:        Then I'll entertain a motion to adjourn, adjourn.

6  
7   Eakman:      So moved.

8  
9   Flores:       Seconded.

10  
11   Sorg:        Moved and second and all in favor, you want a roll call on this? Can we  
12                just say "aye?"

13  
14   **MOTION PASSES UNANIMOUSLY.**

15  
16   Sorg:        We're adjourned.

17  
18  
19  
20  
21   \_\_\_\_\_  
22   Chairperson  
23  
24

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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 August 10, 2016**

#### **AGENDA ITEM:**

\*6.1 2017-2018 Unified Planning Work Program amendment.

#### **ACTION REQUESTED:**

Approval by the Policy Committee

#### **SUPPORT INFORMATION:**

Resolution 16-08 Amending the 2017-2018 Unified Planning Work Program

Draft copy of the revised 2017-2018 Unified Planning Work Program (UPWP) pages. The entire document is available on the MPO website.

#### **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.

This amendment shifts the proposed A-Mountain Study Area and the Participatory Mapping project from FY17 to FY18 as we've been notified by NMDOT that SPR funding is not available for FY17.

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 16-08**

**A RESOLUTION AMENDING THE FY17- FY18 UNIFIED PLANNING  
WORK PROGRAM**

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

**WHEREAS**, the Mesilla Valley MPO is responsible for the planning and financial reporting of all federal and/or state funded transportation related projects within the MPO's Urbanized Area for the specified fiscal years; and

**WHEREAS**, preparation of a Unified Planning Work program is requirement of the Federal Highway Administration and the Federal Transit Administration; and

**WHEREAS**, the Unified Planning Work Program for FY2017 and FY2018 was approved on June 8, 2016; and

**WHEREAS**, the MPO needs to move FY2017 funds into FY2018 because State Planning and Research (SPR) weren't available as anticipated; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for this resolution to be APPROVED.

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

**(I)**

**THAT** the amended Mesilla Valley MPO's Fiscal Year 2017 and Fiscal Year 2018 Unified Planning Work Program, as contained in Exhibit "A", attached hereto and made part of this resolution, is hereby approved.

(II)

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

**DONE** and **APPROVED** this 10th day of August, 2016.

APPROVED:

\_\_\_\_\_  
Chair

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

ATTEST:

APPROVED AS TO FORM:

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

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

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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://mvmmpo.las-cruces.org>

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
ACTION FORM FOR THE MEETING OF August 10, 2016**

**AGENDA ITEM:**

6.2 2016-2021 Transportation Improvement Program Amendments

**ACTION REQUESTED:**

Approval by the MPO Policy Committee

**SUPPORT INFORMATION:**

Email from Mike Bartholomew, RoadRUNNER Transit Administrator

**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
TL00016 (Proposed)	2016	RoadRUNNER Transit	5339 Funds for Rolling Stock	FTA 5339 \$172,335 Local Match \$30,413 Total \$202,748	New Project

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

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**

**RESOLUTION NO. 16-09**

**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 10th day of August, 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:

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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>
TL00016 (Proposed)	2016	RoadRUNNER Transit	5339 Funds for Rolling Stock	FTA 5339 \$172,335 Local Match \$30,413 Total \$202,748	New Project



# **METROPOLITAN PLANNING ORGANIZATION**

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## **Resolution 16-09 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:** Friday, June 03, 2016 10:56 AM  
**To:** Andrew Wray  
**Cc:** Tom Murphy; David Maestas; Gabriel Sapien; Amy Bassford  
**Subject:** New TIP project  
**Attachments:** Signed NMDOT 5339 Letter 5-6-16.pdf

**Importance:** High

**Follow Up Flag:** Follow up

**Flag Status:** Flagged

Andrew –

The NMDOT is the designated recipient of ongoing capital funding for small urban systems under FTA's Section 5339 program. The NMDOT has been directly applying to FTA for the grants for these allocations and then they enter into a Memorandum of Understanding (MOU) with each of the state's small urban systems to implement the projects in the grant.

Beginning this year NMDOT is formally sub-allocating the apportionment to each of the state's small urban systems and requiring each small urban to directly apply to FTA for these projects. This means that these projects will have to be in our TIP/STIP. The actual sub-allocation is in the email below and I have attached the sub-allocation agreement letter that NMDOT has provided to FTA. These funds are actually available for us to apply for now. Depending on the TIP cycle and the fact there is not much time left in the current federal fiscal year, I defer to your recommendation as to whether these should be added as a FY16 or FY17 project.

We need to have a new project added to the TIP to reflect this new source of funding.

The project would be for revenue vehicle rolling stock at an 85/15 match

FTA Section 5339 sub-allocated by NMDOT:	\$172,335	85%
Local match:	\$ 30,413	15%
Total Project:	\$202,748	

Because at this time this source of funding seems to be ongoing, we probably could replicate the project amount in future "in" years in the TIP, but again I defer to your recommendation on this.

Please let me know if you have any questions.

**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)



----- Original message -----

From: "Harris, David C, NMDOT" <[DavidC.Harris@state.nm.us](mailto:DavidC.Harris@state.nm.us)>

Date: 4/29/16 8:59 AM (GMT-07:00)

To: "City of Las Cruces Roadrunner Transit ([MBARTHOLOMEW@las-cruces.org](mailto:MBARTHOLOMEW@las-cruces.org))" <[MBARTHOLOMEW@las-cruces.org](mailto:MBARTHOLOMEW@las-cruces.org)>

Cc: "Eppler, Marsha, NMDOT" <[Marsha.Eppler@state.nm.us](mailto:Marsha.Eppler@state.nm.us)>, "Bach, Deborah, NMDOT" <[Deborah.Bach@state.nm.us](mailto:Deborah.Bach@state.nm.us)>

Subject: Las Cruces FY16 Section 5339 Suballocation Letter

Hi Mike,

The FY 2016 FTA Section 5339 small urban appropriations were published and can be found at: <https://www.transit.dot.gov/funding/apportionments/table-12-fiscal-year-2016-section-5339-bus-and-bus-facilities-apportionments>

Similar to the prior years, we will continue to distribute Section 5339 funds by utilizing the Section 5307 formula distribution. Unlike prior years, Las Cruces will apply directly to FTA for these funds.

Please sign the attached suballocation letter and return it to me for my signature as soon as possible. We will be sending the complete packet along with your signed letters to FTA Region VI.

Dave

.....  
**David C. Harris, AICP**

Transit Manager, [Transit and Rail Division](#)  
[New Mexico Department of Transportation](#)  
505.699.4350  
[davidc.harris@state.nm.us](mailto:davidc.harris@state.nm.us)

Funding will be rounded to the nearest dollar.



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### MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF August 10, 2016

#### **AGENDA ITEM:**

6.3 Resolution 16-07: A Resolution Amending the 2015 Metropolitan Transportation Plan (Transport 2040)

#### **DISCUSSION:**

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

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

Through this process, Staff arrived at two alternatives to present to the Technical Advisory Committee for their recommendation to the Policy Committee.

Option A proceeds along University Avenue.

Option B proceeds along Union Avenue.

Option C proceeds along University Avenue, utilizing the Mesilla Lateral.

Option D proceeds along Union Avenue, utilizing the Mesilla Lateral.

Option E proceeds along Union Avenue utilizing the Laguna Lateral.

At their April 19 meeting, the Bicycle and Pedestrian Facilities Advisory Committee recommended Option B to the Policy Committee for approval.



At their May 5 meeting, the Technical Advisory Committee recommended Option B to the Policy Committee for approval.

## **LAS CRUCES METROPOLITAN PLANNING ORGANIZATION**

### **RESOLUTION NO. 16-07**

#### **A RESOLUTION AMENDING THE 2015 TRANSPORTATION PLAN (TRANSPORT 2040).**

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

**WHEREAS**, the Mesilla Valley Metropolitan Planning Organization (MPO) is the transportation planning agency for the City of Las Cruces, the Town of Mesilla, and the urbanized area for Doña Ana County; and

**WHEREAS**, Title 23 CFR §450.322 requires that all MPO's throughout the country adopt a minimum 20-year Metropolitan Transportation Plan for their respective jurisdictions; and

**WHEREAS**, the 2015 Transportation Plan, Transport 2040 Update, was approved by the Policy Committee on June 10, 2015; and

**WHEREAS**, the 2015 Transportation Plan designated University Avenue as the southern leg of the Multi-Use Loop Trail in the Trail System Priorities Plan which is part of the Metropolitan Transportation Plan; and

**WHEREAS**, community concerns prompted the MPO to revisit this classification; and

**WHEREAS**, MPO Staff has performed outreach to various concerned stakeholder groups; and

**WHEREAS**, the attached Trail System Priorities Plan Amendment has been developed by MPO Staff and submitted to the MPO Policy Committee for approval; and

**WHEREAS**, the Bicycle and Pedestrian Facilities Advisory Committee has

reviewed this amendment at their April 19, 2016 meeting; and

**WHEREAS**, the Technical Advisory Committee has reviewed this amendment at their May 5, 2016 meeting; and

**WHEREAS**, the Policy Committee has determined that it is in the best interest of the MPO for this Resolution to be **APPROVED**.

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

**(I)**

**THAT** the Trail Plan Amendment, attached to this resolution as Exhibit “A” be adopted as part of the Metropolitan Transportation Plan, replacing the prior version of the Trail System Priorities Plan.

**(II)**

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

**DONE** and **APPROVED** this 10th day of August , 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:

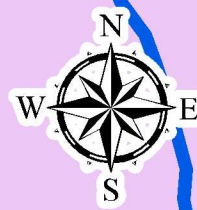
APPROVED AS TO FORM:

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

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

# All Options Proposed Multi-Use Connection

Triviz Trail Extension  
Transportation Improvement  
Plan # LC00250



0 0.25 0.5 1 Miles

## Legend

- Railroad
- Streets Background
- Current Multi-Use Facility
- Rio Grande River
- Mesilla Boundary
- Municipal Boundary
- NMSU Boundary
- County Boundary

## Proposed Multi-Use Facilities

- Main Trail Route
- Option A Route
- Option B Route
- Option C Route
- Option D Route
- Option E Route

Mesilla Valley  
Metropolitan  
Planning Organization



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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE EL PASO MPO INFORMATION FORM FOR THE MEETING OF June 17, 2016**

#### **INFORMATION REPORT:**

This report is for informational purposes only, MPO Staff will make no presentation on this item.

#### **DISCUSSION:**

The El Paso Metropolitan Transportation Board met on June 17, 2016.

#### The New Mexico members of the Transportation Policy Board who were present:

Trent Doolittle, NMDOT D1 Engineer

Mayor Diana Trujillo, City of Anthony, NM

Representative Bealquin Gomez, New Mexico State Representative, District 34

Mayor Javier Perea, Sunland Park, NM

Commissioner David Garcia, Doña Ana County

#### New Mexico Related Items

Agenda Item #3 – Amending the TIP project relating to NM 136 (Pete Dominici Highway) Pavement Rehabilitation and Drainage Improvements Project to change the limits to MP 0.4 to MP 4.9 and revise scope of work to include only the first phase of the project using \$16,000,000 of National Highway – during the discussion District Engineer Doolittle stated this amendment was to remove bridge rehabilitation portions which were originally in the project. The TPB passed the amendment.



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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE EL PASO MPO INFORMATION FORM FOR THE MEETING OF July 22, 2016**

#### **INFORMATION REPORT:**

This report is for informational purposes only, MPO Staff will make no presentation on this item.

#### **DISCUSSION:**

The El Paso Metropolitan Transportation Board met on July 22, 2016.

#### The New Mexico members of the Transportation Policy Board who were present:

Trent Doolittle, NMDOT D1 Engineer

Mayor Diana Trujillo, City of Anthony, NM

Representative Bealquin Gomez, New Mexico State Representative, District 34

#### New Mexico Related Items

Agenda Item #5 –Approval of a resolution authorizing the TPB chair to execute a resolution supporting the development of the Active Transportation System. The aim is to promote greater accessibility, mobility, tourism, historical and cultural assets, bicycle and pedestrian friendly retail, land use development/redevelopment, and greater quality of life. The El Paso MPO aims to coordinate for connections with the Mesilla Valley MPO and Instituto Municipal de Investigacion y Planeacion (IMIP) of Juárez. The TPB passed the resolution.

Agenda Item #7 – Item to approve a Grant Agreement between the El Paso MPO and the South Central Regional Transit District for Section 5310 funding – Enhanced Mobility for Seniors and Individuals with Disabilities. The TPB passed the resolution.

Agenda Item #8 – Request by NMDOT to ask the El Paso MPO Executive Committee to consider adding the South Central Regional Transit District to the TPB as a voting member. The TPB directed the Executive Committee to take up the item.