

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
TECHNICAL ADVISORY COMMITTEE**

The following are minutes for the meeting of the Technical Advisory Committee of the Mesilla Valley Metropolitan Planning Organization (MPO) which was held October 5, 2017 at 4:00 p.m. in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.

**MEMBERS PRESENT:** David Armijo (SCRTD)  
Mike Bartholomew (CLC Transit)  
Michael Garza proxy John Gwynne (DAC Flood Com.)  
Gary Skelton proxy Soo Gyu Lee (CLC)  
Jolene Herrera (NMDOT)  
Harold Love (NMDOT)  
Rene Molina (DAC Eng.)  
Luis Marmolejo (DAC Planning)  
Lily Sensiba (EBID)  
Tony Trevino (CLC Public Works)

**MEMBERS ABSENT:** Bill Childress (BLM)  
Todd Gregory (LCPS)  
Dale Harrell (NMSU)  
Debbi Lujan (Town of Mesilla)  
Larry Shannon (Town of Mesilla)

**STAFF PRESENT:** Tom Murphy (MPO Staff)  
Andrew Wray (MPO Staff)  
Michael McAdams (MPO Staff)  
Dominic Loya (MPO)

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

**1. CALL TO ORDER (4:04 PM)**

Marmolejo: Good afternoon. Welcome to the Mesilla Valley MPO TAC Advisory Committee for October 5, 2017. We'll go ahead and call to order. Do we want to do a roll call prior to the approval of the agenda?

Wray: We do have some proxies here so I would suggest that, yes.

Marmolejo: We'll start on the right hand side please.

Garza: Michael Garza proxy for John Gwynne, Dona Ana County Flood Commission.

1 Sensiba: Lily Sensiba, EBID.

2  
3 Skelton: Gary Skelton proxy for Soo Gyu Lee, City of Las Cruces Transportation  
4 Section.

5  
6 Armijo: David Armijo, SCRTD.

7  
8 Love: Harold Love, New Mexico DOT.

9  
10 Herrera: Jolene Herrera, New Mexico DOT.

11  
12 Trevino: Tony Trevino, City of Las Cruces, Public Works.

13  
14 Bartholomew: Mike Bartholomew, City of Las Cruces, RoadRUNNER Transit.

15  
16 Molina: Rene Molina, Dona Ana County Engineering.

17  
18 Marmolejo: Luis Marmolejo, Dona Ana County, Community Planning. Please also  
19 don't forget about your cell phones, mute them if you like so we cannot be  
20 interrupted.

21  
22 **2. APPROVAL OF AGENDA**

23  
24 Marmolejo: Approval of the agenda. Do we all see any changes to the agenda?

25  
26 Wray: Staff has none.

27  
28 Marmolejo: I don't see any others. So well make a recommendation for approval of  
29 the agenda.

30  
31 Bartholomew: I move we accept the agenda.

32  
33 Love: Second.

34  
35 Marmolejo: All in favor.

36  
37 MOTION PASSES UNANIMOUSLY.

38  
39 **3. APPROVAL OF MINUTES**

40  
41 **3.1 August 3, 2017**

42  
43 Marmolejo: And item number three, approval of the August 3, 2017 minutes. I  
44 scanned through them, I didn't see any thing that I needed changed.  
45 Anybody else? No. Somebody want to make a move to approve the  
46 minutes of August 3rd?

1  
2 Bartholomew: I move we approve the minutes of August 3rd.

3  
4 Trevino: Second.

5  
6 Marmolejo: All in favor.

7  
8 MOTION PASSES UNANIMOUSLY.

9  
10 **4. PUBLIC COMMENT**

11  
12 Marmolejo: Okay item number four. Any public comment? Nobody from the public to  
13 comment?

14  
15 **5. DISCUSSION ITEMS**

16  
17 **5.1 New Mexico Department of Transportation Safety Targets**  
18 **Presentation**

19  
20 Marmolejo: Okay we'll go ahead and move to item number five, discussion items; 5.1  
21 New Mexico Department of Transportation Safety Targets Presentation by  
22 MPO staff.

23  
24 ANDREW WRAY GAVE HIS PRESENTATION.

25  
26 Bartholomew: I had a question. Comparing it to the previous statistics, are there  
27 reasons why the fatalities that seems to be on the increase where as  
28 serious are decreasing.

29  
30 Wray: Mr. Chair, Mr. Bartholomew. I would attribute that to improved vehicle  
31 features to improve safety, partially improved geometry on the roadways.  
32 As far as the fatalities go to some extent it's just there's no controlling for a  
33 lot of the things that can possibly happen out there and that's why I think  
34 that the spread of serious injuries is seeing a steady decline but fatalities,  
35 things can happen, things do happen, that's a possible explanation as to  
36 why.

37  
38 Bartholomew: So with all the safety improvements you're either going to slip by very well  
39 or you're going to die, one or the other, not in between.

40  
41 Herrera: Mr. Chair. If I can just add a little bit to that. So some of the fatalities for  
42 2016 in particular came from the southeast corner of the state where we  
43 had very high oil and gas traffic and so when you have heavy trucks and  
44 you have a head-on collision, chances are that people are probably going  
45 to die and unfortunately you have one car with four people in it that die  
46 and your statistics go way up. So we had a couple of those in the past

1           few years. Also there have been some facilities on NM-404, same with  
2           just head-on collisions, so that's kind of why things are going up.  
3

4   Bartholomew: Thank you.  
5

6   ANDREW WRAY CONTINUED HIS PRESENTATION.  
7

8   Marmolejo: Andrew I have a question. Can these statistics be mapped? Can you  
9           map the statistics on the type of roadway and whether they're serious or  
10          fatal statistics or numbers if you will?  
11

12   Wray:       Certainly. In potential Mr. Chair we can certainly do that. At this specific  
13           moment in time we were hoping to be able to do something like that for  
14           this process but we did not assemble all that information in time. As we  
15           move forward with the new reality of having the performance measures  
16           and the safety targets we're anticipating that that exact type of analysis is  
17           going to become part of our sort of standard work projects and part of the  
18           ongoing conversation.  
19

20   Marmolejo: Because if I heard you right you're going to want some kind of  
21           recommendation out of this TAC meeting. Is that ...?  
22

23   Wray        Broadly speaking. The recommendation that we'd be looking for is going  
24           to be specifically on these numbers here, these specific, whether or not  
25           we want to endorse the State's targets or set our own. That wouldn't get  
26           down to the level of specific improvements at specific locations.  
27

28   Marmolejo: Right.  
29

30   Wray:       This is more of a broader, these are the numbers that we want to shoot for  
31           now in order for us to get to those numbers, that's when the exact sort of  
32           analysis that you're talking about is going to come into play of what do we  
33           need to do to improve, to be able to achieve these specific numbers.  
34

35   Marmolejo: I think because if we were to visually see it maybe we could catch some  
36           trends you know and what type of roadway where they mostly had been  
37           occurring at.  
38

39   Wray:       We did Mr. Chair, actually about a year ago right now I think it was do  
40           some presentations to the BPAC, the TAC, and the Policy Committee  
41           about some of the intersections that have the highest crash rates. So we  
42           do have some of that information. I don't believe that that would've had  
43           the 2015 data included in it. We can send around the PowerPoint to the  
44           Committee if you're interested in reviewing it, but it probably does not have  
45           the 2015 statistics on it.  
46

1 Marmolejo: And when do you anticipate that we're going to have some kind of opinion  
2 if you will or any input to these?

3  
4 Wray: We're anticipating at the November meeting, at next month's meeting that  
5 we'll be asking the TAC to provide a recommendation to the Policy  
6 Committee about endorsing the State's numbers or not. And if the MPO  
7 does not choose to endorse the State's numbers then we would have until  
8 February to come up with our own. But again staff's recommendation is  
9 that the MPO should endorse the state's numbers because especially just  
10 to cite an example, if we look at fatalities in this area, thankfully we really  
11 don't have very many, so we could have one really horrific catastrophic  
12 incident that could just wreck our numbers for a single year. And this thing  
13 from the Federal Government, it's all stick, there's no carrot. You're only  
14 punished if you fail to achieve it but you're not rewarded if you do. So we  
15 need to be very cautious and careful about what we may or may not  
16 choose to set here in the MPO.

17  
18 Marmolejo: Thank you.

19  
20 Bartholomew: I had a question. How are these targets ultimately going to be used? Are  
21 they going to be used in prioritizing safety improvements in roads or, like  
22 we were just talking about, perhaps increased number of fatalities in areas  
23 where there's more head-ons, is that going to maybe put a greater priority  
24 in looking at how design can be done to reduce head-ons or non-  
25 motorized accidents at reducing those. How's this data going to be used?

26  
27 Wray: Mr. Chair, Mr. Bartholomew. Yes. And I think it'll even get down to the  
28 project by project level of what is this project going to do to impact the  
29 targets. I don't know if DOT wishes to speak further on that.

30  
31 Herrera: Sure. Thanks. That's exactly right. It is going to be project by project.  
32 Basically any project that's entered into the TIP and into the STIP we will  
33 be asking the question, how does it help us meet these targets? And then  
34 more specific we have a category of funding called Highway Safety  
35 Improvement Program funding that is specific for safety projects, so we  
36 will be targeting some of the most dangerous intersections, the corridors  
37 where we have a lot of fatalities, we're going to try to be more proactive  
38 with that safety money and these numbers will drive that along with all of  
39 the data that's collected.

40  
41 Bartholomew: Thank you.

42  
43 Wray: All right. Thank you very much. Appreciate it. Mr. Murphy is now going to  
44 present on the NTSB report.

45  
46 **5.2 Reducing Speeding-Related Crashes Involving Passenger Vehicles**



1  
2 TOM MURPHY GAVE HIS PRESENTATION.  
3

4 Marmolejo: Just real quick if you could go back to that last screen, one on the data  
5 collection. Just some really questions I've got is like when an accident  
6 occurs who makes a determination, and I know a serious injury is a  
7 serious injury but where do you go from, where's that line at? Who makes  
8 that call? The officers or?  
9

10 Murphy: Mr. Chair. Yes it is the law enforcement officers that do fill out those  
11 reports, so they are trained in various levels.  
12

13 Marmolejo: And then they have access to plugging this in somewhere's for the  
14 platform if you will and then that's where you all get this information from?  
15

16 Murphy: Yes all the law enforcement agencies in the state are required to transmit  
17 their incident reports ultimately up to UNM which has the contract from  
18 NMDOT for this traffic safety bureau and they have staff there that kind of  
19 looks for discrepancies in the reports. They geocode them, meaning that  
20 they assign them to a specific geographical location. It takes  
21 approximately a year and a half or so for them to quality control that data,  
22 then they release that via a GIS shaped file and the MPO is one of the  
23 agencies that gets that file of which we then do our analysis on.  
24

25 Marmolejo: I think mapping part of it would be really interesting to see. I'm not saying  
26 this like the whole state, but maybe DAC's numbers if you will and then.  
27 That'd be cool to look at. I think you can see where there occurring and  
28 then what type of road, what was the cause of it and stuff like that.  
29

30 Murphy: I think mapping is very important to distinguish isolated random events to  
31 where it's some kind of geometrical problem which is planners and  
32 engineers is something that's in our wheelhouse to address.  
33

34 Herrera: Mr. Chair.  
35

36 Marmolejo: Yes ma'am.  
37

38 Herrera: One comment about the geocoding and the mapping, so there are still  
39 some issues with that piece of it because some of the smaller agencies,  
40 specifically they don't have GPS and some of the more sophisticated  
41 things to specifically locate where a crash has occurred. So what they do  
42 is they say the nearest intersection. So some of the crashes aren't  
43 actually recorded where they happened at. In our statewide safety plan  
44 we have put some action items in there to try to update the universal  
45 reporting basically data that all of the law enforcement agencies use, but

1 right now it's kind of hit or miss on who's actually doing the locations  
2 correctly and who's kind of using the nearest intersection.

3  
4 Marmolejo: I can understand that. It'd be hard to get that accurate data. I don't have  
5 any questions myself anymore. Does anybody else have a question?

6  
7 Murphy: Thank you.

8  
9 Marmolejo: Thank you Mr. Murphy.

## 10 11 **6. COMMITTEE AND STAFF COMMENTS**

### 12 13 **6.1 City of Las Cruces, Dona Ana County, Town of Mesilla, Las Cruces 14 Public Schools, RoadRUNNER Transit, SCRTD Project Updates**

15  
16 Marmolejo: So are we now onto item number six? Okay moving onto item number six,  
17 committee and staff comments. City of Las Cruces.

18  
19 Trevino: We've got four projects going on right now. We've got Harrelson which  
20 design is complete. We are waiting for two permits from NMDOT; one for  
21 utility, one for storm drain. As soon as these get approved and signed  
22 over to us we will be able to hopefully put out to bid within a week or two  
23 after we receive those permits.

24 The Roadrunner Parkway extension which is from the westbound  
25 frontage road of Highway-70 north across the Sandhill Arroyo, those plans  
26 are 100% complete. We had a few more comments this past week that  
27 they're going to be addressing. As soon as some right-of-way issues get  
28 taken care of and we acquire those, we will put that project out to bid.

29 The Amador/Melendres Street light is still on schedule. Hopefully  
30 those lights will be up and running within the next four weeks.

31 The Solano ADA, that project has been awarded, the precon was  
32 held two weeks ago and hopefully it will be done by December 2017.  
33 That's all I have.

34  
35 Marmolejo: Dona Ana County.

36  
37 Molina: So we've got multiple projects going on, but relative to this committee  
38 there's two projects, Camino Real and Dona Ana School Road project and  
39 that's a safety project. That one we're actually getting our right-of-way  
40 approval from DOT within the next two-three weeks and we'll move into  
41 the construction phase where we're going to go out to bid late December/  
42 early January.

43 The other project is Soledad Canyon and that one's in the design  
44 phase. We were going to have a public meeting within the next two  
45 weeks, it's 60%. And that's it. Thanks.

1 Marmolejo: Town of Mesilla. No Town of Mesilla. Las Cruces Public Schools. No

2  
3 Murphy: They're not here.

4  
5 Marmolejo: Okay. RoadRUNNER Transit.

6  
7 Bartholomew: RoadRUNNER transit had applied for some FTA Section 5339 funds  
8 under the low or no program and we were notified a couple of weeks ago  
9 that we were awarded \$1.4-something million towards our first endeavor  
10 into purchasing all electric transit buses. So we were pretty excited about  
11 that. That project is going to involve getting some project management  
12 and developing the specs for the buses because we did not partner with  
13 any particular electric bus company on this project. And so we've had a  
14 good track record. Just a year ago we learned of getting \$1.13 million  
15 under state of good repair that we're using to purchase three buses with.  
16 This year we applied again under state of good repair, that's section 5339  
17 grant to build a new maintenance facility. We haven't heard yet on the  
18 results of that particular application.

19 Projects we're working on is we want to implement additional  
20 phases in our short range transit plan that would result ultimately in adding  
21 some bus service back to the Solano Corridor, what doesn't occur. Going  
22 to some of the areas in town that we basically stopped going to when we  
23 implemented the new routes a little over a year ago. We actually have a  
24 presentation tomorrow to the City Manager's office to try to make a case to  
25 get a major budget adjustment and move on to the next phase or phases  
26 of our short-range transit plan. That's all I have.

27  
28 Armijo: I have nothing to report at this time for SCRTD. Thank you.

## 29 30 **6.2 NMDOT Projects Update**

31  
32 Marmolejo: NMDOT.

33  
34 Herrera: Thank you Mr. Chair. We only have four projects going on in the area.  
35 The first one is obviously the intersection of Spitz/Solano/Three Crosses.  
36 Right now we're a little bit behind schedule on that one. We're still  
37 working with the City to try to make up that time. As long as the weather  
38 holds and nothing else goes wrong in the project we're expected to be  
39 done by May of next year. So it'll be a while.

40 The next project is the one on US-70 over the pass. That one is for  
41 shoulder widening and is coming along nicely. Weather permitting we  
42 should be done by the end of this month, October. So we're right there.

43 The other two are pretty small projects, one is on Thorpe Road.  
44 We're doing some ADA improvements along there and a little bit of  
45 pavement. That one is almost done. Again it should be done by the end  
46 of the month. And then the one on Tortugas, a little bit more drainage



1 work there along with some ADA and pavement work, it's about half done  
2 now, so we're looking at probably another couple of months for that. So  
3 probably around Thanksgiving, maybe a little after for the completion in  
4 that project.

5 Valley Drive we did let that last month. We only had one bid, we  
6 rejected the bid, so we will be sending it back out for advertisement here  
7 in the next month or so. Hopefully we'll get more bids in this next time.

8 And then in the design phase is the University/I-25 project. That  
9 one is still scheduled to let in October of 2018, so we're about 30% design  
10 on that, working closely with NMSU and the City of Las Cruces on that  
11 design. And that is all I have. If there are any questions.

12  
13 Marmolejo: Does anybody here, staff or DOT, anybody have any idea the project that  
14 they're starting at Pete Dominici, the resurfacing of that project. It's a  
15 good, large project that's. I'm just wondering. The projection was already  
16 in the works but we got it for doing a vacuum plant for that and I'm just  
17 wondering what came out of those monies? Like \$45 million. It's a two-  
18 year project. Was that out of you guys?

19  
20 Herrera: Yes.

21  
22 Marmolejo: Okay.

23  
24 Herrera: Yeah that was done out of the DOT. That corridor was a priority for the  
25 Governor and for the Cabinet Secretary and for the Department and so  
26 the Santa Fe office found the money to fund the project. Part of it was  
27 some of the Border set-aside funds and then a large chunk of it came from  
28 the freight funding that we received from federal highway. But yeah, that's  
29 a very large project. It went through the El Paso MPO because it is in  
30 their area, so it's been in their TIP and on their long range plan for about  
31 four or five years now, so we're finally under construction on it.

32  
33 Marmolejo: That's a good project. Thank you.

### 34 35 **6.3 MPO Staff Projects Update**

36  
37 Marmolejo: Staff. MPO.

38  
39 Murphy: Thank you Mr. Chair. Happy New Year. We are at the beginning of the  
40 new federal fiscal year, meaning which the MPO has got to produce its  
41 annual listing of obligated projects. Andrew had sent out the applicable  
42 members of your jurisdiction, a request for that so please do set up a  
43 meeting with Andrew or if you did not obligate any projects in Federal  
44 Fiscal Year 2017 please send us a statement saying as such.

45 Next announcement, next month we're also going to be having  
46 members of NMDOT/Bohannon Huston team down here. They're putting

1 together a New Mexico statewide bike plan. They wanted to speak with  
2 the Technical Committees throughout the state, so we scheduled them to  
3 meet with you here prior to that meeting where they're trying to set up a  
4 luncheon with the BPAC members and then after your meeting they're  
5 going to have a public meeting at the Branigan Library. That's staff  
6 updates.

7  
8 **7. PUBLIC COMMENT**

9  
10 Marmolejo: Okay moving on to item seven, public comment. Don't see any.  
11

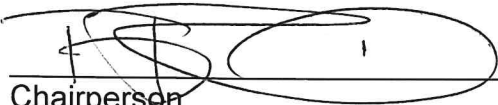
12 **8. ADJOURNMENT (4:47 PM)**

13  
14 Marmolejo: Does somebody want to make a motion for adjournment?  
15

16 Love: So moved.  
17

18 Bartholomew: Second.  
19

20 Marmolejo: Thank you everybody.  
21  
22  
23

24   
25 \_\_\_\_\_  
26 Chairperson