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.
Sensiba: Lily Sensiba, EBID.

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

Armijo: David Armijo, SCRTD.

Love: Harold Love, New Mexico DOT.

Herrera: Jolene Herrera, New Mexico DOT.

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

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

Molina: Rene Molina, Dona Ana County Engineering.

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

2. APPROVAL OF AGENDA

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

Wray: Staff has none.

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

Bartholomew: I move we accept the agenda.

Love: Second.

Marmolejo: All in favor.

MOTION PASSES UNANIMOUSLY.

3. APPROVAL OF MINUTES

3.1 August 3, 2017

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

Trevino: Second.

Marmolejo: All in favor.

MOTION PASSES UNANIMOUSLY.

4. PUBLIC COMMENT

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

5. DISCUSSION ITEMS

5.1 New Mexico Department of Transportation Safety Targets Presentation

Marmolejo: Okay well go ahead and move to item number five, discussion items; 5.1 New Mexico Department of Transportation Safety Targets Presentation by MPO staff.

ANDREW WRAY GAVE HIS PRESENTATION.

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

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

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

Herrera: Mr. Chair. If I can just add a little bit to that. So some of the fatalities for 2016 in particular came from the southeast corner of the state where we had very high oil and gas traffic and so when you have heavy trucks and you have a head-on collision, chances are that people are probably going to die and unfortunately you have one car with four people in it that die and your statistics go way up. So we had a couple of those in the past
few years. Also there have been some facilities on NM-404, same with
just head-on collisions, so that's kind of why things are going up.

Bartholomew: Thank you.

ANDREW WRAY CONTINUED HIS PRESENTATION.

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

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

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

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

Marmolejo: Right.

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

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

Wray: We did Mr. Chair, actually about a year ago right now I think it was do
some presentations to the BPAC, the TAC, and the Policy Committee
about some of the intersections that have the highest crash rates. So we
do have some of that information. I don't believe that that would've had
the 2015 data included in it. We can send around the PowerPoint to the
Committee if you're interested in reviewing it, but it probably does not have
the 2015 statistics on it.
Marmolejo: And when do you anticipate that we’re going to have some kind of opinion if you will or any input to these?

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

Marmolejo: Thank you.

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

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

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

Bartholomew: Thank you.

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

5.2 Reducing Speeding-Related Crashes Involving Passenger Vehicles
TOM MURPHY GAVE HIS PRESENTATION.

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

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

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

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

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

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

Herrera:  Mr. Chair.

Marmolejo:  Yes ma'am.

Herrera:  One comment about the geocoding and the mapping, so there are still some issues with that piece of it because some of the smaller agencies, specifically they don't have GPS and some of the more sophisticated things to specifically locate where a crash has occurred. So what they do is they say the nearest intersection. So some of the crashes aren't actually recorded where they happened at. In our statewide safety plan we have put some action items in there to try to update the universal reporting basically data that all of the law enforcement agencies use, but
right now it's kind of hit or miss on who's actually doing the locations correctly and who's kind of using the nearest intersection.

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

Murphy: Thank you.

Marmolejo: Thank you Mr. Murphy.

6. COMMITTEE AND STAFF COMMENTS

6.1 City of Las Cruces, Dona Ana County, Town of Mesilla, Las Cruces Public Schools, RoadRUNNER Transit, SCRTD Project Updates

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

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

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

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

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

Marmolejo: Dona Ana County.

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

The other project is Soledad Canyon and that one's in the design phase. We were going to have a public meeting within the next two weeks, it's 60%. And that's it. Thanks.
Marmolejo: Town of Mesilla. No Town of Mesilla. Las Cruces Public Schools. No
Murphy: They're not here.
Marmolejo: Okay. RoadRUNNER Transit.

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

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

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

6.2 NMDOT Projects Update

Marmolejo: NMDOT.

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

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

The other two are pretty small projects, one is on Thorpe Road.
We're doing some ADA improvements along there and a little bit of
pavement. That one is almost done. Again it should be done by the end
of the month. And then the one on Tortugas, a little bit more drainage
work there along with some ADA and pavement work, it’s about half done
now, so we’re looking at probably another couple of months for that. So
probably around Thanksgiving, maybe a little after for the completion in
that project.

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

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

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

Herrera: Yes.

Marmolejo: Okay.

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

Marmolejo: That’s a good project. Thank you.

6.3 MPO Staff Projects Update

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

Next announcement, next month we’re also going to be having
members of NMDOT/Bohannan Huston team down here. They’re putting
together a New Mexico statewide bike plan. They wanted to speak with
the Technical Committees throughout the state, so we scheduled them to
meet with you here prior to that meeting where they're trying to set up a
luncheon with the BPAC members and then after your meeting they're
going to have a public meeting at the Branigan Library. That's staff
updates.

7. PUBLIC COMMENT

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

8. ADJOURNMENT (4:47 PM)

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

Love: So moved.

Bartholomew: Second.

Marmolejo: Thank you everybody.

Chairperson