



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE AGENDA

The following is the Agenda for a meeting of the Policy Committee of the Mesilla Valley Metropolitan Planning Organization (MVMPO) to be held **December 13, 2017 at 1:00 p.m.** in the in the **City of Las Cruces Council Chambers**, 700 North 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/ PLEDGE OF ALLEGIANCE** _____ **Chair**
2. **CONFLICT OF INTEREST INQUIRY** _____ **Chair**
Does any Committee Member have any known or perceived conflict of interest with any item on the agenda? If so, that Committee member may recuse themselves from voting on a specific matter, or if they feel that they can be impartial, we will put their participation up to a vote by the rest of the Committee.
3. **PUBLIC COMMENT** _____ **Chair**
4. **CONSENT AGENDA*** _____ **Chair**
5. *** APPROVAL OF MINUTES** _____
 - 5.1. *August 9, 2017 _____ **Chair**
 - 5.2. *September 13, 2017 _____ **Chair**
6. **ACTION ITEMS** _____
 - 6.1. Resolution 17-09: A Resolution Adopting the MVMPO meeting calendar for calendar year 2018 _____ **MPO Staff**
 - 6.2. Resolution 17-10: A Resolution Amending the 2018-2023 Transportation Improvement Program (TIP) _____ **MPO Staff**
 - 6.3. *Resolution 17-11: A Resolution Supporting the NMDOT Safety Targets for FFY2018 **MPO Staff**
 - 6.4. Resolution 17-12: A Resolution Supporting the Roadrunner Transit Asset Management Targets _____ **MPO Staff**
 - 6.5. *Resolution 17-13: A Resolution Adopting the 2017 Annual Listing of Obligated Projects _____ **MPO Staff**

- 6.6. *Resolution 17-14: A Resolution Amending the FFY17- FFY18 Unified Planning Work Program
(UPWP) _____ **MPO Staff**
7. **DISCUSSION ITEMS** _____
- 7.1. Committee Training _____ **MPO Staff**
- 7.2. NMDOT update _____ **NMDOT 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 August 9, 2017 at 1:00 p.m. in the
6 City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.
7

8
9 **MEMBERS PRESENT:** Mayor Nora Barraza (Town of Mesilla) (arrived 1:08)
10 Trent Doolittle (NMDOT)
11 Councillor Jack Eakman (CLC)
12 Trustee Linda Flores (Town of Mesilla)
13 Councillor Olga Pedroza (CLC)
14 Commissioner Benjamin Rawson (DAC)
15 Councillor Gill Sorg (CLC)
16

17 **MEMBERS ABSENT:** Commissioner Isabella Solis (DAC)
18 Commissioner John Vasquez (DAC)
19

20 **STAFF PRESENT:** Tom Murphy (MPO staff)
21 Andrew Wray (MPO staff)
22 Michael McAdams (MPO staff)
23 Dominic Loya (MPO Staff)
24

25 **OTHERS PRESENT:** Dave Nelson
26 David Armijo
27 Rick Little
28 Jolene Herrera
29 Becky Baum, RC Creations, LLC, Recording Secretary
30

31 **1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:02 PM)**
32

33 Flores: All right. Just remind you to sign the sign-in sheet and we'll start with the
34 Pledge of Allegiance.
35

36 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.
37

38 **2. CONFLICT OF INTEREST INQUIRY**
39

40 Flores: All right Moving to two. Does any Committee Member have any known or
41 perceived conflict of interest with any item on the agenda? If so, that
42 Committee Member may recuse themselves from voting on a specific
43 matter or if they feel that they can be impartial we will put their participation
44 up to a vote by the rest of the Committee. Okay. Seeing none.
45

46 **3. PUBLIC COMMENT**

1
2 Flores: We'll move to public comment. Is there anybody from the public that would
3 like to make a comment? Okay, I see people but nobody wanting to make
4 a comment.
5

6 **4. CONSENT AGENDA ***
7

8 Flores: We'll move to the consent agenda. Do I have a motion to approve?
9

10 Pedroza: So moved.
11

12 Flores: That's Pedroza. And seconded ...
13

14 Eakman: Seconded.
15

16 Flores: Councillor Eakman. Okay. All in favor.
17

18 MOTION PASSES UNANIMOUSLY.
19

20 Flores: Okay. Anyone against? Okay.
21

22 **5. * APPROVAL OF MINUTES**
23

24 **5.1 * June 14, 2017**
25

26 - VOTED ON VIA THE CONSENT AGENDA
27

28 **6. ACTION ITEMS**
29

30 **6.1 Resolution 17-08: A Resolution Amending the 2018-2023**
31 **Transportation Improvement Program (TIP)**
32

33 Flores: So we'll move on to action items. This is 6.1, Resolution 17-08: A
34 Resolution Amending the 2018-2023 Transportation Improvement Program
35 (TIP). Can I get a motion?
36

37 Sorg: Move to approve.
38

39 Eakman: Second.
40

41 Flores: All right. From now on can we state our names when we're making motions
42 just to make it easier for the recorder? So that motion was ...
43

44 Sorg: Move to approve.
45

46 Eakman: Second.

1
2 Flores: Okay thank you. We'll start with discussion on this.

3
4 Wray: Thank you Madam Chair. I'd like to direct the attention of the Committee to
5 page 34 of the packet. There are three amendments to the 2018 TIP that
6 have been requested. A pause to clarify, this is not the current TIP under
7 which we're currently operating. This is the impending TIP that goes into
8 effect on October 1st of this year. This is the 2018 TIP.

9 The first amendment is LC00250. This is the University Avenue
10 Interchange Project. The DOT has requested to move \$775,000 from
11 construction to preliminary design in Fiscal Year 2018.

12 The second project's been request, has a minor typo in the control
13 number. The control number is G100400. There should be a second zero
14 after that zero. This is a joint project by Central Federal Lands and Dona
15 Ana County on Soledad Canyon. The scope of the project is from Dripping
16 Springs to the end of Soledad Canyon. This includes preliminary
17 engineering, construction engineering, and construction. The project is for
18 \$10,166,500 and it is a new project.

19 The last amendment to the '18 TIP that's been requested is
20 LC00300. This is the US-70 Elks to Del Rey Bridge and Pavement
21 Preservation Project. This is a change in project termini and scope. The
22 termini will now be milepost 149.8 through milepost 151. And I'll stand now
23 for any questions.

24
25 Pedroza: I have a question.

26
27 Flores: Councillor Olga Pedroza.

28
29 Pedroza: Thank you very much. I'm not sure exactly who will address this, but the
30 first amendment at University Avenue and Triviz strikes me as possibly
31 similar to the Missouri Avenue at Triviz. And I don't know if that is a fact, if
32 they are similar. But I wonder whether we can learn what, how much of the,
33 will University be put medians just as Missouri Avenue was put medians?

34
35 Doolittle: Madam Chair, Councillor Pedroza. Right now we're in the very early stages
36 of that project design and project development. Ultimately we have been
37 working with Federal Highway and Interchange Justification. At this point I
38 can't answer that question. I will say that University is a little bit different
39 than Missouri only because it is within the access control limits of the
40 interstate itself. We are also planning tentatively to punch Triviz under
41 University to tie in from the north side directly into the University parking lot
42 itself.

43
44 Pedroza: Like Spruce does.

45
46 Doolittle: No, more appropriately like Lohman.

1
2 Pedroza: I see.
3
4 Doolittle: So Triviz will carry ...
5
6 Pedroza: Okay.
7
8 Doolittle: Underneath ...
9
10 Pedroza: Okay.
11
12 Doolittle: University.
13
14 Pedroza: Right.
15
16 Doolittle: But at this point it's really too difficult to say one way or the other. Access
17 ...
18
19 Pedroza: Can you tell, thank you very much Trent. Can you tell me what the
20 procedure is in terms of informing the public and taking their input?
21
22 Doolittle: Madam Chair, Councillor Pedroza. Specifically I'm not aware. I do know
23 that as part of the project development they will be required to have public
24 meetings. That will be taken care of out of the South Region Design through
25 their Project Development Engineer. But there will be ample opportunity for
26 public input. And as we get into that I'll also present to this Board when we
27 have those public meetings and progress on how we're doing on the design.
28
29 Pedroza: Thank you very much. Thank you Madam Chair.
30
31 Flores: Anyone else? Mr. Doolittle.
32
33 Doolittle: Madam Chair, if I may. I also have a floor amendment that I would like to
34 request of this current TIP. Originally we had \$1.6 million in Fiscal Year '17
35 for preliminary engineering for the same control number that is showing up
36 on this list, LC00250. The General Office cut our design budget by \$10
37 million statewide in Fiscal Year '17. We've now been given \$1.35 million in
38 Fiscal Year '18 for preliminary engineering on that project to supplement
39 what we did not get in Fiscal Year '17. So ultimately total preliminary
40 engineering combined with the one that was presented to you by Andrew
41 will be a total of \$2.05 million of preliminary engineering. So at this point
42 Madam Chair I would request that the Board, I'll request that we have a floor
43 amendment to item 6.1, Resolution 17-08 to move \$1.35 million from Fiscal
44 Year 2017 to Fiscal Year 2018 for preliminary engineering.
45

1 Flores: Okay. Actually I thought we were falling short on paper of \$5,000 and I
2 made myself a note asking about that or something. Because on that it
3 says change of \$775,000 from construction, for if you're looking at page 29.
4
5 Wray: Oh. That's actually a typo Madam Chair.
6
7 Flores: Okay.
8
9 Wray: The total funding amount prior to Mr. Doolittle's amendment was not
10 supposed to change. That was an error on my part in typing the form.
11
12 Flores: Okay. All right. Then so you want to make a floor amendment to this. Does
13 anybody have any comments about that? And ...
14
15 Pedroza: Madam Chair.
16
17 Flores: Councillor Pedroza.
18
19 Pedroza: If we look on page 34 of the packet.
20
21 Flores: Yes.
22
23 Pedroza: What would the amounts be with the amendment on there?
24
25 Flores: Mr. Doolittle.
26
27 Doolittle: Madam Chair if I may, maybe Jolene if she can come up she will understand
28 the funding a little bit better than I could explain.
29
30 Flores: In the meantime I just want to note that Mayor Barraza has entered. Okay.
31 Go ahead Jolene.
32
33 Herrera: Good afternoon. Jolene Herrera, NMDOT. Thank you Trent. Actually,
34 ironically enough, the total on page 34 will not change because we had
35 already accounted for the \$1.6 million in 2017. So we're just rolling it over
36 to the new fiscal year. There's no change in the funding amount.
37
38 Flores: Okay. But we still need the ...
39
40 Pedroza: Thank you.
41
42 Flores: Floor amendment.
43
44 Herrera: Yes ma'am.
45
46 Flores: Okay. Councillor Sorg.

1
2 Sorg: Second that amendment.
3
4 Flores: Okay. So now we're voting on, are we done with instruction? Are we done
5 with comments? So we're going to be voting on the amendment? All right.
6 So shall we take a vote of the amendment?
7
8 Wray: Mayor Barraza.
9
10 Barraza: Yes.
11
12 Wray: Commissioner Rawson.
13
14 Rawson: Yes.
15
16 Wray: Mr. Doolittle.
17
18 Doolittle: Yes.
19
20 Wray: Councillor Pedroza.
21
22 Pedroza: Yes.
23
24 Wray: Councillor Sorg.
25
26 Sorg: Yes.
27
28 Wray: Councillor Eakman.
29
30 Eakman: Yes.
31
32 Wray: Madam Chair.
33
34 Flores: Yes.
35
36 AMENDMENT PASSES UNANIMOUSLY.
37
38 Flores: So any more discussion? Shall we then move to the resolution in total?
39
40 Wray: Madam Mayor.
41
42 Barraza: Yes.
43
44 Wray: Commissioner Rawson.
45
46 Rawson: Yes.

1
2 Wray: Mr. Doolittle.
3
4 Doolittle: Yes.
5
6 Wray: Councillor Pedroza.
7
8 Pedroza: Yes.
9
10 Wray: Councillor Sorg.
11
12 Sorg: Yes.
13
14 Wray: Councillor Eakman.
15
16 Eakman: Yes.
17
18 Wray: Madam Chair.
19
20 Flores: Yes. All right.
21
22 MOTION PASSES UNANIMOUSLY.
23

24 **7. DISCUSSION ITEMS**

25 **7.1 NMDOT Rail Plan**

26
27
28 Flores: So moving on to discussion items, 7.1 New Mexico DOT Rail Plan.
29
30 Wray: Thank you Madam Chair. MPO staff is pleased at this time to welcome Mr.
31 Dave Nelson from NMDOT here who's going to give this presentation about
32 the impending State Rail Plan.
33
34 Nelson: I'd like to thank Mesilla Valley MPO and the City of Las Cruces for letting
35 me speak today. Thank you. So I'm here to introduce the 2018 New Mexico
36 State Rail Plan and I guess I should find out where the "advance" is on this.
37 Just these, okay. All right. So we have a map of our rail system. This is
38 an intermediate map. It'll be improved a little bit ...
39
40 Pedroza: Sir. Excuse me. If you would speak right into the mic ...
41
42 Nelson: Sure.
43
44 Pedroza: Everybody'll hear you better. Thank you.
45

1 Nelson: Yeah, I'm a little soft-spoken as it is, so thank you. So we have the New
2 Mexico Railroad Map. This will be updated to be a little more clear in the
3 future. You'll probably be familiar with the major green lines which are
4 BNSF, then the yellow line which is UP, Amtrak that comes down for the
5 Southwest Chief from the north and exits on the west, and also down in the
6 southwest corner another Amtrak line, the Sunset Limited. In addition to
7 that we have on the southeast Texas-New Mexico Railroad. We have
8 Southwest Railroad which is the blue line over in the southwest, and also
9 connected with the dots representing the cities and the stations there. We
10 have a mining railroad as well which most of us here I think are familiar with
11 that business. And up above, in the north we have the Cumbres and Toltec
12 Scenic Railroad, and another mining railroad, the Navajo Mine. That's near
13 Farmington. And then the red area there is the Rail Runner. So that's the
14 extent of what we have in our state and I think what you'll notice is that
15 there's a fair amount of railroad in the state and there's also a diversity of
16 types of railroad, both passenger and freight that's represented on the map.

17 So why develop a rail plan? It's required by the Passenger Rail
18 Investment Improvement Act of 2008. That's about the time that the Federal
19 Government got more serious about coordinating planning documents and
20 making sure that various modes of transportation had plans put out on a
21 regular basis. It's also required to receive future funding from the FRA. So
22 some of the project work that gets done is funded through the FRA such as
23 the Section 130 Program which improves rail crossing safety. It coordinates
24 with New Mexico's Long-Range Transportation and Freight Plans. So as
25 you know, the NMDOT puts together quite a few different plans whether it's
26 highway or freight in general, or railroad and so on, and each of those plans
27 should mention the others insofar as they coordinate or affect one another
28 so that at any point in time when you're looking at one you don't have to
29 guess about how it might interact.

30 So the purpose of the Rail Plan is to describe the state rail resources,
31 set forth State policy regarding both passenger and freight transportation,
32 present priorities and strategies to enhance the rail service that benefits the
33 public. That last part is important, it should be shown that there is a benefit
34 to the public. And it serves as the basis for federal and state rail
35 investments. The contents generally fit under "Vision," "Goals," and
36 "Objectives" which include the "Actions," "Programs," and "Prioritizations"
37 so in other words, how is it that we decide what's important and what will
38 get worked on, which projects go forward. And as we mentioned before it
39 links to the other State Transportation Plans. "Rail Systems," "Inventory,"
40 and "Assessment," basically what's in our state: Which railroads operate
41 here? What sort of business do they do? What industries do they affect?
42 What are their connections to other modes of transportation? Do they
43 perform well and what issues and opportunities exist? So that might be
44 what are the problems and if it's not a problem per se but you think there is
45 an opportunity in the future do something to improve a situation or avoid
46 another problem, this is where we take note of that. And that ties into the

1 "Current and Future Needs" which are things that stakeholders throughout
2 the state have said, "Hey, we need this," or "This affects us so let's get
3 something done." So that moves to "Planning for the Future" where we
4 actually prioritize the investments. We're working with a contractor,
5 AECOM and what they're doing is collecting the data, getting resources of
6 information from us and from other places. They're helping to perform in
7 stakeholder outreach and they're going to put together all of the information
8 we get and the feedback we get and produce a draft plan. So that is affected
9 by economic, environmental, and community factors. These are pretty
10 broad statements. It's not much of a mystery that we always look at these
11 things when we're planning but it's important to make sure that each time
12 we do address these items and then we move on to the implementation of
13 the plan.

14 So the Rail Plan process itself begins with a stakeholder outreach to
15 determine the needs, issues, and priorities. So what we've already done so
16 far is we've made some of the presentations to MPOs and RTPOs. We had
17 a series of three stakeholder meetings that happened last month including
18 one in Las Cruces and stakeholders might be like railroads, shippers,
19 railroad advocates, municipalities, regents, whoever wants to show up and
20 hear the presentation which is very similar to this one or to contribute some
21 input as well. So that ties in also with public involvement which extends to
22 meetings that we'll have that are very specifically put out there to draw in
23 people who may not normally think of themselves as a stakeholder.

24 All of this together with the data that's collected and the input that we
25 get forms the draft Rail Plan and then we go back out and actually conduct
26 the public meetings and get stakeholder review and comment, and we do a
27 second round of MPO and RTPO meetings so that once the draft plan is out
28 and you've had a chance to read it, you can say, "Well here, this is what I
29 agree with," or "I don't agree with," "This is what I think's missing," "I like this
30 section." So that's very important to us to get some input on that draft Rail
31 Plan.

32 So from there we go to a final Rail Plan. We work with our contractor,
33 we do some editing, we make sure that we haven't missed any of the
34 required elements and then we put it in to the FRA to get it approved. And
35 if it's approved, which it should be, we do it again in four years. That's the
36 basic process.

37 This is just a quick graphic for the Rail Plan schedule, importantly the
38 initial outreach happens this summer. The draft Rail Plan should be
39 available in spring of 2018. Shortly after that we'll have public meetings so
40 that people can comment and a second round of presentations to the MPOs
41 and RTPOs. All of that towards the end there is roughly the summer of
42 2018.

43 So as far as public involvement we have a Transit and Rail page at
44 the NMDOT site. Andrew from the MPO here has that URL so you can get
45 the link from him. It's also mentioned in the packet that you have, you'll see
46 it there. And at that site, on that webpage you'll have the 2014 Rail Plan

1 which was the previous Rail Plan. You'll have the public presentation
2 schedule if you care to appear at any of the others and contribute, additional
3 information as it comes up, and a link to the online rail survey which is the
4 next line. So what this is, is that anyone who's interested can go online,
5 answer some questions. There's room for a little bit of feedback there too,
6 but not much because they're trying to get some very coherent information
7 directed to specific questions. However, we don't want to leave people's
8 comments out so I'm the person who'll be administering the
9 rail.plan@state.nm.us which is our e-mail specifically for the rail plan. I
10 promise I'll read every single e-mail. We don't respond to every one but we
11 do collate that, give it to our contractor. They summarize what people have
12 said and if a lot of people say the same thing, although hopefully it's not a
13 coordinated effort, then it'll come up that way. It'll be like, "Hey, a lot of
14 people find this to be a very important subject." So we take it seriously, the
15 whole public and stakeholder outreach. So all of those methods are ways
16 to become informed and to put in input. Excuse my voice. I tend to have a
17 little bit of allergy.

18 Okay. So this is the cover of the 2014 New Mexico State Rail Plan.
19 You may have seen this before, came out about four years ago and this is
20 probably the first modern Rail Plan that New Mexico has had. Most states
21 in the last ten years-plus have put out their first modern rail plan that deals
22 with the more modern set of requirements from the Federal Government
23 and has some of the best practices that we've come to know in this area,
24 so that's what we're building on. The 2014 Rail Plan Vision Statement is
25 something that we think still fits pretty well. I'll read this one out loud and
26 one of the questions we have is, "Does it seem to make sense? Does it
27 cover what it needs to?" "The State of New Mexico's vision for its rail
28 network is a fully-integrated and safe multimodal rail system that provides
29 sufficient passenger services to, from, and within the State, provides a
30 competitive option for New Mexico shippers, is a vital component of the
31 National Transportation Network, and supports sustainable, inclusive
32 economic development statewide." It's pretty broad, pretty general. I think
33 it's fairly inoffensive, generally speaking. It covers everything, but it is a
34 generalist statement. Hopefully it's a good one.

35 So we move on to the main goals that were in the 2014 Rail Plan and
36 I'll just look at each one of these separately. Support Economic Growth and
37 Development: This is one that we hear subject-wise from regions all over
38 the state. It's always one of the main concerns. "How can we create jobs?"
39 "How can we develop our economy?" and sometimes it has to do with
40 exports because if you can take your product and move them out then you
41 get money into your area that didn't exist before and that leads to some form
42 of economic stimulus. As you know, railroads when they just pass through
43 the state, it's not that there's no benefit to the state but it's a lot less if they're
44 not stopping here or starting here. So we're looking to increase the capacity
45 of long-distance freight corridors, develop and promote local freight
46 connections, that's sort of like the "first and last mile" situation. How do you

1 get your product to the railroad? Do you have a spur you work on where
2 your business is located, do you truck it in? Where are the yards and is it
3 convenient for you? Promote rail-related tourism, that could be the
4 Cumbres and Toltec, a little bit on the Rail Runner, but it's also the Amtrak.
5 Amtrak people think of as a vacation railroad or possibly a commuter
6 railroad for long trips for certain business people. But it's also a scenic
7 railroad in that people just go out there and travel and have fun. So anything
8 that we can acknowledge, if it's working for us in that way it's a good thing
9 as far as tourism goes. Also, link rail investments and strategies that
10 support economic development. We do have an Economic Development
11 Department in the State. There's a federal department and there's also
12 Councils of Government and so on that deal with economic districts. We
13 don't always know the best way to interlink the economic development with
14 things like transportation, railroads in particular but there's definitely
15 opportunities as you've seen in your area with the Santa Teresa Logistics
16 Facility and the Transload and so on. So I'd like to say that in the last
17 several years there's been a fair amount of development and a lot of it's
18 been down this way, and there's definitely more on the horizon. So
19 something to keep in mind.

20 You might argue that this should be the first of the goals: Improve
21 railroad safety and security. Well I thought I'd go with economic
22 development first because that seems to be what people are really burning
23 to hear. But this is very important as well. So positive train control you may
24 have heard of is a federally-mandated safety measure. Basically it helps to
25 prevent derailments and collisions between railroad trains and also trains
26 with maintenance vehicles or cars or what have you. This is something that
27 has been a mandate and it's been very hard for a lot of places to actually
28 pay for it other than the large railroads. So I know that the Rail Runner got
29 a 5% roughly grant to help with that, but that's not nearly enough to make it
30 affordable to them. They're still working on how to comply with that. Some
31 of the other small freight railroads, the Class Threes as we call them are
32 also having trouble trying to meet this mandate but once it's done,
33 regardless of the difficulty and the cost involved it seems certain to improve
34 safety in the end. There's also some other mandatory safety-related
35 measures that largely come out of federal programs so we have to keep
36 that in mind. And we're always looking to improve highway-rail grade
37 crossing safety. As I mentioned there's a Section 130 program which
38 doesn't have enough money to address every crossing every year that we'd
39 like to, but every year some crossings are offered signage or better surfaces
40 or gates or lights, or something to improve safety and perhaps to improve
41 the flow of traffic sometimes too. And lastly, improved rail security, that may
42 have to do with simple trespassing or people who are not feeling that life's
43 so great so they head out to the railroad. You've heard about those
44 situations, so it's trying to prevent those situations. And it's also in terms of
45 homeland security issues, we don't want anybody to mess with the railroads
46 and cause a problem that we don't already have.

1 Next goal: Maintain the railroad assets in a state of good repair.
2 "State of good repair" is not just a concept which is important but it's also a
3 federal phrase, so that when you get some federal funds that might go for
4 a highway project and sometimes for a rail project, what you'll see is that
5 maintaining what you already have in a state of good repair is considered
6 one of the most important things. So yes, we may have ideas for expansion
7 or new routes or new infrastructure of some sort, but we have to maintain
8 what we have. So that's important to the feds, it's important to us, and what
9 it also means is if we pay attention to that and put that language into our
10 planning documents and our grant applications it oftentimes increases the
11 opportunity to get some money in that way. So we're looking at improving
12 the conditions of the state's Class Three rail lines, that's the small freight
13 railroads, and we're also looking to maintain and improve the conditions of
14 the NMRX which is the rail system that the Rail Runner runs on.

15 The next goal: Promote efficient passenger rail service. So that has
16 to do with the multimodal transportation system, the connections between
17 the modes. The Rail Runner operations make that more efficient. There's
18 been some safety and some maintenance work that's been done recently
19 on Rail Runner so that actually is moving in the right direction as far as that
20 issue goes. Identify stable and predictable funding for Rail Runner and
21 NMRX. Well that's a trick. There's not quite as much money as you'd hope
22 to maintain things as soon as you want, at the speed you want, and at the
23 reliability you want but they're doing a pretty good job overall.

24 Looking back to the 2014 Rail Plan again, stakeholder statewide
25 issues: Passenger rail service improvements, Rail Runner alignment, that's
26 the track and the infrastructure. New commuter regional passenger rail was
27 raised as a concern or interest, and high-speed intercity passenger rail's
28 also an interest. Some of that high-speed aspect we're not hearing much
29 about. I don't think there's a lot of funds available for something like that.
30 But we have heard about the study which I think SCRTD is going to speak
31 about shortly, about a connection from El Paso to Las Cruces and they can
32 tell you more about the options and the feasibility of that. This also, what
33 was mentioned in the previous Rail Plan would support local economic
34 development as we said, create crossing safety, PTC, and Santa Teresa
35 border crossing. So we know that the border crossing's a real thing. We
36 know that there's an international study that's waiting for a Presidential
37 Permit to determine a final route and so on. So that may be years off from
38 being a reality but it's definitely, work has happened and I expect more work
39 will continue to happen on that.

40 Some of the Rail Plan projects that were around the time of the last
41 Rail Plan: the Union Pacific-Santa Teresa expansion which I think you're
42 familiar with and the port of entry, and the proposed El Paso-Las Cruces
43 commuter rail. So there's a lot of real work that's been concentrated in your
44 area and a little bit to the west and also a fair amount to the east as well.
45 So the southern part of the state has a lot of freight potential, as we see
46 right now. Funding is the primary concern.

1 So factors affecting prioritization of project funding, we need to
2 maintain the state's existing rail infrastructure in a state of good repair as
3 we said, comply with those mandates. There's limited overall public funding
4 from federal, state, and local. This is not new to you. Restrictions on use
5 of available federal funding, sometimes you have to have a local match as
6 we do with highway projects. Sometimes certain types of funds are
7 available for one or two or three types of projects but not others. Sometimes
8 those funds can be used for a project if you're also using this other kind of
9 fund. And then finally the Anti-Donation Clause which as you know was put
10 in place to protect against inappropriate use of funds. It basically says that
11 public funds cannot be used for private benefit. The only major exception
12 to that that I'm aware of is if you can prove that it's going to increase the
13 amount of jobs significantly, that might well loosen that up. So I know you
14 want jobs anyways and if you do come across something that's rail-related
15 or in some other sense the Anti-Donation Clause would affect, if you know
16 you're going to get some jobs out of it maybe you can get some State
17 money, but at this point in time generally you can't.

18 Major developments since 2014: Santa Teresa again, the
19 Intermodal Facility, BNSF has double-tracked everything that they planned
20 to do in 2016 they finished that up. New Transload facilities are coming into
21 being in the Albuquerque South Valley area. TIGER Grant funds were used
22 to replace railroad ties on NMDOT track. That's the NMRX used by Amtrak.
23 That section, the Rail Runner doesn't get over there hardly at all unless it's
24 making a maneuver to get out of the way. But what happened is we along
25 with the State of New Mexico, State of Colorado and Kansas, and a bunch
26 of communities and some other organizations all chipped in together, got a
27 TIGER Grant and was able to replace ties and some ballast along the track.
28 What's significant is that the Amtrak will run faster, more reliably, will have
29 less "train meets" as they call it where trains threaten to meet head-on so
30 they have to move aside for one another and that delays things and causes
31 expenses including sometimes with freight, and you don't want the freight
32 expenses to go up. So we actually did get some money through a
33 cooperative effort and it's improving that, and the work's almost done.
34 They're just waiting for the track to settle so they can raise the speeds up to
35 the final top speed. I say that not because it's as important down here that
36 this particular project, but it's an example of something that sometimes can
37 be done in other areas. We also have intermodal facilities underway, being
38 developed along the BNSF Transcon near Gallup and Los Lunas. There's
39 no clients for those facilities yet. And there's new rail-served facilities being
40 developed in the southeast.

41 So to sum up, we want your comments on the Vision Statement, it's
42 in the packet and it's available online as well, rail projects and priorities from
43 your point of view, funding mechanisms for rail, if you have conversations
44 with tourism or economic development or a local regional organization and
45 you have an idea about some funds we might know about it, we might not.
46 If you talk to us, or sometimes it's more appropriate to talk to NMDOT

1 Planning because they're sort of a nexus for some of these grant projects
2 and say, "Hey, how about this? We want to do this, we're starting to get our
3 material together. We're aware of this grant. Are you aware of it? How
4 does it work with other money?" and so on. And then if you have thoughts
5 about rail policy in general and you think there's something should be done,
6 let us know.

7 And thank you for letting me be here. Once again that's our e-mail,
8 rail.plan@state.nm.us. Anything that's not a super time-sensitive thing
9 could go there. We'll review it. We'll include comments either directly or
10 summarize what several people have said if it's very similar in the Rail Plan
11 and I'll be reading all of those like I said. And once again, go to the Transit
12 and Rail page on the NMDOT site, click on the survey if you're motivated,
13 fill it out, send me e-mail and let me know what you think, and I'm extending
14 that to the public here too. Anyone that's here should feel free to do the
15 same. And I'm able to take some questions.

16
17 Flores: Councillor Eakman.

18
19 Eakman: Yes, thank you. Trent and I and I think Michael attended the event you had
20 here with your consultant and I just wanted to mention to my fellow Board
21 Members some takeaways I had. I was impressed that there were seven
22 or eight people from Mexico at this presentation, almost all from Chihuahua,
23 all very interested in how transit can be improved between our countries.
24 One of the main things mentioned is autos would move from the south to
25 the north but auto parts from the United States would move from the north
26 to the south, and there are of course all kinds of other things that could
27 happen too. Secondly it was stated that we have places in the state that
28 only get three-day-a-week service and there's almost no reason to have
29 three-day-a-week service. If it's not seven-day it's not going to be used. So
30 I think that'll be an emphasis coming up. And then I learned that there was
31 a balloon payment coming up on the Rail Runner system in 2026 that is
32 unfunded, and I don't know the size of that balloon payment but it sounds
33 huge. So I just wanted to bring that forward. I think our Legislature needs
34 to work on a plan. Thank you.

35
36 Nelson: Additional questions, comments?

37
38 Flores: Councillor Pedroza.

39
40 Pedroza: Thank you and I won't be very, I'll be brief. I have heard for several years
41 the need for transportation from Las Cruces to the more developing areas
42 of Santa Teresa and even El Paso, but even though it's been several years
43 that I've heard of these things moving I haven't seen any evidence of actual
44 putting in the rail lines and starting the, so can you tell me what's holding it
45 up?
46

1 Nelson: Well I think I'll partially defer to the next speaker because I believe they're
2 going to talk about the rail study from El Paso to Las Cruces and while I did
3 quickly read their study, I wasn't able to, I didn't have the time to fully
4 internalize all of it. But I know it's been an ongoing interest and it's been
5 mentioned in federal documents and there's a whole Southwest Rail Plan
6 study that was done, although I don't think New Mexico really participated
7 in that, and so there's some thoughts about what it would take to be a
8 connected part of the country. I'd like to give the other person a chance to
9 speak because I think they'll speak more accurately.

10
11 Pedroza: Thank you very much.

12
13 Flores: I actually had a question. On the cooperative effort that you had when you
14 replaced the railroad ties, I was wondering if by chance those were x-rayed
15 to see specifically which ties were needed or if it was just a blanket
16 replacement.

17
18 Nelson: You know, I don't know what method they used. Certainly to some degree
19 you can see visually if something's become bad. You can see if the rail is
20 not properly supported or if the ballast is slipping away or whether plates
21 are coming out. So that's the obvious stuff but they also have some
22 machines that they use to test things. Forgive me, I don't know about the
23 x-ray part but they didn't do it at random. In some of the grant applications
24 and other documents you might see, "We'll be replacing approximately one
25 out of three or whatever ties," and that sounds kind of random but what
26 they're saying is that, to give it a context, like what percentage we're doing.
27 But they actually pull out the worst ties and replace those and it's definitely
28 not a random process so.

29
30 Flores: And then on improving highway rail grade crossing safety, I'm just
31 wondering, we've had a discussion about this and last time we had an MPO
32 meeting, how are things picked for improvement? How do you target or
33 prioritize what places or areas get picked first for improvements?

34
35 Nelson: Are you talking in terms of the safety project specifically or all projects?

36
37 Flores: The safety projects.

38
39 Nelson: The safety projects. Well usually what happens is there's a certain amount
40 of inspections that happen through the bureau that I'm part of. So people
41 go out across the state and they look first of all at the things that are
42 considered the worst, so if they're notified there's something say in Las
43 Cruces that is a particular bad crossing, well I know for example up in I
44 believe it was Hatch there was three crossings that were pretty bad. They
45 got repaired recently and I think they got moved up, some of them got
46 moved up in the schedule. And so we try to look at the worst ones first that

1 we're made aware of, but we also have a regular schedule of examining
2 every crossing every one to three years. It depends on the type of crossing.
3 I think that's the right number of years but I'm not one of the people who
4 usually goes out and does that. And so when it comes to deciding where
5 the money goes, we have a STIP process like you do, or a Section 130
6 process. HSIP is another one of those things where if it's coordinated with
7 highway work it might have something to do with the safety repairs. And so
8 the two supervisors in my area coordinate with other people in DOT and
9 municipalities and railroads and say, "Hey, this one looks really bad. We
10 got to do something about this sooner." And then what you do is you run
11 out of money and all the ones you think are very important actually don't all
12 get done during that year and once in a while you'll see one that appears to
13 be not as important that got done, but what might've happened is it was
14 much less expensive or someone else chipped in money, like some
15 municipality says, "Well I know you don't have this on your next year but
16 we'll put in \$50,000 towards it." And we go "Oh, okay. That makes it easier."
17 So it's how implementable it is and how feasible it is in terms of funds, and
18 if it's like a disaster waiting to happen from our point of view we need to get
19 out there and make that a priority. So that's generally how we look at it.
20 And there's always going to be times when, at least every few years or so
21 there's a fatality or bad accident and that crossing might not have been
22 considered one of the more dangerous ones, although it needed work. But
23 once that happens for a number of reasons it has to become a priority so
24 that's why you see things like that move up in the schedule.

25
26 Flores: Okay. Thank you. Mr. Rawson ...

27
28 Rawson: Madam Chair. Thank you.

29
30 Flores: Commissioner Rawson.

31
32 Rawson: Madam Chair. And I apologize, I did not catch your name.

33
34 Nelson: David Nelson.

35
36 Rawson: Mr. Nelson. Thank you. Mr. Nelson, I wanted to ask some questions about
37 the survey that you had. You had that on one of your slides. What kind of
38 a response have you received to that survey, or do you know yet?

39
40 Nelson: The last time I saw numbers it was fairly modest, but that was probably
41 about a month ago. And so what we did is the contractor suggested that
42 we send out a tweet. I don't know how many people look for tweets from
43 the NMDOT. I suspect that's also pretty modest. But I have not asked him
44 for the numbers since then and to be honest I think that the amount of
45 people taking the survey is not going to be as much as I had hoped and I
46 wouldn't mind us doing a little more outreach in that area.

1
2 Rawson: Thank you. Madam Chair, Mr. Nelson. Do you know what those questions
3 are? Could you give us a flavor of what those look like?
4

5 Nelson: Well I don't know all of them verbatim but I know that it asked how much do
6 you use the railroad, why do you do it, it ties in some options such as the
7 price of gas or commuting, enjoyment and so on. It says what do you think
8 our priorities, should we put money into this, are you okay with tax money
9 being used for projects, and to be honest I forget some of the others. But it
10 kind of covers some of the same things that I've talked about here, a smaller
11 subset of issues, a little less technical, and gives people a little bit of write-
12 in space. But we hope that primarily the other subjects are something that
13 come in through the Rail Plan e-mail or even if someone sends me directly
14 an e-mail I'm going to look at it and make sure it gets addressed as far as
15 being assessed for the Rail Plan and summarized in our comments.
16

17 Rawson: Thank you. Madam Chair, Mr. Nelson. I'm asking some of those questions
18 because I'm one of the ones who did respond to that survey and took that,
19 but I was very disappointed with the way the survey goes through the
20 process. For example the first question is how, well the first question is your
21 zip code. After that, the next question you get is, "How important is the
22 passenger rail service in New Mexico to you?" I answered that question but
23 Mr. Nelson what is the correct answer to that question?
24

25 Nelson: I don't think there's a correct answer to that. It's fairly general.
26

27 Rawson: That's good to hear because when I answered it I found out that I'd entered
28 the incorrect answer. So I went on to the next question which was, "How
29 interested are you in the improvement or expansion of passenger rail
30 service in New Mexico?" and again you have the option of "Very interested,"
31 "Somewhat interested," "Slightly interested," "Not interested." Again I put
32 in the wrong answer and it told me that I put in the wrong answer. I went all
33 the way through the entire survey and found out I got 0% of your questions
34 correct.
35

36 Nelson: That's strange because I didn't think they were grading. And maybe there's
37 a problem with the survey and it needs to be fixed or was glitching at the
38 time. Is that what you're referring to?
39

40 Rawson: No. There was no problems with it. I went all the way through. The bar
41 goes across the top. I'm fairly comfortable with Survey Monkey. I've used
42 it in my business as well. But you can have it set up to have a test or you
43 can have it as a survey and what you have set up is not a survey and I hope
44 that when those answers come out you won't pertain those to be a survey
45 when it's obviously a very biased, where the "correct answer" on these
46 questions has already been chosen and if you put in the wrong answer then

1 it notifies you immediately and then would discourage you from going
2 through the rest of the survey because you've already gotten that question
3 wrong. It makes it very clear that you're not really interested in what
4 someone's opinion is but rather, "Here's what the correct answer is," and I
5 got 0% on my test.
6

7 Nelson: Well I'm glad you said something about this because the only time I've taken
8 it, I took it three times but that's not let double voting. What it was is I did
9 the test thing and I didn't have an issue with it but that doesn't mean it won't
10 have an issue for other people in other locations. So one of the first things
11 I'll do when I get back is ask them, tell them what your experience was, ask
12 them why it happened, whether they can confirm maybe from a few different
13 IP addresses that it's actually working properly now and if it's not, fix it. I
14 don't think there's any correct answers. None of us when we're discussing
15 this envisioned a correct answer. We just envisioned answers so that we
16 could say, "63% of people said this," you know. And that's really the only
17 approach we had. I think also in terms of what I thought I heard you say
18 earlier, "What is it that we're going to get out of this?" Some of it seems
19 pretty general. Some of it might seem like there's a lack of finesse in some
20 aspects of the questions. But one thing that we found is, well I should go
21 back from before I worked for the State, when I was a college student.
22 Surveys are deceptively hard to write and if you make them as precise and
23 accurate of statements or questions as you wish you could, you leave out a
24 whole lot of participation. So it's kind of a tension between making them
25 really good questions and making a usable survey. This survey, while I
26 don't glow with pride I think is okay and I want to make sure that it works
27 right. So I'll look into that and I would encourage you to send me an e-mail,
28 and I'll hand out some cards, directly with that concern and also anything
29 else that you hadn't already said and I'll directly respond to you.
30

31 Rawson: Thank you. And Madam Chair, just one follow-up on that. Mr. Nelson, I did
32 post that on my Facebook page and I believe there are eight other people
33 who took the test and also received less-than-glowing grades on your test.
34 So it isn't just me and my ability to run Survey Monkey but the way it is set
35 up. Thank you Madam Chair.
36

37 Flores: Thank you Commissioner. Anyone else? Mayor Barraza.

38
39 Barraza: Madam Chair. Thank you. First I just want to compliment you and the team
40 for continuing looking into rail service in the State of New Mexico, and
41 looking at your map we don't have a lot of rail accessibility in smaller
42 communities and I would like to see that. In traveling quite a bit this year,
43 my husband and I, either work or pleasure we are seeing an increase of
44 semi trucks on the road, I mean numerous semi trucks. And I think of the
45 wear and tear on our roads that is occurring when you see so many of those
46 large vehicles. In the State of New Mexico, as you know we are in dire need

1 of funding for our highways. And seeing some of these semis are probably
2 wanting to use affordably the rail service to transport some of their goods I
3 think would be a benefit to our community. But in terms of passenger also,
4 I can see in the future where more people would want to get onto rail service
5 and utilize that service in traveling either to the northern part of the state or
6 the east or the west side of the state, and also out of our state into Arizona
7 or the surrounding. I know that as my husband and I are getting older, we
8 definitely talk about trying to possibly use rail service in going to our
9 destinations that we would like to. The only thing is there are not a lot of
10 stations at the places that we would like to stop at and the travel time is
11 probably double in traveling versus going by vehicle. But I think you
12 definitely are in the right direction. I love the Vision Statement that you have
13 on this study and on the handouts that we have. And definitely it's
14 something for you all to pursue, and actually I got onto that Survey Monkey
15 right now and I'm taking that survey. It hasn't told me yet that I've hit a
16 wrong answer so I'm being able to proceed with it so hopefully before the
17 meeting's over I'll be able to complete that survey. So thank you.
18
19 Nelson: Thank you.
20
21 Flores: Anyone else? Then I'd like to thank you Mr. Nelson for coming and giving
22 us a presentation and I hope you have a safe ride back.
23
24 Nelson: Thank you. I appreciate it.
25
26 Flores: And some people from the audience, are they a part of the presentation?
27
28 Little: Madam Chair. It looks like you have public comments at the last. I am State
29 Representative Rick Little and I can fill in some of the gaps as far as the
30 Rail Runner that we have going from, it now goes from Belen to Santa Fe.
31 If I may, I ...
32
33 Flores: Yeah. I mean we had comments at the beginning and we've had comments
34 at the end. I'm just kind of uncomfortable. Had you come at the beginning
35 I'd have been fine listening to you. You're not part of the presentation. Can
36 you wait till the ...
37
38 Little: Madam Chair. No, I have another meeting so I have to make that but thank
39 you.
40
41 Flores: But, you know what I'll, if you can make it quick then that's fine.
42
43 Little: I will try to.
44
45 Flores: We have a long agenda.
46

1 Little: Yes ma'am. One of the things that I'll just tell you about the Rail Runner
2 that we have going on. We have had legislation as a matter of fact this year
3 and the last two-year session to try to get rid of the Rail Runner and mainly
4 it was because of the cost. Costs are \$26 million a year and the way that
5 breaks out is the five counties that are close to, that the Rail Runner runs
6 into are paying, out of that \$26 million they're paying \$12 million right out of
7 just taxpayers from those particular counties. The Federal Government
8 gives you \$5 million. The rail that is used by different railroads for
9 transportation of products and whatnot is \$2 million and then we have our
10 ridership is only at, it's less than \$2 million. We are giving discounts for
11 people to ride it because they're not getting enough ridership on it and it's
12 quite a burden. When you're looking at the balloon payment that's due, I
13 believe we have two balloon payments. The first one I think is in '24 and
14 that's \$240 million which falls under our Transportation Department. I am
15 on the Transportation Interim Committee, the Subcommittee, and I have
16 been on Transportation when we've discussed the Rail Runner and we
17 have, the transportation for the state is approximately \$886 million, 17% of
18 that is debt and a lot of that's brought on by things like TIGER Grants and
19 different things that we have had. So that's over a million-seven just for
20 transportation. That's just to keep our roads up and whatnot but that does
21 fall under our Transportation Department.

22 There are quite a few other things. Economic development, you
23 know when we first brought that in under Governor Richardson we thought
24 that you know it would be a tourism advantage and there's been a little bit
25 of tourism. We thought that it would be some kind of economic advantage
26 to the state and it ended up as being quite a negative impact. And then we
27 can't, right at this point we had a survey done to try to, or the Highway
28 Department put together, the DOT put together a plan on if we wanted to
29 get rid of it and at this particular point it costs us more to get rid of it than it
30 does to keep it. And I believe it's a burden to taxpayers, that it's just way
31 beyond what, we would've been better off put three-laning the 25 up there.
32 People are still, there's just as many cars on the road as there were before
33 and they're not using the Rail Runner. Now there would be one thing, if
34 you're going to do a rail train and I'm not for gambling myself, but if you're
35 going to do it, if you put alcohol on it and gambling on it, it may at least get
36 somewhere close to making something happen and we have issues with
37 the pacts we have with our Indian Nations and whatnot. But anyway, just
38 quickly, these kind of things that we put in cost the taxpayer, I don't think
39 the advantages weigh out on what we could do on other things, and
40 especially taking care of our roads first. So thank you very much.

41
42 Flores: Thank you.

43
44 Little: Any questions?

45
46 Flores: Did you have a question?

1
2 Sorg: No question.
3
4 Flores: Okay. No, thank you.
5
6 Little: Thank you Madam Chair.
7
8 Sorg: I got a comment.
9
10 Flores: Did you have a comment?
11
12 Barraza: Madam Chair.
13
14 Flores: Mayor Barraza.
15
16 Barraza: I do have one more comment. I finished that survey.
17
18 Flores: Okay.
19
20 Barraza: And I understand where Commissioner Rawson is coming from because at
21 the very end of my survey, I was able to proceed with the whole survey but
22 at the very end it does show a score, and if it's a survey why is it doing a
23 score, and it says like "5/6 points." When you take a survey I didn't think
24 we were going to be graded on a survey and I truly understand where
25 Commissioner Rawson is coming from on that and that definitely is a
26 concern.
27
28 Flores: Thank you. Councillor Sorg.
29
30 Sorg: Yes. Thank you Madam Chair and thank you Representative Little and
31 Andrew and Mr. Nelson, yes for all that you've presented here today. I just
32 wanted to make a comment that yes, all modes of public transportation
33 including highways are heavily subsidized. And just looking at our agenda
34 for today, we've proved over \$42 million worth of construction on our
35 highways alone. It's a big expense for all modes of transportation and so to
36 single out rail as being not worthy of public transportation subsidies is not
37 fair. And so I just wanted to keep that, we need to do it all. We need to
38 have the highways, we need to have the rail, we need to have the buses,
39 and we need to have walking and bike trails too. So that's what I'm saying
40 and also the fact that the Rail Runner is a little out of our jurisdiction here
41 down in Mesilla Valley MPO. So that doesn't pertain to us so much here
42 anyway. Thank you Madam Chair.
43
44 Flores: Thank you. I would like to say I just went to Spain and they had a horrible
45 rail system when I went the first time and I can tell you they're light-years
46 ahead of us. It was so nice to be able to travel through there and to see

1 people getting to and from work so I can agree it's a public good and it's the
2 job of the government to fund things like schools and rail and transportation.
3 I mean it's an idea of whether we're willing to pay for that or not but anyway,
4 I see it as a public good as well.
5
6 Pedroza: I have a comment.
7
8 Flores: Okay.
9
10 Pedroza: I'm sorry.
11
12 Flores: Councillor Pedroza.
13
14 Pedroza: I'm sorry that I interrupted you. I just want to remind people that in fact, I
15 don't know if anybody agrees with me but in fact it's becoming clearer every
16 day that there is really some man-induced climate change and that possibly
17 providing transportation by rail for people who would otherwise, well first of
18 all we should acknowledge that there are a lot of people who do not have
19 transportation, either to get to grocery stores, to get to the doctor, to get to
20 work, any of those things. And I think that providing rail transportation for
21 those people, dependable, daily-basis rail transportation would be a definite
22 boon for them and I believe that that is the, I really admire the vision etc. of
23 the Rail Plan. I would just love to see it happen a little tiny bit faster. Thank
24 you.
25
26 Flores: Would Mr. Nelson like to respond to any of the comments? I just want to
27 give you that opportunity because I went ahead and let people make a
28 public comment. So I don't know if you want to make any response or
29 comment to anything that's been said here.
30
31 Nelson: I don't believe so. For the most part I believe that people would like to say
32 what their opinion is and I'm here to listen to their comments. Basically I'm
33 happy to hear what people have to say and take notes and educate myself.
34 I'm not from the Southern New Mexico area so I certainly will have
35 something to learn about the perspective and I want to, I'm sorry. I forgot
36 your name.
37
38 Flores: Commissioner Rawson.
39
40 Nelson: I'm going to look into what you mentioned and one of the people sitting next
41 to me did see that some of the first choice in each one was highlighted and
42 I think that's a formatting issue, and then I'll look into the score thing that I
43 heard about to. I think that's just a case of maybe when it was put together
44 that someone didn't anticipate what a perception would be and so we'll look
45 at that and try to amend it so that just isn't a factor at all.
46

1 Flores: Thank you. Okay.

2 3 7.2 SCRTD Rail Study 4

5 Wray: Thank you Madam Chair. At this time staff would like to invite Mr. David
6 Armijo from the South Central Regional Transit District to give the next
7 presentation.
8

9 Armijo: Good afternoon. David Armijo, Executive Director for South Central
10 Regional Transit District. I'm going to go through a presentation today that
11 we did back in June to our Board and at the request of the MPO we decided
12 to do it today. Our contractor, the Center for Neighborhood Technology I
13 believe their name is from Chicago, Dave Chandler made that presentation.
14 They're no longer under contract so we're trying to save money so I'm doing
15 the presentation. So be nice to me. I'll do my best. The slightly-modified
16 presentation, which way do I hit the clicks, oh that way, okay. Got it.

17 So we start the presentation, what we're trying to do here is talk a
18 little bit about what we call the Las Cruces to El Paso Commuter Rail and
19 it was a feasibility study. I'm going to move to the second slide. I don't think
20 you can see that quite as well but hopefully you can see that on your
21 monitors. So if we go back a couple of years, back to 2015 working with
22 the Legislature, and my understanding this actually goes back many more
23 years. We've actually had some feasibility analysis before and when we,
24 I've seen the nodding, what we want to do is try to nail this down a little bit
25 so our goal was to try to look at the feasibility a little more from a cost
26 perspective, a little more from a ridership perspective and give a little more
27 of a sense of where this would go. Again, so we contracted with CNT. They
28 began the study January 2016. We contracted with them in late 2015. Their
29 contract expired in June. We had two series of public meetings and
30 Commissioner Rawson we did do a survey. But I googled to find out, I know
31 we did it online and I know we did cards. But I think ours was a low-tech
32 survey so I don't think we had Survey Monkey or anything like that but I'll
33 find out for you, and I know we had about 1,000 people involved but I've got
34 that later in a slide. So we had a couple of series of public meetings. We
35 did it back in April to get started and get an idea of what people are looking
36 for so we can incorporate that into the evaluation. And then in June of 2017
37 we brought CNT back at the end of their contract and we did a little bit of
38 the findings and that presentation is what I'm going to go through with you
39 today.

40 This is the corridor. When we first talked about doing this study we
41 were actually looking at going even north of Las Cruces, as far away as the
42 I guess Sun Port or whatever the rail study is way out there, but we could
43 pretty well combine it to Las Cruces-El Paso and what you'll see in the
44 highlighted area, in orange you see the metropolitan part of Las Cruces and
45 then the purple you see the metropolitan area of El Paso, and then the green
46 dots are some of the rail studies along the way. In fact we worked with the

1 New Mexico State University's Architecture Department. And I don't have
2 those yet, I have to get those slides from them but they actually did some
3 work on what stations could look like in the future. So maybe another time
4 I can bring those back. So this gives you a little idea of where the corridor
5 would be, so you would have Las Cruces to the far north and you would
6 have Union Station where Sun Metro is headquartered just outside
7 Downtown El Paso on the southern end.

8 As with any planning study we would look at it from a standpoint of
9 "What's the socioeconomics?" and so we use some of the Census data for
10 that. We looked at the growth of population going back on the basis of 2000
11 through 2015 which is really the start of the study and we looked at the
12 projections going forward. As you can see in the bottom of the graph, you
13 see the fiscal year in the box 2010 with population of 210,536 and then
14 going all the way out to 2040. So this is Dona Ana County's numbers and
15 you also see the projection of jobs. While population growth in the 15 years
16 that this study's baseline shows was at 22.5%, I know that population has
17 slowed a little bit at this point in Dona Ana. El Paso County of course is
18 expected to continue to grow and it's had a much more dynamic growth,
19 with as much as a 47% growth in their job base and another, their residents
20 have gone from 832,826, they expect to add more to that and they're going
21 to go beyond a million in 2030. We're supposed to go to about 300,000 in
22 this time period as well.

23 If we look at the survey of the corridor residents, we find in the survey
24 that we did, and we ask the simple question here, "For what purpose would
25 you travel by train?" and we got 1,000 responses; 90% of the people rate
26 for individual questions, 87% said they would use the proposed rail service,
27 61% commute to work, 35% college education or school, and so on. And
28 that trend's pretty close to the national average. I was just looking a moment
29 ago because we were talking about surveys, I was looking at Metrolink in
30 Los Angeles which I'm very familiar with. I actually managed the Orange
31 County Line which ran service from northern San Diego/Oceanside area all
32 the way up, or Carlsbad actually, last stop was Carlsbad, all the way up to
33 Downtown LA. That service provided quite extensive ridership. It was
34 actually a number-one line in the system. I think they carry about a million
35 passengers a month, 12 million passengers a year but that's a whole
36 different dynamic. But we may talk about that later. But their numbers are
37 about the same, about 65% or more for work and then about 35%, 40%.
38 Now one of the reasons I think they have a different experience than the
39 Rail Runner is that their fares are much higher and they also had a lot more
40 support from the business community. In fact as much, more than half of
41 the people riding those trains are getting tokens or financial support from
42 their companies. And from a tax basis which everybody gets in the U.S. for
43 when you take the bus or the train, I think it's \$110, \$115 a month that you
44 can now do tax-free, something like that. It's gone up and down a little bit
45 over the years.

1 Housing and transportation costs: So the residents of Dona Ana and
2 El Paso Counties' average pay is more than 60%. It's ironic that housing is
3 number one and transportation is number two. So people do spend a lot of
4 money on their transportation costs, whether it's buying a car, the insurance
5 for their car, getting the car fixed. You know my son just hit a pothole earlier
6 this this week that cost a few bucks to replace that tire and the rim. So be
7 wary of that. Residents along the line pay, we have the numbers on that:
8 90% of El Paso commuters and 71% of Las Cruces commuters live within
9 a quarter mile of transit. It's actually interesting, again we've done these
10 surveys before and things have changed as Las Cruces has grown a little
11 bit with RoadRUNNER and certainly El Paso, and now El Paso County and
12 as well as SCRTD. Those numbers change with that commutation within
13 the transit district or transit effort.

14 Specific markets: So what would we be doing? What does the
15 survey tell us? What do we see from the demographics? What do we see
16 from best practices in this survey? So the findings basically say that if you're
17 looking at specific markets that you need vibrant university populations. We
18 have good universities both here in El Paso and in New Mexico and Dona
19 Ana County Community College is all along the way. You've got those in
20 Chaparral, you've got those in Anthony and so on. So you certainly have
21 access to that. The Las Cruces, New Mexico complex, I read the other day
22 that El Paso and Juarez would actually be the third largest city in Texas if
23 they were all one. I don't think we're ready to take Juarez into that into that
24 (*inaudible*) but you do have that commutation because you have all those
25 people come across the bridge. So it's certainly the largest metropolitan
26 area along the southern border and we have a very large and increasingly
27 elderly population which of course gives a high demand for service.

28 BNSF El Paso Subdivision Rail Line: Now what's interesting there
29 and I guess one of the things that's evolved through the various studies is
30 that with all the growth of BNSF and the investment that's been made, I
31 understand it's over half a billion dollars at Santa Teresa and going west
32 through Deming, much of the traffic now is bypassing Las Cruces. We're
33 actually only seeing a very low volume of traffic coming into Las Cruces and
34 into this area, so this rail alignment over the next decade or so could in fact
35 be virtually abandoned with the exception of those trips and depending
36 where the rail goes they might decide to put those on trucks instead
37 because maintaining the rail is costly. We were talking earlier about the rail.
38 I purposely took, when we started doing this study I took the train to Los
39 Angeles, so it's actually possible to take buses, connect to Amtrak and then
40 take the train overnight. It's about 15, 14 hours. What was interesting to
41 me was having taken that same trip years before, many years ago, was
42 watching the train pull out of Union Station in El Paso and go all the way the
43 back way, going in through Anapra and then on up to Santa Teresa and
44 then going straight across. I also saw that they've made tremendous
45 investment in the rail alignment Downtown El Paso. They're not using wood
46 ties. Those are mostly concrete ties so they've increased the base which

1 tells me that they're either looking at more weight for the trains as they're
2 coming through Santa Teresa and more speed. So they have definitely
3 improved the rail alignment. The rail alignment that we're talking about that
4 you can see on this line here is parallel mostly to the I-10 coming in and one
5 of the things that we did not look at, we'll get that through the
6 recommendations of the study, is that we actually have, and I did encourage
7 the consultant to look at this but we're very similar to Minneapolis-Saint
8 Paul. Minneapolis-Saint Paul had a highway project which they made a
9 highway expansion, it's about 15 years ago, with rail. And so they actually
10 had rail being built at the same time they're widening the roads and so on.
11 That allowed the ISTEA funding to be paid for to cover most of the costs.
12 And that would be an opportunity to be looked at in future studies as to
13 whether we would qualify and whether or not in working with both the State
14 of New Mexico and Texas as the rail lines, or the highway lines get built
15 over the next 15, 20 years whether or not that opportunity would be there
16 and/or the fact that the rail is so close to the road we would still maintain
17 that corridor. And so that's something to be looked at as we go through the
18 study and into the future.

19 So this slide tries to talk a little bit about the population growth. I
20 won't go through too much of that. I kind of covered that a little bit. If you're
21 looking at 2000 to 2014 in this, the numbers are pretty dynamic. We're still
22 seeing a lot of growth in the area. We may be a little bit stymied in the last
23 couple years on population and work studies, but that happens all the time
24 and that may not be something that stays. There's certainly a lot of interest
25 in coming to this area of the country.

26 Projected ridership: I found this study part to be very interesting. In
27 talking and working with CNT they looked at best practices and they looked
28 at some other agencies, and I'll go through that in a minute. So they looked
29 at it from a standpoint of what the fare could be and what the ridership could
30 be on a certain amount of time, and I'm going to show you the schedule
31 here in a minute. So we actually built a schedule around this. So if
32 RoadRUNNER and its Downtown Transit Center which is not downtown and
33 it's not by the rail station at Santa Fe and if Sun Metro which used to be right
34 in their Downtown but it's not downtown there either. They moved over to
35 Paisano. So those are now connections. They're not direct transit centers
36 and because of that the ridership numbers you see are lower. So that's why
37 the number's adjusted. So the question would be if you actually advocated
38 and had full-scale commuter rail which normally comes in these stations
39 that has people, like we see when we travel the world, could we do that in
40 a way by transferring and adjusting to those locations, because the train
41 would not be there, because the train's going to be at Union Station. It's not
42 going to be at Paisano which means you got to have a lot of shuttles, a lot
43 of connections. You tend to lose ridership that way because it takes more
44 time. So that's got to be part of it. The only way to offset that would be
45 frequency of service and that's something you get when you have a more
46 mature system. So what you see on the low-end 4,452 rides a day to the

1 high end of 7,400 rides a day and this is all based on, well now it's actually
2 based on 2040. So you got numbers and to give you a little bit of a stand
3 on this, when we get to the recommendations I'll go through how these
4 numbers came about and what might make most sense.

5 Now this is a service plan and from here you can see times of day
6 where we would leave service from the El Paso Union Depot and Las
7 Cruces and it would take, I think in the plan it's about four train sets to do
8 this because the time it takes to go down, come back, and so on and so
9 forth. So that could also be morphed as time goes by and you have greater
10 growth. This is the four trains. On this set here, passenger trains, three per
11 train set so you'd take 12 trains. We get estimated cost from \$14-plus
12 million to \$19-plus on the equipment. If you use used equipment the
13 number is significantly less if you do estimated cost and so on. Now I've
14 mentioned before Metrolink in Los Angeles. The reason I mentioned
15 Metrolink is that Metrolink started in Los Angeles County with five separate
16 counties working together, five counties working on the cost and the
17 contractor was Amtrak. So you use an existing contractor, you use existing
18 rail lines, you didn't build the rail lines, you didn't go, you contract with the
19 contractor. Money also came from the state for some of the trains. Those
20 were down the road as they got a little bit bigger but what you're able to do
21 is maintain the cost. And generally speaking they use Union Station in
22 downtown San Diego and they use Union Station in LA and those already
23 existed so you didn't have to spend money on those things.

24 So one of the advantages of the Metrolink model which we did not
25 look at because my contractor wasn't familiar with it was that you could
26 actually do it with a private contractor and you could do it much cheaper
27 than the systems you have here. Because if you do brand-new equipment
28 and you do everything that way then you'd be much more like the Rail
29 Runner which is why that cost is so much higher.

30 Now based on the estimates and where we are and we also looked
31 at our 2009 study and we looked at Northstar, Minnesota which is a similar
32 system and where we would be in El Paso. So as we look at those numbers
33 we get a wide range of these numbers. My problem with this part of the
34 study is that these numbers are based on what we know today from other
35 locations. It doesn't necessarily look at if we were to contract this out or
36 privatize it. So this is really, it's a range of numbers. I don't think that they're
37 too high, I don't think they're too low. I don't know that they're consistently
38 to this. I think that we'd have to have an engineering study which would be
39 the next step to be able to come up with these numbers. At this point in
40 time it's more of an idea of what could happen. Now based on those
41 numbers though, and using the low and the high we do get some cost
42 estimates. So as you can see in the box below, average ridership was at
43 4,452, the midpoint 5,056, and the 7,405. And so if you look at the operating
44 costs and the ridership, you can see that the cost per ride can average
45 anywhere from the low of \$11 to a high of \$14.53 but this is also based on
46 fares of about \$3.50 a trip. I think that's very very low. It's somewhat similar

1 to the problem the Rail Runner has because that's what they're charging if
2 I'm correct, somewhere in that range. I think you look at other systems it's
3 going to be much higher and it's also going to be based on distance. So a
4 trip to Las Cruces from El Paso in 2030, 2040, I got to think that's
5 somewhere between \$7.50 to \$10 a trip. I don't think these numbers make
6 the most sense and again you got to have a much more definitive level
7 study. This is a much higher level to look at. Fare box recovery and again
8 the ridership, these numbers run from 28% to 43%. I actually think these
9 numbers are a little high. I don't think the numbers based on the fares would
10 get you this. I think you would have to have much lower cost going into this
11 to have those numbers. But those are actually somewhat respectful. I was
12 actually looking at Metrolink in Los Angeles when I was working there 20
13 years ago. We were running 70% fare box recovery. They're down to 47%.
14 So it does make sense before you build it, you have to think through what
15 is, you're trying to price in to do it or you're going to have problems with your
16 numbers.

17 Collateral development benefits: This one's an interesting one. I
18 refer this over to all the highway planners that might still be in the room.
19 They use the model for public transit. These are the ancillary costs and
20 savings that you get by building this. You're talking earlier about the
21 difference between people being on the road with their cars or people being
22 on that train, well the associated costs that's, or your collateral benefit's
23 going to be significant. So you're going to get money saved on road and
24 construction maintenance, this is on an annual basis by the way. You're
25 going to get savings on congestion reduction costs and so on and so forth.
26 So there's almost \$15 million that are built into this that could be avoided.
27 But again you need a more definitive engineering study to really be able to
28 quantify these numbers. These are based on a back-of-the-envelope
29 number that's somewhat acceptable in there, I think it would require more
30 analysis to do this. From a house hold benefit, this is the one that you see
31 all the time. So this is basically if you could get by without one less car,
32 these are the ancillary benefits you would get. On an annualized basis
33 you'd probably save about \$9,000 by utilizing these trips all the time. But
34 again what you're missing from this is the first and last mile. So it assumes
35 that you're going to be able to get to the train station without some form of
36 transportation or somebody getting you there.

37 So let me go through the recommendations. There's five
38 recommendations. I like number three. Give you that lead-in. So the first
39 one here is the Las Cruces-El Paso Partnership. So if we look at it from a
40 population basis obviously the El Paso numbers are much higher, same is
41 true of jobs. So there's a big ancillary benefit for a partnership between the
42 two cities and certainly El Paso would have a strong play into this element.
43 Recommendation two talks about having transit-oriented development,
44 TOD as an integral part of the passenger development. So if you look at a
45 one-mile-diameter development in the two large cities and the six towns
46 along the way, you could look at hundreds of millions of dollars, potentially

1 thousands of housing units, and jobs that could be built along the way based
2 on where these stations would be located. This has certainly happened in
3 larger urbanized areas. How well it would happen in a southern district like
4 this, my sense is it would happen but it would take time to have those
5 villages and those concepts to play themselves in. I know that Santa
6 Teresa's working on that plan right now so I think something like this could
7 work certainly in Anthony and maybe other areas around Sunland Park.
8 Number three, if you consider doing this, consider engaging a short-line
9 railroad as a neighbor negotiating and operating partner. Obviously the one
10 that falls into place here would be BNSF. They have the railroad and freight
11 experience. They have access to the line and they could possibly be a
12 financial partner. They might want to play into the TOD themselves and
13 make this part of their investment, especially since the rail line is getting
14 less and less use, more and more costly for them to operate. To have us
15 as a partner paying some of that cost of the right-of-way would be a good
16 way to go and it opens the door to other federal financing opportunities that
17 they could not qualify as a private operator. Next recommendation, number
18 four is position the rail service to the broadest range of public funding
19 opportunities. All these funding opportunities listed here are certainly in use
20 today. The only one on the list that's somewhat being challenged is TIGER
21 Grants and a lot depends on where the Senate and this Congress goes with
22 this President as to whether or not that's going to get funding going forward
23 but as I said before, I think there's some opportunities that we would qualify
24 for within that corridor. And then last is creatively pursue a niche market.
25 Clearly we have a lot of connectivity with the universities that could be good
26 shuttles, we make connections to there to get to those stations. The
27 economy as it's growing and certainly in the southern part of the county with
28 Santa Teresa could be a perfect place to grow into that area, especially with
29 their village concept, maybe have some form of a shuttle that would get
30 them to the station, and of course finding out how we would utilize that for
31 elderly population. I think one of the things that Dave Chandler was thinking
32 about this was really on the healthcare because we have healthcare and in
33 this southern area it seems like people are going between the two states in
34 some cases. So this might be a focal point for that or a portal to do that as
35 well. And with that, that ends my presentation. Go back to the beginning.

36
37 Flores: Thank you for that.

38
39 Armijo: Happy to take any questions.

40
41 Flores: Gill Sorg. Did you have questions?

42
43 Sorg: Oh, thank you Madam Chair. Thank you Mr. Armijo. I just wanted to point
44 out that rail, a commuter rail from here to El Paso is actually part of the City's
45 newest Strategic Plan ...
46

1 Armijo: Great.

2

3 Sorg: For 2017 to 2022. So this is good information to have so we can work

4 towards that ...

5

6 Armijo: Great. Thank you.

7

8 Sorg: At some point in time.

9

10 Armijo: Should also mention this presentation and the information on the report

11 which is I think 73 pages long is on our website. So you go to scrted.org,

12 click on the little rail figure and that'll take you right to it. You can print that

13 up.

14

15 Flores: Councillor Eakman.

16

17 Eakman: Yes Madam Chair, thank you. And thank you for the presentation Mr.

18 Armijo. I don't know, in the business I used to be in which was healthcare,

19 when we did a feasibility study we came back with an answer of whether it

20 was feasible or not. And I find in this study we don't, we're not near an

21 answer on whether it's feasible or not and I would be willing to invest the

22 time to understand the financing options that are available and all the

23 intricacies of this. I know it would, but right now this seems like a "mystery

24 meal" to me and it makes me very very uncomfortable when we're talking

25 about \$450 million dollars of a capital investment because I can't see us

26 buying used equipment ...

27

28 Armijo: Correct.

29

30 Eakman: And being able to keep it repaired. When I look at all these capital costs

31 and things like this and knowing that we have a wish list of people who

32 would like to use it but there's no demand for it. We can tell that by the

33 current bus services between the two communities. So I would, if you can

34 direct me to anything where I can get some education on how financing for

35 these types of things work I'd be very interested.

36

37 Armijo: Good. Well let me answer the question and I'll put you 25 years back in the

38 past. So I had the same comments that you're giving when I was

39 approached by Senator Pete Domenici, Gary Johnson as Governor, and a

40 few others, Bill Richardson. What led to the Rail Runner was this same

41 discussion. We had done a couple of these feasibility studies before. They

42 wanted to do another feasibility study. This one was done for about \$50,000

43 and even 20 years ago my answer to the question was exactly what you

44 said. You're not going to get, and I laid that out in the presentation, you're

45 not going to get the answers to the question whether it's feasible or not.

46 This is not a McCain's thumbs-up/thumbs-down. We haven't done the

analysis. The analysis here is very high-level based on population numbers, based on best practices. As I spoke to the folks at that time that approached me to do the study, I indicated that we needed to do an engineering study. This is before New Starts even existed. We were doing major investment studies. We identified over \$100,000 locally and regionally up north. I approached and I was put in the room with the new Governor Gary Johnson and said exactly what you'd probably say next, which was, "\$100,000 Mr. Armijo? Do you think you can do a study up here for that?" I said, "No. I'd need about a quarter million." He said, "Okay. I'll give you the \$100,000. You come up with the other 50 and you have to get to Albuquerque to kick it in," which we did. This was 20, 25 years ago to do that kind of study. Now we already talked about earlier today the problems and the concerns and the perceptions of the Rail Runner. Well much of the problems and concerns of the Rail Runner has to do with elevation, a couple thousand feet I believe. We don't have that problem here. We're flat. This is not a project similar to that. But as I said before the next step in this process, and whether or not we have enough information to gather support is going to be a discussion between the electeds and educating everybody through perhaps a workshop to see whether or not there's an interest to do this, and whether or not there's an interest to do this tomorrow or ten years from now or something like that. That's where we'll need to go. There's just not going to be enough information other than data that's already available which is what our consultant did. They took available data through the Census and other pieces and put together an analysis. And they worked with BNSF to come up with pricing for some of the cost that's in there. So it has done some analysis but I would say that it's still very low-level.

Eakman: May I follow up? How could we work backwards then on a feasibility study?

Armijo: This is, I'm going to leave it to semantics as to whether this is feasibility. This is what we went with. This predates my being on board when we did this contract. I think it's a good idea to see whether or not there's interest, and there's certainly a lot of opinions I'm sure as to whether or not this is something we should do. But to get to where you have a very clear objective and knowledgeable data, you need to have an engineering study done with engineers and planners who've built these things in that room. Not CNT which is a good company on a planning entity but I don't think that's the way you would want to go, and that's not how we approached it when we did the Rail Runner.

Eakman: Thank you.

Armijo: Okay.

Flores: Councillor Pedroza.

1 Pedroza: Thank you. Thank you Mr. Armijo. My comment, and I worked for 24 years
2 up and down, well up from Hatch through all the way to El Paso and
3 including Deming and so on. My suggestion would be that there is a corridor
4 already lined with towns that would benefit very greatly from this, from all
5 the people that I used to work with where they lived in mobile homes, the
6 father would work somewhere but the mother had absolutely no
7 transportation once the father left for work. And those towns are Vado,
8 Berino, San Miguel, etc. etc. etc. And I think that as you think about the
9 benefit and costs and so on we need to keep in mind the benefits to those
10 very people who are stuck because they're stuck in their homes, unable to
11 get to things like education, doctors, jobs, good food, etc. etc. etc. And
12 perhaps encouraging or increasing the surveys to them in a language that
13 is familiar to them with a lot of publication of that so that they are aware that
14 they are being asked for their opinion would go a long way to getting some
15 of the more, and yes, certainly if you find what was causing the problems
16 that the Rail Runner up in the north has is the unrealistic fares, well increase
17 them a little bit. I think that if people can combine one trip from Berino to
18 Las Cruces and then back and use that trip for going to the doctor, going to
19 the grocery store, going to all the other places that they have to go, they'd
20 be willing to pay \$7 for that trip. So that's just my suggestion. Thank you.
21
22 Armijo: Thank you. Thank you.
23
24 Flores: Commissioner Rawson.
25
26 Rawson: Madam Chair, thank you. Madam Chair, Mr. Armijo. Could I get a copy of
27 this presentation?
28
29 Armijo: Sure. Absolutely.
30
31 Rawson: Appreciate that, thank you.
32
33 Armijo: I'll e-mail it to you.
34
35 Rawson: That'd be great. Madam Chair, Mr. Armijo. You mentioned the draft study,
36 or I'm sorry, you mentioned the study. I went onto your website to download
37 that and it's listed there as a draft study. Do you have a final one that will
38 be coming out?
39
40 Armijo: It's probably in the gallery, maybe it hasn't been posted. I'll get it for you
41 today. But it should, thank you for that. Yeah we had the draft study before
42 the last meeting. I thought that had been put up so ...
43
44 Rawson: Oh, okay.
45
46 Armijo: I'll check with, my webmaster may not have done it.

1
2 Rawson: And Madam Chair, Mr. Armijo. I just went to the link that you had there and
3 it's got the watermark behind it, "DRAFT." So maybe this is the final
4 document with just, with that, I don't know. But it'd be good to know which
5 one was the final.
6
7 Armijo: We'll be sure we get the final up there. Thank you.
8
9 Rawson: Madam Chair, Mr. Armijo. You mentioned projected ridership. You had a
10 slide up on that that talked about some of the ridership numbers going up
11 to 7,400 a day, projected ridership a day. How long would it take to obtain
12 those type of numbers?
13
14 Armijo: Yeah, I think it's in the box. It says 2040 so that's, and that would also be
15 with more service and trips, I would believe. I'll go back ...
16
17 Rawson: Madam Chair, Mr. Armijo. Could you go back to that slide?
18
19 Armijo: Yeah. It's here. I think, I'm pretty sure it says 2040.
20
21 Flores: It says 2040. It does.
22
23 Armijo: Yeah.
24
25 Rawson: Oh, no, I was thinking you had one that showed ridership for 1A, 1B, 2A, 2B
26 ...
27
28 Armijo: Let me get to that.
29
30 Rawson: 3A and 3B. there we go.
31
32 Armijo: Yeah.
33
34 Rawson: So this is the ridership in 2040 but I would assume that would depend on
35 when we started the project and when it was actually running because if we
36 waited ten years then this probably wouldn't be realistic.
37
38 Armijo: It may not be. Again it would come down to the population and again this
39 is all based on, from a feasibility point of view based on the rider projection
40 and so on and so forth. So you're absolutely correct. It would depend on
41 when it went into place, how long it was running before we reach that point.
42
43 Rawson: Madam Chair, Mr. Armijo. I guess I'm trying to find out what the ramp-up
44 time would be. Are you saying that if this started in 2040 that's what we
45 would see, or if this started in 2020 this is what we could expect to see in
46 2040? What are the numbers telling us?

1
2 Armijo: I think the numbers are telling us that all things being equal, whenever we
3 ramped up and the population, the numbers were at this point and the
4 number of pieces of equipment were where it's supposed to be, this is where
5 the number would be. So that's a projection but it's not tied to when we
6 would start.

7
8 Rawson: Okay.

9
10 Armijo: But it's obvious from a rational point of view you're correct. You'd have to
11 have some, you couldn't start that on day one.

12
13 Rawson: Right. You and I have had that conversation on the bus system so that I
14 know there's some sort of ramp-up time, I'm just trying to figure out what
15 that would be. But it sounds like we don't really know that at this point.

16
17 Armijo: We don't, no. No.

18
19 Rawson: Okay. Madam Chair. To Councillor Eakman's point about the investment,
20 the \$450 million that we'd be putting in, we look at the ridership numbers
21 and even if I take the highest ridership number, that's \$24,000 per round-
22 trip ride. Of course that would be for one year. So if you said these numbers
23 are realistic for 20 years and we annualize that out, or amortized it out for
24 20 years, that would still be a cost of just under \$1,200 per round-trip ride
25 and if we're charging \$7 and paying out \$1,200 it, I understand it will never
26 be a profit center for the South Central Regional Transit District but that's a
27 pretty expensive bill every time someone gets on the train. Madam Chair.
28 I suppose to close my comments, Mr. Armijo you asked about if there was
29 interest to move forward and I would just say from my perspective there's
30 not interest to move forward. Thank you.

31
32 Armijo: Thank you.

33
34 Flores: Any other comments? Okay. Thank you very much Mr. Armijo.

35
36 Armijo: Thank you.

37
38 Flores: I think I'm going to take a five-minute break and then we'll start with the next
39 item on the agenda. Thank you.

40
41 FIVE-MINUTE RECESS

42
43 **7.3 BPAC Recommendation on Design Standards**

44
45 Flores: All right. Let's go ahead and get started. All right. So we'll move along to
46 7.3, the BPAC recommendation on design standards. Mr. Murphy.

1
2 Murphy: Thank you Madam Chair, Members of the Committee. We're bringing this
3 item forward to you to make you aware of. This is something that came
4 about through our Bicycle and Pedestrians Advisory Committee. They had
5 heard that the City of Las Cruces is currently looking at updating their
6 Design Standards and they wanted to make some recommendations. We
7 had several meetings with the BPAC. We also met with the TAC on this
8 and the BPAC is requesting that this Policy Committee do a resolution to
9 encourage our member jurisdictions to adopt NACTO Standards as
10 supplemental guidance to their design engineers. I do have a longer
11 presentation that I think we're going to save till next month but I'll also have
12 Mr. Wray post it on our website so that you can look at it at your
13 convenience. But we wanted to make you aware of this, allow you some
14 time to study this before we brought it forward as an action item.
15
16 Flores: Okay.
17
18 Murphy: And just trying to, since we do have another presentation to give I wanted
19 to just do the quick one on this one.
20
21 Flores: Okay.
22
23 Murphy: And here's the example of the longer one that will be put on the website for
24 you to look at in detail and we'll bring it back next month. So I'm just, let
25 you know what that looked like. Oh, sorry. Do I need to go back to that last
26 one? Do you want to move on to 7.4 now?
27
28 Flores: Oh. Okay. I thought there was going to be a little more of a short
29 presentation.
30
31 Murphy: Oh. No, no. That was the short presentation but I'll go back to it if you
32 would like.
33
34 Flores: Yeah.
35
36 Murphy: Okay.
37
38 Flores: Let's go ahead and do that then.
39
40 Murphy: I was trying to super-quick it. So here's the slide on the short presentation.
41 And just to kind of speak to that, your Advisory Committees have reviewed
42 these guidelines done by the National Association of City Transportation
43 Officials and they feel strongly about recommending them for inclusion in
44 the toolbox that staff engineers look at when designing roadways.
45
46 Flores: Is everybody done? Okay. All right. We can move on to 7.4.

1
2 Doolittle: Real quick, Madam Chair.

3
4 Flores: Sure.

5
6 Doolittle: Tom. This information that you have here in the link, is it somewhere for us
7 to access so that we can look at it later? It wasn't part of the packet, there's
8 no link anywhere. All that's in here is the resolution.

9
10 Murphy: Madam Chair, Mr. Doolittle. I'll go ahead and, that other longer presentation
11 which also includes this link, I'll have MPO staff put it onto our website so
12 that you can click on it from there.

13
14 Doolittle: Okay. That would be helpful. Thank you. Thank you Madam Chair.

15
16 Flores: Okay. Thank you. So ...

17
18 Rawson: Madam Chair.

19
20 Flores: Commissioner Rawson.

21
22 Rawson: Madam Chair. The second-to-last bullet says there's a draft resolution in
23 our packet. Am I missing that?

24
25 Flores: Isn't that page, let me see, Page 67. And it's missing the end on Resolution
26 number 17-xx and then it's missing the date that the TAC approved.

27
28 Rawson: Okay. Thank you.

29
30 Flores: Got that? Okay.

31
32 **7.4 Public Transportation in MVMPO**

33
34 Flores: All right. So now we can move to 7.4, Public Transportation in the Mesilla
35 Valley MPO.

36
37 Murphy: Okay. Madam Chair, Members of the Committee. Last meeting staff had
38 given the Committee an overview of public transportation services available
39 in the Mesilla Valley and this month we have based on your request we'll
40 have a presentation that's more geared towards "What is the MPO's active
41 role in the entire process?"

42 So to kind of start off, as with all things MPO we are created by
43 federal legislation. Everything that we do has its basis in the Code of
44 Federal Regulations or legislation passed by Congress. And this is the
45 Code of Federal Regulations Section 450 subparagraph three which deals
46 with the establishment of the MPOs. It establishes our national policies for,

1 and particularly in this subject matter I took a couple of phrases out of the
2 regulations that are particular to this situation. We are required to do a
3 continuing cooperative comprehensive multimodal planning process and
4 we've had demonstration of that here this afternoon as far as the continuing
5 in the cooperative State Rail Plan. They're doing one this year or next year.
6 They had one in 2014. The RTD is working on a draft rail feasibility. That's
7 a continuation or updating of one that was done in 2009 and those of you
8 that have been on this Committee remember that we do our Metropolitan
9 Transportation Plan, we update that every five years. We adjust it to things
10 that we learn each, basically each and every year as we roll that out.
11 Further, the Federal Regulations require that there are three distinct work
12 products that we produce: The aforementioned Metropolitan Transportation
13 Plan or MTP as I'll refer to it shorthand; the Transportation Improvement
14 Program or TIP which you voted on an amendment to earlier this meeting;
15 and then our Unified Planning Work Program or UPWP which we frequently
16 have forward for either amendments or adoptions on a biannual basis.

17 Okay to kind of explain the Three-C process is: It's Continuing,
18 ongoing, one plan leads to the next plan and we update it; Cooperative, this
19 is one of the three words that is actually defined within the Code of
20 Regulations where MPOs gets its direction and it means that our parties
21 involved carrying out the planning program and management system work
22 together to achieve a common goal or objective and you can see that
23 working with our Committees, our TAC and our BPAC. We have staff from
24 agencies all through the region. We have members of the public so that all
25 of our different governments are speaking together as we develop plans so
26 that we can come to agreed-upon goals and move towards the same
27 objectives. And then Comprehensive, meaning that our plans are looking
28 at a wide variety of issues. Okay and to get back to the Metropolitan
29 Transportation Plan, this is our Long-Range Plan. We update it every five
30 years. We work with not only the State Department of Transportation in
31 developing it, we work with RoadRUNNER Transit, we work with the RTD
32 to develop this plan. And one of the requirements of this plan is that we
33 develop strategies and actions to develop an integrated multimodal
34 transportation system.

35 This map is a part of that MTP. This is, we have six or eight of these
36 maps associated with dealing with different subject matter. This is the
37 particular one where we look at public transportation priorities. This is all
38 on our website. I encourage you if you have questions to look at it in more
39 detail but I know that it prints out too small on the screen. One thing of note,
40 and this came up in the State Rail Plan to look at transit-oriented
41 development as an economic development model. That is something that
42 I think if you can see in the lower left-hand side, we've identified that as an
43 issue in the Mesilla Valley Plan. So that shows that we are developing
44 through our cooperation common goals and strategies. So through all the
45 work with the other agencies we are moving towards our common goals.

1 Also stemming or evolving out of the MTP throughout the years, we
2 also do some subsidiary plans. In 2011 we worked with RoadRUNNER
3 Transit. We developed a Long-Range Transit Plan. One of the key
4 advances or results out of that was we developed the concept that in the
5 region we would identify certain corridors as transit priorities, meaning that
6 these are the corridors where we would focus our transit investments,
7 realizing that we do not have the resources to provide heavy transit on every
8 roadway and rather than have a weaker system spread out, we would start
9 efforts to start focusing that investment so that when people make their
10 decisions of where to live, where to locate a business if they choose, they
11 could choose to do it along corridors that the transit system is going to be
12 devoting its resources to.

13 The Long-Range Plan also looked into technologies to recommend
14 RoadRUNNER to look into. It recommended a recommendation of start
15 looking towards alternative fuel in the fleet system. I believe that's
16 something that Transit is now actively looking at purchasing. So again
17 another one that speaks to the common objectives that we've come out with.
18 After we did the Long-Range Plan more recently we did a Short-Range
19 Transit Plan. Essentially this serves as a Strategic Plan to help implement
20 that vision not only shown in the Long-Range Plan and our MTP, and just
21 to kind of highlight that the routes were reconfigured. Currently, you know
22 it was done within the framework of resources that are currently available
23 but University Avenue for example has 30-minute service on that. So that
24 represents the commitment to putting additional resources in the corridors
25 where transit is most effective. But again that did not start with the Short-
26 Range Transit Plan. It's a result of the continuous coordinated planning that
27 we've been doing with RoadRUNNER, the transit provider.

28 Second required document for the MPO. You recognize these forms
29 from your packets. This is just an example of one of them but it's one of the
30 RoadRUNNER projects and the important aspect of this is that this is where
31 the agencies get their federal funding. So this is at the point where I guess
32 if the MPO has any veto over the process, this is the point where that
33 happens. One of the terms of the Transportation Improvement Program per
34 Federal Regulations is that it must conform to the MTP, meaning it helps
35 advance all the strategies that we have developed in our long-range plans
36 and it's at this point where you are the arbitrators of whether proposed
37 funding actually accomplishes that.

38 And then our other required document, our Unified Planning Work
39 Program, that identifies specific projects that staff is working on either as
40 lead or with one of the other government agencies in the region. Past
41 UPWP products included, specified the Long-Range Transit Plan. It also
42 included the Short-Range. Those were work items called out in the UPWP.
43 We worked on them. They're accomplished. I think that the high points in
44 this current Work Program that we're doing is we're helping to develop
45 transit performance measures. This is kind of similar to safety targets that
46 we've talked a little bit coming out from the State, how best to evaluate how

1 our transit system's operating so that we can look and see what's being
2 effective and what's not. And then the other specific staff project, we're
3 ramping up our ability to do data collection on the public transit system.
4 We've purchased automated passenger counters. We've installed a couple
5 of them on RoadRUNNER buses. We're working on getting some new
6 software that automates the downloading and analysis of that data so that
7 we can report back to not only this Board but since RoadRUNNER's a City
8 operation we also want to report back to the City Council a lot on the data
9 collection because as the operator of RoadRUNNER, the City is the one
10 that's largely responsible for the really specific operational decisions that
11 RoadRUNNER makes.

12 All of the MPO documents are located on our website. I do invite you
13 to review them at your leisure and contact myself or anyone on staff if you
14 have any questions. And that concludes my presentation. Thank you.

15
16 Flores: Thank you. We have a question from Councillor Sorg, or comment.

17
18 Sorg: Yes. Thank you Madam Chair. Mr. Murphy. Do you have or any member
19 of the staff have any new information on the purchase of an electric bus for
20 the RoadRUNNER bus service? Some update on that?

21
22 Murphy: Madam Chair, Councillor Sorg. I'm not sure what the latest that you know.

23
24 Sorg: I don't know anything.

25
26 Murphy: I know that the Quality of Life Department had applied for a grant in the
27 assistance of funding an electric bus purchase. It was a rather rapid
28 turnaround I believe. So on the MPO's behalf, based on policies in the
29 Long-Range Transit Plan and our MTP encouraging alternative fuels, I
30 wrote a letter of support for that grant application.

31
32 Sorg: Good. Good. I wasn't quite clear. It seemed to me that we'd got a grant
33 from the federal government here a year or two ago and when I was talking
34 to Mr. Bartholomew he did mention that that money would be used for an
35 electric bus. But I could be mistaken too. I just recall it being the ...

36
37 Murphy: If I could address that. I think that's one of the things that RoadRUNNER
38 Transit as the operator and you being on the City Council is essentially their
39 Board of Directors, you have some say-so. The way that we approve the
40 money into the TIP is "This is for support equipment and rolling stock." It
41 does not specify if it's diesel buses, natural gas buses or electric buses or
42 ...

43
44 Sorg: Okay.

1 Murphy: Any of that technology. I think that from the MPO's standpoint we want to
2 allow that flexibility for RoadRUNNER so that they can make a decision
3 more rapidly if something comes up that's advantageous to choose one way
4 or the other. So we're looking at you making sure that there's equipment to
5 operate the service and ...
6

7 Sorg: Service equipment then.
8

9 Murphy: Right. And then we step away from the more day-to-day decisions which I
10 think ...
11

12 Sorg: Yeah.
13

14 Murphy: Is more appropriate done at that level.
15

16 Sorg: You bet. Yeah. Thank you. Thank you Madam Chair.
17

18 Flores: Thank you. Anyone else?
19

20 Eakman: Madam Chair.
21

22 Flores: Councillor Eakman.
23

24 Eakman: Yes. Thank you Madam Chair. Tom, have we ever received ridership
25 information on the various transit services within the MPO? I don't
26 remember seeing anything lately.
27

28 Murphy: Madam Chair, Councillor Eakman. We do get a report of the RoadRUNNER
29 Transit as soon as Mr. Bartholomew releases it to the Transit Advisory
30 Board. We can make that available to you either by e-mail or we could
31 figure out a way to additionally post that as well on our website to make it
32 more disseminated to the public. But we do get it. We haven't published it
33 because I believe it's officially published at the Transit Advisory Board which
34 is ...
35

36 Eakman: I would look forward to reviewing that information. I think whatever we can
37 do to encourage public transportation is in the best interest of all citizens.
38 We've got some costs out there already that we could maximize and I'm not
39 sure what role we could play but I think the information and some of the
40 other things we're doing is integrated with all that. I'd like to see that in the
41 future. Thank you.
42

43 Flores: Okay. Thank you. Mr. Murphy.
44

45 Murphy: Madam Chair. If I may further elaborate, actually. I did mention that staff is
46 looking through development of performance measures and we'll be

working on a report doing that and that'll certainly come about but I think we can also make that information available sooner.

Flores: Thank you. Anyone else? Okay.

7.5 NMDOT Update

Flores: Let's move on to 7.5, New Mexico DOT update. Mr. Doolittle.

Doolittle: Thank you Madam Chair. I will make this brief. I have five projects that I want to provide updates on here in the area.

Our 17th Street signal project, our goal if you'll recall from last month was to have those signals operational by the time school started. We had a little bit of issue with the manufacture of the mast arms. Those mast arms I think are being stood today. There'll be some connection issues and then we have to basically set them to flash for seven days I believe per our standards to make sure that they function correctly. But the plan is to have those signals fully functional in the next two weeks. We also had a little setback because of the rain so the contractor's continuing to work on the medians in that area. But ultimately we're hoping to have that intersection fully functional within the next few weeks.

North Main-Three Crosses project, the contractor continues to work on the Spitz retaining walls and they're working on the eastbound lanes. That'll basically be the same general scope of the project for a while as we're working on that project, working one side at a time. If you have any specific questions tied to that project I can certainly relay that to my project manager and try to get you the answers. We continue to have our monthly public meetings. We've actually had some pretty good input and participation in those meetings at this point. A lot of times our first one or two meetings are heavily attended and then they drop off frequently to no participation at all, but we continue to have a few people show up. So that's good and we'll continue to have those regardless of whether anybody shows up. We want to make sure that they have the opportunity to attend.

Sorg: Same day, time, and place?

Doolittle: Councillor Sorg. I don't know that for sure. I know that they were trying to do it on like the third Thursday of every month at the same time and same place. We did have a few conflicts. I'll work on trying to get you a schedule but in front of me I don't have that handy.

The other project in the area, we're doing the continuation of the bicycle route basically over the pass at Organ on US-70 and we're widening those shoulders. If you'll recall we had concrete wall barrier at the top of the pass and it narrowed down substantially. We had the fatality westbound climbing up the hill several years ago. So we acquired safety funding and we're widening those shoulders to allow full bicycle route over the top.

1 Mountain States is the contractor on that one. They're working on the
2 concrete wall barrier and guard rail right now in Phase I, which is the section
3 just east of Organ. But that contractor's working real fast so I expect that
4 one to be completed in a timely manner.

5 The other two I wanted to touch on, about two years ago we had
6 some capital outlay awarded to us. Senator Papen worked on getting some
7 capital outlay for the Tortugas Road just south of town. It's actually in the
8 County believe it or not. But we're doing some sidewalk installations on
9 Tortugas. And then the other one, Senator Cotter acquired some funding
10 for some sidewalks on Thorpe Road out at Dona Ana. So basically from
11 the Dona Ana interchange at I-25 Thorpe Road runs west. So we're doing
12 some sidewalk there in front of the gas stations. We're extending that
13 sidewalk at the gas stations for a little bit. It wasn't a whole lot of money but
14 any improvements that we can do to encourage pedestrian facilities is nice.
15 We're actually improving the drainage in that area a little bit too, both at
16 Tortugas and Thorpe. So we have those two capital outlay projects.
17 They're short projects, 60 working days. So we'll have those finished in a
18 few months.

19 Those are the five projects that we have in the area and I'll stand for
20 any questions.

21
22 Flores: Okay. Not seeing anyone, thank you.

23
24 Doolittle: Thank you.

25
26 **8. COMMITTEE AND STAFF COMMENTS**
27

28 Flores: All right. So we'll move on to Committee and staff comments. Anyone from
29 the Committee want to make a comment? Okay. Seeing none, we'll move
30 on to any staff comments.

31
32 Murphy: Thank you Madam Chair. Mr. Loya's passing out a memo from the New
33 Mexico Department of Transportation, the recently-released Safety Targets
34 Memo. Per the Federal Regulations guiding the latest Transportation Bill,
35 the State and MPO are required to adopt safety targets. The State has
36 done so. I believe the effective date on this is going to be August 15th, so
37 from August 15th we'll have six months in which to decide to support the
38 State targets or to develop the MPO's own ones. So we're providing this
39 information to you now to see if the State targets are supportable. From a
40 staff review, and this is from meeting with the NMDOT planning staff and
41 other MPOs around the state, we believe our recommendation's going to
42 come out that we do support the State targets. When we get down to MPO-
43 sized areas particularly, not a large one as such, that would be Los Angeles
44 or New York, we have such a small sample size, so I think our targets should
45 well be adjusted to the statewide ones. We'll have more presentations on
46 this over the next six months but we will be anticipating having an action

1 item by this Committee come February but wanted to get that into your
2 review. And that's all I have. Thank you.

3
4 Flores: Okay. Thank you very much.

5
6 **9. PUBLIC COMMENT**

7
8 Flores: So we'll move to number nine, public comments. Is there anyone from the
9 public that would like to make any comments now? Okay seeing none.

10
11 **10. ADJOURNMENT (3:08 PM)**

12
13 Flores: We'll move to adjournment. We're adjourned. Thank you.

14
15
16
17
18
19 _____
20 Chairperson
21

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 September 13, 2017 at 1:00 p.m.
6 in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.
7

8
9 **MEMBERS PRESENT:** Trent Doolittle (NMDOT)
10 Councillor Jack Eakman (CLC)
11 Trustee Linda Flores (Town of Mesilla)
12 Councillor Olga Pedroza (CLC)
13 Commissioner Isabella Solis (DAC)
14 Councillor Gill Sorg (CLC)
15

16 **MEMBERS ABSENT:** Mayor Nora Barraza (Town of Mesilla)
17 Commissioner Benjamin Rawson (DAC)
18 Commissioner John Vasquez (DAC)
19

20 **STAFF PRESENT:** Tom Murphy (MPO staff)
21 Andrew Wray (MPO staff)
22 Michael McAdams (MPO staff)
23 Dominic Loya (MPO Staff)
24

25 **OTHERS PRESENT:** Jolene Herrera, NMDOT
26 Harold Love, NMDOT
27 Becky Baum, RC Creations, LLC, Recording Secretary
28

29 **1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:02 PM)**
30

31 Flores: So I'm going to call this meeting to order. It's 1:00 and we'll start with the
32 Pledge of Allegiance. Oh, I guess, did we do the roll call? Don't we start
33 with the roll call?
34

35 Wray: Either way.
36

37 Flores: Determine if we have a quorum.
38

39 Wray: Let's do roll call first Madam Chair.
40

41 Flores: Okay.
42

43 Wray: Commissioner Solis.
44

45 Solis: Present.
46

1 Wray: Councillor Pedroza.
2
3 Pedroza: Here.
4
5 Wray: Councillor Sorg.
6
7 Sorg: Here.
8
9 Wray: Councillor Eakman.
10
11 Eakman: Here.
12
13 Wray: Mr. Doolittle.
14
15 Doolittle: Here.
16
17 Wray: Madam Chair.
18
19 Flores: I'm here and I just would like to say that Mayor Barraza is not going to be
20 able to attend. She had another meeting that she had to go to and she
21 sends her apologies. So I take it we have a quorum and we'll start with
22 the Pledge of Allegiance.
23
24 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.
25
26 **2. CONFLICT OF INTEREST INQUIRY**
27
28 Flores: So next is the conflict of interest inquiry. Does any Committee Member
29 have any known or perceived conflict of interest with any item on the
30 agenda? If so that Committee Member may recuse themselves from
31 voting on a specific matter or if they feel that they can be impartial we will
32 put their participation up to a vote by the rest of the Committee. Anyone?
33 None?
34
35 Sorg: Concerning discussion item 6.2.
36
37 Flores: Okay.
38
39 Sorg: If you've been in a crash does that recuse yourself?
40
41 Flores: Well the only thing that I've seen in the law as far as conflict of interest is if
42 you have a financial interest and the rest ...
43
44 Sorg: No.
45
46 Flores: It isn't really defined that I know of.

1
2 Sorg: Yeah.
3
4 Flores: So I think that's your ...
5
6 Sorg: In that case I'm okay.
7
8 Flores: Okay.
9
10 Doolittle: Madam Chair.
11
12 Flores: Yes.
13
14 Doolittle: Andrew, just to clarify a discussion that we had a little bit earlier, on the
15 consent agenda was the approval of the minutes but I thought that the
16 minute package was incorrect.
17
18 Wray: Madam Chair, Mr. Doolittle. There are a couple of issues with the
19 minutes. When we get to the consent agenda staff was going to request
20 that those be pulled from the agenda. So staff requests that the minutes
21 be pulled from the agenda.
22
23 Flores: So I think that's what we're going to call to do, is have a motion to
24 postpone that until the next meeting.
25
26 Doolittle: Okay.
27
28 Flores: So ...
29
30 Doolittle: I was just curious. That's the only thing on the consent agenda.
31
32 Flores: Right. So we haven't gotten there though. We're still on the conflict.
33 Okay.
34
35 **3. PUBLIC COMMENT**
36
37 Flores: So moving to public comment. Do we have anybody from the public that
38 would like to make a comment? Okay. Seeing none.
39
40 **4. CONSENT AGENDA ***
41
42 Flores: Now we're on consent agenda and it's been noted that the date is wrong,
43 it seems like the minutes are fine but the staff would like that we just pull
44 them. So if I could have a motion to postpone until the next meeting I'd
45 appreciate it.
46

1 Sorg: Well I'll move to accept the agenda with the pulling of the minutes of
2 August 9th.

3
4 Flores: I think that's all that we have on the consent though, so okay. Pulling
5 them until the next scheduled MPO meeting?

6
7 Sorg: Until the next scheduled MPO meeting, yes.

8
9 Flores: Okay. Do I hear a second?

10
11 Pedroza: Second.

12
13 Flores: Okay. All in favor?

14
15 MOTION PASSES UNANIMOUSLY.

16
17 Flores: Anyone against? Okay, seeing none.

18
19 **5. * APPROVAL OF MINUTES**

20
21 **5.1 * August 9, 2017**

22
23 - VOTED ON VIA THE CONSENT AGENDA

24
25 **6. DISCUSSION ITEMS**

26
27 **6.1 NMDOT Safety Targets**

28
29 Flores: We'll move on to discussion items, 6.1: New Mexico DOT Safety Targets.

30
31 Wray: Thank you Madam Chair. In the presentation today MPO staff is going to
32 go over the safety targets that have been announced by the New Mexico
33 Department of Transportation. These safety targets are in compliance
34 with 23 CFR 490, the final rule on the highway safety improvement
35 program, also known as HSIP. This rule went into effect on April 14th of
36 this year. This rule requires that each state set annual performance
37 targets for five performance measures. The performance measures
38 specified are: Number of fatalities; rate of fatalities per 100 million vehicle
39 miles traveled, also known as VMT; number of serious injuries; the rate of
40 serious injuries per 100 million VMT; and the number of nonmotorized
41 fatalities and serious injuries. The first three are common measures that
42 must be identical to the targets established for the State's Highway Safety
43 Program.

44 To give a little bit of background, ever since the passage of the
45 FAST Act it's been known that this was coming. So NMDOT started work
46 on developing what the safety targets were going to be. They went

1 through a comprehensive statewide stakeholder process to develop these
2 targets. The process also included assistance from FHWA and the
3 various MPOs including this one. We participated in the conversation
4 developing these as well. NMDOT used the stakeholder process to
5 assess the potential safety impacts of the various strategies and methods
6 that were under discussion. And lastly NMDOT worked with UNM
7 to develop the methodologies that were used to create the targets.

8 Now before I get started into the meat of the presentation I just
9 want to say that there are going to be a number of graphs that are going to
10 be a part of this presentation and a lot of numbers, so if at any point during
11 this, feel free to interrupt me, ask me to go back to a previous slide, ask
12 for clarification. Feel free to go ahead and do that because there is a lot of
13 information to take in.

14 But what you're seeing on the slide here is the NMDOT's safety
15 target for the crash fatalities. The statement reads, "Limit the Increase in
16 Total Fatalities to 6.4% from 342.2 in 2015 to 364.1 by December 31,
17 2018." As you can see on the graph, the number of fatalities in New
18 Mexico has been a bit uneven over the past couple of years. There's
19 been a distinct kind of jagged line of variability in the number of fatalities
20 across the state. The five-year moving average you can see there. This
21 was sort of the baseline that the State used to project forward as to the
22 estimated fatalities and that's the base mark that the State utilized to set
23 the performance target. Down here where my cursor is we have the Dona
24 Ana County fatalities for the years that we have, the three most recent
25 years that we have the crash data. We do not have 2016 crash data as of
26 yet. The most current year that we have is 2015. I do want ...

27
28 Pedroza: Madam Chair. Over here.

29
30 Flores: Olga Pedroza.

31
32 Pedroza: May I ask a question?

33
34 Wray: Can I finish this one last caveat before?

35
36 Pedroza: Okay.

37
38 Wray: The caveat that I want to state about all the Dona Ana County numbers
39 that we have here, not just on this slide but on the subsequent slides, that
40 is Dona Ana County in total. That is not the MPO area specific. So this is
41 going to include the fatalities, serious injuries, etc. from portions of the
42 county that are in the El Paso MPO, portions that are in Hatch, etc. that
43 sort of thing. So when you see Dona Ana County statistics, that's for
44 Dona Ana County entirety, not just for the MPO. So I'll pause now for a
45 question.
46

1 Pedroza: Thank you. That was ...
2
3 Flores: Councillor Pedroza.
4
5 Pedroza: Thank you very much. That was part of my question because I want to
6 know how the statistics for Dona Ana County would compare with the
7 graph that we have up on the top. Are they, they sound to be a lot better
8 but you know.
9
10 Wray: These numbers that are down here in the Dona Ana County statistics,
11 they are a part of the '13, '14, and '15 numbers.
12
13 Pedroza: The statewide numbers.
14
15 Wray: Yes.
16
17 Pedroza: Okay.
18
19 Wray: Yes. The statewide numbers, yes.
20
21 Pedroza: Who would be responsible for presenting the statistics just for the Mesilla
22 Valley MPO, Dona Ana County?
23
24 Wray: Madam Chair, Councillor Pedroza. Staff can do that. The issue that we
25 ran into when we were thinking about this presentation is that would take
26 some time for us to pull just the MPO-specific numbers out and we were
27 still working on the best way to go about doing that when we decided that
28 we needed to make this presentation. There is a little bit of a timeline that
29 we're operating under here and I'll get to that later on. But we thought it
30 best to go ahead and start this conversation now and try to narrow those
31 numbers down to MPO-specific numbers later on. So what we have today
32 for you is the Dona Ana County numbers.
33
34 Pedroza: Thank you.
35
36 Wray: Are there any other questions before I move on? Okay. Justification that
37 you'll see in the memo that was provided by NMDOT as well, provided
38 here in the PowerPoint is that five-year average fatalities fell by 7%
39 between 2011-2015 but are expected to rise again in 2016 based on
40 preliminary data. And if you'll indulge me to go back, speaking about the
41 five-year average is what the statement is referring to. The five-year trend
42 line indicates an increase of 6.4% from 2015 to 2018 and this is what
43 NMDOT determined to be the realistic target to set to be in compliance
44 with the Federal Rule. Are there any questions?
45

1 Sorg: Yes. Does DOT explain why there is this variability from year to year?
2 Can they find conditions or reasons why it goes up and down?
3
4 Wray: Madam Chair, Councillor Sorg. To some extent it is just an unfortunate
5 tragic variability in happenstance. There are ...
6
7 Sorg: Coincidental?
8
9 Wray: Beg your pardon?
10
11 Sorg: Coincidental?
12
13 Wray: I said "happenstance" but not, I wouldn't use the word "coincident" but I'd
14 say ...
15
16 Sorg: Okay.
17
18 Wray: Some things just happen that are beyond control. There are certain
19 situations where, and this is exactly the sort of thing that the Safety
20 Projects and Safety Targets are intended to address where there are
21 problems of geometry at a particular location, things of that nature which
22 this entire portion of the law is intended to target and improve in these
23 areas, and so that's exactly the sort of analysis that is being called for on
24 the part of the Federal Government to the recipients of the federal aid, is
25 to improve these numbers. As far as the specific variability that you see
26 over the previous years, I personally am not in a position to be able to
27 answer that question. I would have to literally go through each one of the
28 reports to see what happened where, etc. etc. so ...
29
30 Sorg: I didn't ask you to do it. I was wondering if DOT did it.
31
32 Wray: The University of New Mexico is responsible for the crash reporting for the
33 state. So they do have people who go through the crash reports. That's
34 where the data comes from, that's where the information comes from. We
35 do have access to that for the previous years. Those are given to us. So
36 such information can be assembled and done, that's sort of the whole
37 point of the exercise. It's just it's a time-consuming process.
38
39 Flores: I have a question. I remember talking about Valley and I think it was
40 Molzen Corbin was giving a report and stated that there weren't any
41 fatalities and we all remembered the fatality that took place there, and it
42 was my memory that the State Police were supposed to keep track of the
43 fatalities. So do they keep track of them and then give them to New
44 Mexico?
45
46 Wray: Madam Chair. I'm not familiar with that ...

1
2 Flores: How is that ...
3
4 Wray: Part of the process. I mean they do ...
5
6 Flores: Because I thought that's what I was told, is well they're the ones that keep
7 track of it at the time.
8
9 Wray: I don't know about keeping, I mean they certainly keep the records of the
10 one, in the case of State facilities are the ones making the report but as far
11 as I know all of the aggregation and tabulation, that's the responsibility of
12 the UNM people. But I'll defer to Mr. Murphy.
13
14 Murphy: Madam Chair. My understanding of the process is that all local law
15 enforcement agencies up to and including county sheriffs and the State
16 Police are required to submit their reports annually to UNM who is on
17 contract with the New Mexico Department of Transportation and then it
18 enters a process where they analyze them for inconsistencies, they
19 standardize them, they put them into a geographical computer file which
20 we then get back and then we're able to analyze it spatially with what
21 happened. A lot of times I think, my impression is we remember, for
22 instance it's 2017. If there was a fatality that happened in 2016 it would all
23 be fresh on our minds but the data we're looking at, that's gone through
24 this exhaustive process is 2015. So I think the case for Molzen Corbin ...
25
26 Flores: Is that *(inaudible)*?
27
28 Murphy: On the Valley Drive is the data was just a little bit too old and then the next
29 release, that fatality that everybody remembered was included in that data
30 set because it happened early in the year so we think it was a long time
31 ago but ...
32
33 Flores: Okay.
34
35 Murphy: It takes two years for us to get the data back to start doing an analysis.
36
37 Flores: Okay. Councillor Pedroza.
38
39 Pedroza: I do have a question but I believe that Councillor Eakman had a question
40 ahead of me.
41
42 Eakman: Actually I was just going to comment here that the variables here are
43 almost infinite and so trying to look at a gross number and make a wag on
44 what's going to happen in the next couple of years would be an exercise
45 but pretty futile. Thank you.
46

1 Pedroza: Okay.
2
3 Flores: I'm just going to ...
4
5 Pedroza: Okay.
6
7 Flores: Make a comment and it's kind of similar to yours. I just think our
8 population is so low, and I've said this before, we have such a small
9 population it just seems that you have one bus accident and that's going to
10 throw the numbers way off, or with such a small population, you know a
11 few kids in a car and that year's a really horrible year. We just don't have
12 the numbers that you have on the east coast where those kind of things
13 are going to average out, I would think, mathematically. I just remember
14 taking some math classes and them talking about you needing a certain
15 number in order to have it be valid, and so I worry about that. But anyway.
16 Councillor Pedroza.
17
18 Pedroza: Thank you Ma'am. My question is, is there some way to use these
19 statistics to find possibly those spots that need most change?
20
21 Wray: Madam Chair, Councillor Pedroza. Yes, absolutely. I don't know if you
22 remember but late last year we in fact gave a couple presentations to the
23 advisory committees and to this Committee about the intersections in the,
24 I believe it was mostly within the urban core of Las Cruces. My memory
25 doesn't go back that far. But we did do an analysis, sort of looking ahead
26 to this very conversation that we're starting today, it's going to last over the
27 next couple of months just looking at what intersections in the Las Cruces
28 area are the worst. So the answer Councillor is yes. Yes, absolutely.
29 That's the sort of ...
30
31 Pedroza: Okay. Thank you.
32
33 Wray: Thing that we intend to do.
34
35 Pedroza: And can we look forward to getting, in the foreseeable future, this
36 information so that we can say, "Hey, yes. That's right. The intersection
37 of such-and-such and such-and-such are really prone to more accidents
38 than others," etc. I know that there's a gentleman in my district, District 3
39 who lives right near one particular intersection and he thinks, even though
40 I don't believe it's quite accurate, it may just be the emotional kind of thing,
41 that that intersection is more prone to accidents than others. But I would
42 like to know who do I address that question to?
43
44 Wray: Madam Chair, Councillor Pedroza. Yes. We can certainly bring that
45 information back to this Committee sometime within the very near future.
46

1 Pedroza: Thank you very much.

2
3 Wray: Moving on to the next target, the second of the five, this is the serious
4 injuries target that we're going to discuss here, and here we have a very
5 positive trend line of the number overall is going down along with the five-
6 year average. So that in and of itself, is a good thing to see. The DOT
7 Safety Target reads, "Decrease the Number of Serious Injuries by 15.6%
8 from 1,445.0 in 2015 to 1,219.4 by December 31, 2018." And again we
9 have the Dona Ana County serious injuries statistics there on the slide as
10 well. There are different classifications within the reports about the degree
11 of injury, and so that's what we utilized. We pulled out the highest class of
12 injury. There is still some uncertainty about what specifically the definition
13 of "serious injuries" is but we decided that's probably going to be the best
14 metric and so that's the one that we brought before you today. The
15 background that NMDOT provided for the target-setting is that again the
16 average has fallen by 22.8% between 2011 and 2015. NMDOT
17 anticipates a continued reduction in serious injuries and believes that the
18 1,219.4 is an achievable and realistic target for 2018. I'll pause again just
19 in case anybody has any questions for this target. All right.

20 Moving on to the fatalities per million VMT metric, again you'll
21 notice that this is also a very pronounced irregular line for the absolute
22 numbers. The target statement is, "Limit the Increase in the Fatality Rate
23 to 0.31% from 1.326% in 2015 to 1.330% by December 31, 2018." And
24 the background is that although fatalities are expected to increase in 2018
25 from 2015, NMDOT has determined that the projected fatality rate is an
26 achievable target. And the five-year average for 2018 projections for
27 urban and rural fatality rates were determined to be achievable targets.

28 Now I'll pause at this moment and I do want to go back to the
29 previous slide to sort of feed off of what Madam Chair said a few minutes
30 ago. You'll note that we don't have a local number statistic on this slide as
31 we have for the previous. That's exactly because of what Madam Chair
32 mentioned a few minutes ago about the difficulties in sort of building these
33 mathematical formulas and that we do have a relatively small population in
34 this area that can, a singular event can really throw the numbers out of
35 whack. And so that's the reason why we do not have a specific Dona Ana
36 County local number presented with this particular target statement.

37 And here we have the rate of serious injuries target. Again, positive
38 trend line, the trend line is going down over time. The target statement is
39 "Decrease the Rate of Serious Injuries from 5.597% in 2015 to 4.456% by
40 December 31, 2018." Again the caveat that I explained for the previous
41 target applies here as well, that we do have a small population and
42 averages are difficult to do. The five-year serious injuries fell by 27.3%
43 between 2011 and 2015, and NMDOT continues to anticipate a reduction
44 and so believes that the reduced target is an achievable target by 2018.

45 And this is the last target that was called out by the federal rule.
46 This is the nonmotorized fatalities and serious injuries target. You'll notice

1 unfortunately that these trends are on the rise over the past several years.
2 DOT does anticipate that this is going to continue to rise over the course
3 of time. The target statement is "To Limit the Increase of Nonmotorized
4 Fatality and Nonmotorized Serious Injuries to 228 by December 31, 2018."
5 Part of the reason why the increase is expected is that VMT is starting to
6 go up again nationwide so that there's greater exposure for the vulnerable
7 user and so that's part of the reason why there's an anticipated increase.
8 Again, even though I don't say so these are just the Dona Ana numbers,
9 not specific to the MPO but we do have the bicycle fatalities, which
10 thankfully we did not have any in 2014 or 2015. Then the pedestrian
11 fatalities, which we did have some in each one of the three years that are
12 listed. And then the bicycle injuries and the pedestrian injuries for 2013,
13 2014, and 2015. Again NMDOT expects nonmotorized fatalities to
14 increase in 2018 from 2015. NMDOT determined that the projected
15 number of 228 nonmotorized fatalities is an achievable target for 2018.

16 In conclusion, and this is where I'll sort of discuss the timeline that
17 the MPO is facing, we have to have a resolution setting the targets for the
18 Mesilla Valley MPO no later than February of 2018. That's why staff felt
19 that it was important to go ahead and begin this conversation now. The
20 MPO Policy Committee may choose to endorse the NMDOT targets or set
21 targets of its own. I want to at this point again reference what Madam
22 Chair said about we do have kind of a small population in this area and
23 singular events can really throw things out of whack. If the MPO does
24 choose to set its own target it does need to be cognizant of the fact that it
25 must be realistic in target-setting. If ambitious targets are set and then not
26 met there are punishments in store for those who fail to meet the targets.
27 This is not a situation of "carrot-and-stick." This is only "stick." So in
28 order, even aside from that concern there are also concerns about the
29 level of work that would be involved in the reporting because there's
30 ongoing annual reporting that must be done by an MPO that decides to
31 set its own targets. DOT, for their own work they contract UNM to do at
32 least a portion of it as well as doing work in-house, so the amount of work
33 that would be required of staff would be hard to overstate, I'd have to say.
34 But that is at the decision of this body as to whether or not the MPO
35 wishes to set targets of its own. So that concludes my presentation. If
36 anyone has any questions for me, wants me to go back over a previous
37 slide or look at a previous graph by all means I'm here to.

38
39 Pedroza: I do.

40
41 Flores: Councillor Pedroza.

42
43 Pedroza: Thank you. Are the two Committees, I guess one is Technical Committee
44 and there is a Bicycle and Pedestrian ...

45
46 Flores: Yeah.

1
2 Pedroza: Committees. Are they, do they have any opinions or any suggestions as
3 to how to make it a little bit better, how to make, what changes might be
4 good to reduce accidents and nonmotorized fatalities, etc. etc.?

5
6 Wray: Madam Chair, Councillor Pedroza. Yes I'm sure that they do. While we
7 will certainly be having those conversations in the months and years to
8 come and we will be including the advisory committees in the discussion
9 of this process, this particular process is not so much focused necessarily
10 on specific treatments for specific facilities. This is really more a process
11 of target-setting on a broader, higher level scale as to where we want to
12 go in the future, whether we want to support the DOT targets that they
13 have set or proceed on our own. That's really the specific process that
14 we're trying to examine at this moment in time. But yes. The answer to
15 your question's also yes. Yes. And we will be looking at that as part of
16 our ongoing role as time moves forward.

17
18 Pedroza: Thank you. I think it might be very instructive for our Committee, the
19 Policy Committee, to also learn what kinds of suggestions the advisory
20 committees have. Thank you.

21
22 Flores: Mr. Doolittle.

23
24 Doolittle: Thank you Madam Chair. And if you'll allow, I have a few comments that
25 I'd like to share just on behalf of the Department and to answer a couple of
26 questions that have been asked. Earlier the question was asked, "What's
27 leading to some of these fluctuations and even the rise in fatalities and
28 accidents?" We've seen a substantial increase in truck traffic, specifically
29 the southeast part with the oil boom, so they've had a lot of fatalities and
30 accidents because of that. So that's part of the increase. Distracted
31 driving is another big one, and that's a high priority for the Department for
32 public involvement and try to reduce that. So those are some of the
33 reasons that you're seeing the increases, but specifically some of those
34 spikes have to do with increased truck traffic. One truck causing a major
35 accident, an oil rig or something like that, certainly does affect that trend
36 line. So with that being said, I agree with what Andrew presented.
37 Utilizing the State's targets are probably the most conservative and most
38 realistic targets. If this body were to implement their own based on our
39 low population and we do have one major accident like that, or we have
40 an oil boom or because of the growth in the Industrial Park, you know that
41 filters up into Dona Ana County and the Mesilla Valley MPO and
42 something happens, ultimately we would not meet our targets and those
43 consequences could financially impact this area. So I would encourage
44 this Body to strongly consider utilizing the State targets. Even the El Paso
45 MPO which is bi-state, bi-national is strongly considering ways to

1 incorporate both the Texas targets and the New Mexico targets because
2 they just don't feel it's realistic to develop their own targets.

3 So again I just want to encourage the body to consider that. As
4 Andrew said this is truly an opportunity to establish targets. Once we get
5 the targets established and we start having discussions on where the
6 hotspots are, for instance I was at a presentation just last week at the
7 General Office where we have some software that's statewide, based on
8 data highlights areas on a map in bright red. And so once we establish
9 the targets then we'll start having those exercises on how we focus on
10 those hotspot areas, what specifically can be done to reduce those
11 accidents and injuries and fatalities that are taking place in that area. But
12 by this February 2018 deadline we need to have our targets established.

13 And so that's just my perspective from the Department based on
14 my involvement with the target workshops, what I've observed with the El
15 Paso MPO. The other thing that I want to mention and will just expand a
16 little bit on what Andrew said, is if this MPO establishes their own targets,
17 this staff of four people will be the ones responsible for tracking and
18 reporting on all of that data, whereas if you use the state targets they can
19 just utilize the data that UNM puts together and then their reports that we'll
20 generate. So those are my comments and I'd be happy to answer any
21 questions I can on that, and Jolene's also here so she's been involved too.
22 So thank you Madam Chair.

23
24 Flores: Councillor Sorg.

25
26 Sorg: Yeah. I just want to get clear. When you are asking for, or suggesting we
27 could set targets of our own, are we talking about targets for the state or
28 as targets for our county?

29
30 Wray: Madam Chair, Councillor Sorg. These would be targets for the MPO area
31 specific. It wouldn't even cover the entirety of Dona Ana County, just the
32 MPO area.

33
34 Sorg: Yeah, I don't think we can do that because we don't have any numbers
35 that are separate or unique to our MPO. What you gave us was county-
36 wide and, yeah. I don't think we'll do that. I'm in favor of going with the
37 State.

38
39 Eakman: Madam Chair.

40
41 Flores: Councillor Eakman.

42
43 Eakman: I would really like this not to be an exercise in futility because of something
44 we have no control to produce or to monitor or to overview. Whenever we
45 do set these targets, I would like to see us educate our public on what the
46 targets are for the future. Otherwise they're not going to get any

1 information on this. They're not going to know that anybody's even
2 looking at it. And so rather than pass something as a function, I would like
3 to see us do something with it if we're going to do something with it.
4 Thank you.

5
6 Sorg: I agree.

7
8 Flores: I just have a suggestion. If you would like to do something with this
9 maybe ask Emily Guerra if you could do an interview and just discuss the
10 targets and let her know. And that's some community outreach, so as a
11 way of community outreach besides putting it on our web page. I don't
12 know how many people look things up on the MPO website, but basically
13 just, that's a suggestion.

14
15 Eakman: Well I really think the City and the County both would publicize this
16 through their regular events also. Don't you agree, Madam Chair?

17
18 Flores: I do. I think that's a really good idea.

19
20 Pedroza: I have one other suggestion, if I may. And that is that as we reach out to
21 educate, we review and possibly discuss some of the statistics that we
22 learn from UNM, because if there is indeed an increase in accidents be
23 they serious or fatal or not so serious that it's due to distracted driving, if
24 we could pinpoint where that distraction is most prevalent. I just came
25 from a trip up to Santa Fe and back, and the number of billboards and the
26 number of flashing signs I think have tremendously increased. And I don't
27 know if that is what distracts drivers but I think that that's their object, is to
28 distract drivers and that's the way, paint the billboard. So that would be
29 very very interesting and that might even provide the basis for later on
30 saying that there is some relationship between the flashing billboards, the
31 ones that change and change and change and change, the ones that say,
32 you know, and the reduced safety. And if we have the basis for saying
33 that then maybe we might be able to reduce the number of billboards in
34 specific areas, so I would suggest that we look into that, then include that
35 as part of our education of the public. Thank you.

36
37 Flores: We have one of those signs that changes off of Main, by the way. But
38 anyway. Anyone else? Okay.

39
40 **6.2 Reducing Speeding-Related Crashes Involving Passenger Vehicles**

41
42 Wray: Thank you Madam Chair. Mr. Murphy is now going to present on the
43 NTSB Speed Report.

44
45 Murphy: Madam Chair, Members of the Committee. I'm intending to present on a
46 recently released report from the National Transportation Safety Board but

1 I would like to lead in as one of the rationales of why we're bringing this
2 report to your attention at this time and I think it has to do a lot with the
3 conversations that happened in the previous item. Staff hopes you do
4 decide to support the NMDOT Safety Targets that does not mean our
5 work stops there. What we need to do then is find ways that this MPO can
6 support those targets and the State's efforts in reaching those targets, and
7 we do that through things, like Councillor Pedroza suggested we identify
8 hotspots for collisions, we direct our safety projects to those locations. We
9 also develop standards for what goes on our TIP. When we put
10 something on our TIP we're going to have to show that it does forward the
11 effort to meet those targets. So if you do adopt a resolution supporting the
12 State's targets we're not going to be standing idly by. And I brought this
13 report, put the executive summary in your packets, and planned on talking
14 about it today. I think this is probably an area that I think that we ought to
15 concentrate on.

16 Speeding, why we need to be concerned, I heard it brought up. It
17 was mentioned that when you do have speeding you have more crashes
18 and the crashes are of a more serious nature. You have more fatalities,
19 you have more serious injuries. Those are two specific measures that
20 we're looking to limit or to reduce. We're also going to look at the safety
21 issues and countermeasures that this report suggests and we're also
22 going to look at what we plan or we hope to plan to do further for the
23 Mesilla Valley MPO.

24 So, scope of the part, speeding accounts for many fatalities. Nearly
25 a third of fatalities nationwide are as a result of speeding, and that's
26 looking back though 2015. Looking back at our last two years we're also
27 speaking to the high variability of our numbers. And these are the Dona
28 Ana County fatality rates: 2014, none were attributed to speeding-related
29 causes; 2015 we nearly matched that 31% of the nationwide numbers.
30 And next slide I want to speak a little bit more on that because I think at
31 this level, this number's misleading and this is something that we as an
32 MPO can go out and speak with our leaders in our law enforcement about
33 changing. The crash reports which Andrew had in his presentation pulled
34 items out of that report the "Killed" which is the fatalities, the "Class A"
35 which is what results in the serious ones. As far as factors, what gets
36 reported in that previous slide is what was the top factor. At least the
37 report that we get back from UNM does not list all of the factors. So I went
38 back and I looked through the 18 fatalities in 2014 that weren't speed-
39 related. Six of them the top factor on them was overturned vehicle, so
40 although I don't have the data report that tells me that's speeding-related I
41 can make a guess that it's hard to overturn your vehicle going very slow.
42 So that's one of the things that I think we want to do from an MPO level is
43 work on improving the reporting of the data that gets to us.

44 The definitions of speeding: 1) is exceeds the speed limit, 2) is too
45 fast for conditions and we're aware with driving in rain and snow we need
46 to slow down, but I want to speak a little more to "exceeds the speed limit"

1 and talk a little bit about how our speed limits are set. For the most part
2 the Manual on Uniform Traffic Control Devices, or the MUTCD as it's
3 known in shorthand utilizes what's called the 85th percentile to set speed
4 limits and that means they'll go out, conduct a speed study on a stretch of
5 road, and they'll set the speed limit to where 85% of the people would not
6 violate that speed limit. Is that a rational way to set the speed limit?
7 Some people would say, "Not entirely," and there are other factors that the
8 MUTCD allows traffic engineers to utilize such as crash history, presence
9 of vulnerable users, there's kind of a longer list set aside in the safety
10 report that I would like everyone to read at some point, though it's a bit
11 long.

12 What we're doing in the MPO here, for the past three or four years
13 every time we've done a traffic count we've also collected speed data for
14 that roadway segment. And I just kind of hand-picked two different
15 roadways from our area I think that you're most familiar with, Solano from
16 Idaho to Lohman of which we've done a road diet on, and then Sonoma
17 Ranch, Calle Jitas to Northrise which is the area just north of the
18 Community College. I'd like to direct your eyes to the bottom of the charts
19 for both of those charts. On the road diet facility we had 12% of the
20 people exceeding the speed limit, only 2% of them were five miles an hour
21 over and less than 1% went over ten miles an hour over the speed limit.
22 On the other roadway, a fairly wide roadway with multiple lanes, we saw
23 88% of the people over the speed limit. Over half of them were five miles
24 an hour over and more than 17% ten miles an hour. So I think I'd like to
25 put this out as an example where our road design does affect how people
26 drive their vehicles and I think that's one of the things that we can
27 influence, the MPO can influence through the transportation planning
28 process, is that we can build more roadways like the Solano and less on
29 the Sonoma Ranch style and have a result of having fewer fatalities and
30 fewer serious crashes the more roadways we build that are safe.

31 And here's the graph from the report identifying those points. As
32 you increase speed, increases the likelihood of being in a crash and it
33 increases the severity of injuries up to and including death. And this graph
34 is broken down to urban and rural and it shows the speed limit versus the
35 total crashes that were attributed to speeding.

36
37 Sorg: Do we know what the speed limit was in these cases?

38
39 Murphy: If I'm reading the x-axis correctly, the far left is speed limits under 20 miles
40 an hour increasing in increments up to 65 and above to the right.

41
42 Sorg: Oh, that's miles per hour in the bottom.

43
44 Murphy: Yes.

45
46 Sorg: Okay.

1
2 Murphy: Yes.
3
4 Sorg: That is the limit, okay, yeah.
5
6 Murphy: That's the limit for the streets and then these are the fatalities that
7 happened on these speed roadways that were attributed to speeding.
8
9 Sorg: Doesn't say how fast the speeding was?
10
11 Murphy: It does not. Well it's ...
12
13 Sorg: Was it one mile an hour over the limit or was it 25 miles an hour over the
14 limit? Doesn't matter?
15
16 Murphy: Imagine it's from ...
17
18 Sorg: They're all together?
19
20 Murphy: It's from one mile to infinity.
21
22 Sorg: Okay. Thank you.
23
24 Pedroza: Madam Chair.
25
26 Flores: Councillor Pedroza.
27
28 Pedroza: Yes. Another kind of clarification. Who determines whether the highway
29 that's being reported on is rural or urban? Would something like Highway
30 70 have a clear definition?
31
32 Murphy: Yes, Madam Chair, Councillor Pedroza. That determination will be
33 determined whether it happens inside an ...
34
35 Pedroza: The city.
36
37 Murphy: Urbanized zone per the ...
38
39 Pedroza: Or just outside.
40
41 Murphy: Or outside the urban, as you recall I think about two, three years ago this
42 Board went through a process where we did an adjustment to the Las
43 Cruces Urbanized Area Boundary where we brought the airport in and ...
44
45 Pedroza: Right.
46

1 Murphy: Kind of squared up the boundaries. So if a crash happens within those
2 boundaries ...
3

4 Pedroza: I see.
5

6 Murphy: Which this Board helped set, it's classified as urban, or if it happens in the
7 Albuquerque or El Paso's version those are urban as well and if it happens
8 outside of those it's classified as a rural and ...
9

10 Pedroza: May I just ...
11

12 Murphy: And again this is national data so this is the east coast, west coast, and
13 us.
14

15 Pedroza: I just have some personal observations. I drive on Sonoma Ranch
16 Boulevard quite frequently and it seems to me as if there are very
17 consistent and continued efforts to control the speed, and it's true I have
18 seen a great deal of speed and now because of the stop signs and
19 crosswalks and so on and so on and so on, it begins to calm people down.
20 Thank you.
21

22 Murphy: Okay. Moving on. The report also suggested countermeasures, kind of
23 Councillor Pedroza just alluded to, there are engineering, enforcement,
24 education countermeasures. From an MPO perspective we look more
25 towards the engineering ones: Installation of roundabouts can slow
26 speeds, the road diets as our locally-collected data shows slows speeds,
27 and then as I had mentioned I think a lot happens on street design which I
28 think is something that we as an MPO can influence with our member
29 jurisdictions to help us contribute to lower crashes and severe injuries and
30 fatalities.
31 The NTSB report comes out with several recommendations
32 identifying speeding-related performance measures and I think from our
33 aspect what I'd like to do is kind of as we develop our TIP and as we
34 develop our goals and our Metropolitan Transportation Plan we start
35 identifying speeding locations as a priority for a closer look and
36 investment. They also recommend revising the MUTCD which is the
37 process that sets the speeds by the 85th percentile. They're
38 recommending that on a national basis. And I think we need to also keep
39 open communication with the law enforcement officers and the public. I
40 think we need to always stress the importance of collecting data, collecting
41 good data to help us make our decisions and I'd like to recommend a
42 couple of changes to the crash reports where multiple factors are
43 identified, speeding, where they call out alcohol-involved, they call out
44 pedestrian-involved I'd like to see also where they call out speeding-
45 involved because I think that will help the data collection. I think it'd also

1 help us target our investment to the problem locations. And with this I will
2 stand for any questions.
3
4 Flores: Councillor Eakman.
5
6 Eakman: Yes, thank you Madam Chair. Just an observation. We have various
7 entities that seem to keep attention manifested when it comes to traffic.
8 One branch wants to keep traffic moving for the sake of ease, for the sake
9 of economic development, for the sake of commerce. And the other is
10 keeping everyone safe. And that, to me, should be working more
11 collegially than it is. There doesn't seem to be a common focus that ease
12 of access has to come with the responsibilities. I think I've heard other
13 Members here talking about addicted driving and electronic addiction is
14 just as important nowadays as anything else, and so I just wanted to make
15 that comment that we, as government agencies, don't have our ducks in a
16 row when it comes to aggressive policies on these things. We're allowing
17 these tensions to even develop further and we're not doing our part I think
18 in ensuring that safety is always a part of this traffic flow. Just stating.
19
20 Flores: Councillor Sorg.
21
22 Sorg: Thank you Madam Chair. Tom, do you have a list of problem streets in
23 the City here for speeding?
24
25 Murphy: Madam Chair, Councillor Sorg. We are working on doing that. The
26 software system that we input the speeding data is not the same software
27 system that we're able to look at things geographically so I need to devote
28 some staff time to getting that inputted. I would like to do that. It is my
29 goal to do that. I do not have that as of yet.
30
31 Sorg: So you only go by what your measurements with your devices tell you.
32 You don't go by what people observe? Human observation? Or do you?
33
34 Murphy: Councillor Sorg.
35
36 Sorg: To identify problem locations, I mean. That's what I'm getting at here.
37
38 Murphy: On the previous slide I put up that I wanted to do more data-driven things
39 so that we have a body of evidence that we've been dispassionately
40 collecting it, that we know that it's actually not influenced by human
41 perception.
42
43 Sorg: Very good.
44
45 Murphy: And I think that makes some better things. I think if I could kind of tell,
46 make my point, jump back to some of Councillor Eakman's points is I

1 think, we've heard that people feel that economic development is helped
2 by having more traffic flow faster and if I could be a little bit facetious with
3 that I think the only business that that helps is auto body shops.
4
5 Sorg: Yeah.
6
7 Murphy: There's really no data showing that having consistent high-speed traffic ...
8
9 Sorg: Right.
10
11 Murphy: Is good for the economy.
12
13 Sorg: Well what about safety?
14
15 Murphy: I think it's quite clear on the safety that the higher that speed a crash
16 happens at the greater the likelihood that: 1) the crash happens in the first
17 place and 2) that there'll be worsening injuries ...
18
19 Sorg: Yeah.
20
21 Murphy: With that crash in the higher speed.
22
23 Sorg: Well that's what I was getting at. People observe vehicles as they drive
24 along or if they watch them go by as you're trying to get out into a street
25 seem to be going very fast. And I understand there's a lot of
26 perception/misperception too in many cases. But well I tell you if you talk
27 to people that's in the top five complaints they have about certain streets
28 in the City.
29
30 Murphy: And that's ...
31
32 Sorg: And I can give you those streets if you ever want them, yeah.
33
34 Murphy: And that's, I think that's part of our public education process is that ...
35
36 Sorg: Yeah.
37
38 Murphy: We need to ...
39
40 Sorg: Yes.
41
42 Murphy: We need to educate them. I'm not un-guilty of this. I also am addicted to
43 speed sometimes when I'm driving. I need to sometimes be more
44 cognizant of other users on the streets.
45
46 Sorg: Yeah.

1
2 Murphy: It is not important that I get to work 30 seconds quicker or 15 seconds
3 closer, more actuality.

4
5 Sorg: And that's all it amounts to.

6
7 Murphy: And it's a society ...

8
9 Sorg: Just a few seconds.

10
11 Murphy: And as a society we're addicted to driving fast and perhaps we need to
12 start working on changing that.

13
14 Sorg: You lose that with age, by the way. Most people do. Thank you very
15 much.

16 17 **6.3 BPAC Recommendation on Design Standards**

18
19 Flores: Are we ready to move along to 6.3: BPAC Recommendation on Design
20 Standards?

21
22 Murphy: Okay. And I will turn this over to Mr. McAdams to go through this item.

23
24 McAdams: Thank you Tom and good afternoon Policy Committee. Today we'd like to
25 discuss about the National Association of City Transportation Officials and
26 Urban Bikeway Design. If you look at, these are all elements to make
27 streets safer and to reduce speed as well. The use of the NACTO Urban
28 Bicycle Design Guide by all member jurisdictions was recommended by
29 the BPAC and the City of Las Cruces Bicycle-Friendly Task Force. A goal
30 of the Metropolitan Transportation Plan is to design or redesign facilities
31 that encourage walking and biking to create healthy and safe
32 communities. The NACTO Guide provides cities with practical, current
33 solutions and additional tools to create streets that accommodate all
34 modes of traffic in an urban setting. The NACTO Guide has specific
35 recommendations to create safer streets by slowing traffic by various
36 means such as diversions, chicanes or roundabouts, and narrow travel
37 lanes. NACTO specifically says that a lane width of ten feet is
38 recommended. The narrower the lanes the slower the traffic. The MPO
39 staff is urging that the MPO Policy Committee consider recommending the
40 Guide for adoption by the implementing Members of the Policy
41 Committee.

42 What are the basis of the guidelines? They're based on experience
43 of best cycling cities in the world. They're for urban environments as
44 opposed to a lot of the AASHTO and MUC which are rural-based. They
45 are permitted under the Manual on Unified Traffic Control Devices which is
46 the standard for all cities. In August 2013 the FHWA Memorandum

officially supported the use of the Guide. The Guide treatments are used in international and many cities around the United States. The Guide discusses several different types of forms or elements. One would be bicycle lanes. Another would be cycle tracks. The other would be intersection treatments, bicycle signals, also markings, and then bicycle boulevards. The Guide is just that, it's a guide for giving engineers and other people implementing a tool, like a reference. "Here's where we'd look at bicycle lanes," you know different types of facilities for bikes.

One thing we like to point at is the buffered bike lanes which we now use on Alameda, Boutz, and we've also planned for Valley to have buffered bike lanes as well, and also Dripping Springs has buffered bike lanes. What they are continual bike lanes with a buffer that's to protect bicyclists from, or give an additional comfort level so that bikes don't conflict with cars. And the narrowing of the lanes is usually associated with the retro finishing of bike roads and streets so that also has the effect of slowing down traffic. And if you noticed in the parking zone, the outside but the buffer is so that there'll be enough space it will be called (*inaudible*) by the bikes too.

Bicycle boulevards, one of our favorite topics in the MPO, I hope it is yours, one of our top ten. We've been recommending for many years a highly-built bike boulevard. And bike boulevards are streets with low traffic volumes and speeds. Often they're designated 25 miles an hour. They're designated and designed to give bicycle travel priority. And you can do this through use of signs, pavement markings, say "This is bike lane," etc. speed and volume measures such as chicanes, such as roundabouts, such as diversions.

Sorg: Is there a bike boulevard in Las Cruces?

McAdams: There is not.

Sorg: There isn't one here.

McAdams: We would like to have ...

Sorg: Could we do one on Main Street?

McAdams: Well we could consider any street for a bike boulevard, I think.

Sorg: Okay.

McAdams: Yeah. It's really, it's different bike boulevard but our favorite what we have recommended, it's not our favorite, it's recommended in the Transportation Plan is Hadley for a bike boulevard. Yes. Hadley and Las Cruces. One thing when we're talking about creating safer environments, if we have safer environments for bicycles that's being safe for everybody, for the

1 vehicles and for walking too. Often you heard the term "traffic calming"
2 and that is really to reduce speeds. And we can do that through a variety
3 of means. One is through the chicanes that we said, traffic diversions,
4 small little roundabouts can also do, parking can also reduce speeds too.
5 If you ever noticed you're in places might be parking, often only one lane
6 can pass so those are good examples. Wider streets, as Tom referred to
7 generally increase traffic. People will naturally go the designed speed. It
8 doesn't matter if you have the speed limit at 35 or 25, if the design of the
9 road is 45, people will naturally gravitate toward that if there's not other
10 disincentives. A result of having the diversions, the roundabouts,
11 chicanes, etc. would be we think, not we think, we know that would result
12 in fewer, less severe collisions between motorized vehicles and bicycles.
13 But they've proven that when you go up to 25 miles an hour as far as
14 collisions with bicycles and pedestrians it goes upward and before you get
15 25 an hour generally people survive but after that it's like almost
16 exponential between 35, 55, when 35 it goes up very rapidly and people
17 don't survive. So slower speeds benefits pedestrians, bicycles, and
18 vehicles as well.

19 Here's some discussion questions. What is the applicability of
20 NACTO Guide to the jurisdictions of MPO? What are some of the
21 advantages of incorporating the Guide into the design practices of the City
22 of Las Cruces, Town of Mesilla, and Dona Ana County? And what is the
23 relationship between the Guide, the reduction of speed, and pertaining
24 reduction in bicycle collisions with motorized vehicles? I want to put a little
25 thing, so a footnote to this. These are not ordinances. You can have
26 ordinance maybe adopted. These are guidelines for the City of Las
27 Cruces, Town of Mesilla, the DOT, and the County as additional tools. We
28 can go to this and we say, "What is, how should we build bike lanes?" It is
29 also complementary with Complete Streets as well. So we think it's a very
30 positive thing. In addition we're urging all member jurisdictions to become
31 NACTO members as well. So I stand for questions Madam Chairman.

32
33 Flores: Olga Pedroza.

34
35 Pedroza: Thank you. I'm not sure that what I'm about to say, it seems to me that
36 when I've been driving on certain roads, say, I'm going to just remember
37 one right now, Triviz. It'll have a bike lane and then suddenly, almost
38 without any forewarning, it says "Bike Lane Ends." I think that needs to
39 get taken away. I think that needs to be repaired, fixed, or removed. I
40 can't imagine being on a bike and suddenly your lane just ended.

41
42 McAdams: Madam Chair, Councillor Pedroza. We agree entirely. We're looking at
43 that, of course. If I said "no" that'd be sort of contrary to what our
44 message is. Of course we're looking at that. What we're looking at,
45 there's two different things. One, we're looking at through the planning
46 process, through our Long-Range Plan which we'll be updating fairly soon,

1 also through the BPAC and the Active Transportation is directly looking at
2 that and the MPO's participating in that. So you're exactly right and it is a
3 complaint by bicyclists alike. So hopefully through the ATP, through our
4 planning process, and the City Council as well we can address these
5 issues. Thank you very much.
6

7 Pedroza: Can you tell me what the NACTO Guide would do in relation to this?
8 Would they support it or bring it out explicitly or, what would being part of
9 the NACTO Guide help us to do?
10

11 McAdams: Madam Chairman, City Councillor Pedroza. The NACTO standards is
12 generally related to design standards for different type of facilities. It is not
13 directly, and the bicycle standards, the Urban Guide does I think, but the
14 bicycle standards is not exactly addressed continuity issues. Of course it's
15 inherent in Complete Streets and the NACTO philosophy. But what the
16 continuity issue or connectivity issue is not directly related to the design
17 standards. So what they do is kind of like, "We know about this and we
18 address it in other ways and looking at our plans through connectivity."
19 But these are like, "Give us how wide should a bike lane be," "What is
20 approved for buffer bike lanes," "We want to do cycle tracks here is how
21 these are to be designed." Right now we don't have that. The standards
22 we've used are MUTC standards which are for rural areas and not for
23 urban. So this is really, and this is what we emphasize the BPAC and
24 hopefully the TAC as well. These are not standards. They're not, you
25 have to address, these are like, "If you want to do this, this is the way you
26 do it." And really we've had a really good reception from engineers from
27 the Dona Ana County, from the City of Las Cruces, and the DOT also
28 uses the NACTO's Guide. So it's not something that said, "You have to do
29 this." It's like, "Here's additional tools you can do," and most of the
30 engineers I have talked who said, "Yeah, this is a great thing. We should
31 have this so we can," now we can say, "What do we base our decision?"
32 "Well here's this, how we do it." So eventually we'd like to see some of
33 these adopted into the City and the County ordinance as far as bicycle
34 width etc. and other things.
35

36 Pedroza: Thank you very much. I agree. And one of the things that might possibly
37 come before the Council soon, maybe, we don't know exactly, is a practice
38 that I've seen in other cities where they have stands of bicycles and the
39 person can borrow it, use it, and then deposit it at his or her destination.
40 So for instance there's a park and people are walking along the park and
41 want to get to a bus depot or something like that, or they can borrow a
42 bike, put in whatever, I don't know how much money, and then take that
43 bike, ride it over to where their destination is, and they will have bicycle
44 racks there where the person can then deposit his bicycle, or not his or
45 her but the borrowed bicycle. But in order for that to be safe we have to

1 have the streets equipped to be safe. So anything that you can do in that
2 behalf will be very much appreciated. Thank you.

3
4 McAdams: Madam Chair, Councillor Pedroza. We have, the first time I think we
5 introduced bike sharing, was what you're talking about, was introduced in
6 the Short-Range Transit Plan. You remember that discussion. There
7 have been other discussions also about that with the City and other
8 officials about bicycle sharing. There are some efforts right now to look at
9 bicycle sharing but I think they're in the preliminary stage. So again, El
10 Paso, several, Albuquerque has bicycle sharing. There are, we have to
11 look at what's appropriate for our area too. Which is, we're not
12 Albuquerque, we're not El Paso. But there are smaller cities around the
13 nation that do have bike sharing programs. It's not exactly, it's not a
14 panacea. If you have bike stands they don't necessarily people use them,
15 and I agree with you. Before you look at bike sharing or in tandem you
16 have to say, "Are bicycle comfortable to drive?" When you do bike
17 sharing programs it will not necessarily, if the streets are not safe people
18 won't use the bicycles. Thank you very much.

19
20 Sorg: Madam Chair.

21
22 Flores: Councillor Sorg.

23
24 Sorg: Thank you. Good presentation. These are some of the things that we
25 should be conscious of all the time. But I wanted to make a comment on
26 the encouraging of walking and biking for everyone, as many people that
27 can or want to. We need to make the locations that you walk and bike to
28 for the public, that travel distance that they can do it, you know the travel
29 distance they can walk or bike to such as schools and commercial
30 shopping, jobs, and parks and recreation. We have to have all those
31 within that walking, or as many as possible I should say, within walking or
32 biking distance. And therefore I'm just trying to emphasize the fact that we
33 need to have our Comprehensive Plan a mixed development plan where
34 there are as many different zonings within an area that allows people to
35 work and play and go to school and shop within that biking and walking
36 distance from their homes. Okay. Thank you.

37
38 Flores: Thank you. And thank you for your presentation. So I think, you're done,
39 right?

40
41 McAdams: Yes. The end. Thank you.

42 43 **6.4 NMDOT Update**

44
45 Flores: Okay. We'll move on to 6.4: New Mexico DOT Update. Mr. Doolittle.

1 Doolittle: Thank you Madam Chair. I'll go over a few of our projects that we have
2 ongoing right now.

3 The North Main/Spitz/Three Crosses project, we're continuing to
4 work on the Three Crosses area, hoping to start paving within the next few
5 weeks which is good because that's really all the public sees, is the stuff
6 that's on top, not necessarily the utility work underneath. But at least then
7 it'll appear we're making some progress. They continue to work on the
8 curb and gutter on Main Street. We are still working with the City on their
9 storm drain and water utility work throughout the project. Councillor Sorg
10 every month asks about our public meeting. I finally got those confirmed.
11 They are going to be standard, every third Thursday of the month. So our
12 next one is the 21st. Those are always at our Solano Project Office.

13 The next project is the US-70 roadway widening that we've got over
14 the hill on Organ. That was a safety project where we're widening out for
15 the continuation of the designated bike route over the pass. They're
16 working on the concrete wall barrier/shoulder widening on both sides but
17 they're expected to be finished by the end of the calendar year. I believe
18 they're a little bit ahead of schedule but as we start moving into the fall and
19 winter you never know what it'll do up on the hill with weather, but
20 Mountain States is doing a good job trying to get that finished before
21 weather impacts them too terribly bad.

22 Our 17th Street signal there at Picacho is finished. So those
23 signals are operational. We're working with the contractor on a few small
24 punch list items but for the most part that project is complete. Seems to
25 be working real well with the new turning lanes and then allowing those
26 buses to get in and out safely.

27 Last month I mentioned our two capital outlay projects. They're
28 sidewalk projects, one in Tortugas south of town and then one in Thorpe
29 in Dona Ana. Both of those they just continue to work on. All it is is curb
30 and gutter and sidewalk. They're 60-day projects so about three months'
31 worth of work. We should be finished completely sometime in November
32 with both of those projects. But real small but really good projects for the
33 community to allow some alternate modes of transportation to those
34 convenience stores and whatnot that are at those intersections. Those
35 are all of our ongoing projects that we have in the area.

36 The other one I wanted to mention to this Board specifically is the
37 University/I-25 interchange. We're actually having our kickoff public
38 meeting on September 28th. We're going to manage that one just like we
39 did our first one on the Valley Drive, so Molzen Corbin, our consultant for
40 the design is going to have a live social media public meeting scenario.
41 So what they do is it's televised over the television, we'll actually have a
42 small portion that's prerecorded, kind of round table discussion and then
43 after that it will be open to live comments and interaction with the public
44 through social media, a phone call, and that public meeting will take place
45 on the evening of September 28th. We'll start sending out a little more
46 public information through our PIO and through Molzen Corbin as we get a

1 little bit closer. But I'm excited about that project. It's going to improve the
2 safety of that interchange tremendously. Right now the tentative design is
3 very similar to Lohman so Triviz will run under the University Avenue and
4 tie directly into the Pan Am parking lot so you'll have direct access from I-
5 25 directly onto and off of I-25 from the Pan Am parking lot. And then if
6 you're headed into town or headed east on University to Centennial for
7 instance, that access will all still be there. So I'm excited about this project
8 but our kickoff meeting is September 28th. As we move through the public
9 involvement I'll certainly keep this Board involved. I know last month
10 Councillor Pedroza was asking about making sure you all are involved in
11 the medians and the public involvement. So this is the initial step to that.
12
13 Pedroza: Thank you. May I ask a question?
14
15 Flores: Yes.
16
17 Pedroza: Thank you very much Trent. In terms of people who do not have a facility
18 with social media, is there going to be an in-person meeting as well and if
19 so where and when?
20
21 Doolittle: Councillor Pedroza. I don't know that for sure. I believe last time we did
22 this they did set up a room separate from the public meeting panel where
23 people could either call in or text those questions. I don't have ...
24
25 Pedroza: Okay.
26
27 Doolittle: Those specifics but I'll work on trying to get that.
28
29 Pedroza: But if you would I would certainly appreciate it and making the phone
30 number if it is by phone because a lot of people specifically in my district
31 are not that familiar with, maybe they don't have computers, etc. so they
32 don't have access to social media, Facebook and, but they certainly do
33 have phones, be they cell phones or what ...
34
35 Sorg: Land line.
36
37 Pedroza: Land lines, thank you. And, but if they don't have the phone number to
38 call then they still are going to be left without a voice. So if you could let
39 us know that, even if it's before the meeting for the MPO because
40 September 28th is coming pretty quick. I would appreciate it if you could
41 e-mail us. Thank you.
42
43 Doolittle: Madam Chair. If I may just address a couple of quick things. So last time
44 they did this, typically we have face-to-face public meetings.
45
46 Pedroza: Yeah.

1
2 Doolittle: And in the past our attendance has been very low.
3
4 Pedroza: Yeah.
5
6 Doolittle: We don't get a whole lot of participation at those meetings. They did this
7 through social media on the Valley Drive project and the involvement that
8 keeps track of who's logging into the website, it keeps track of who's on
9 the Facebook page and the involvement and just the participation itself
10 was tremendous.
11
12 Pedroza: Okay.
13
14 Doolittle: So we're going to try it again and see what happens. I believe we even
15 showed it through the City of Las Cruces' local TV channel.
16
17 Pedroza: Sure.
18
19 Doolittle: But again I'll get those details from Molzen Corbin and I'll be sure to
20 forward it to the Board through the MPO staff.
21
22 Pedroza: Thank you very much. And congratulations.
23
24 Doolittle: Thank you.
25
26 Flores: Councillor Sorg.
27
28 Sorg: Thank you Madam Chair. Couldn't you do both at the same time? Is that
29 what you're planning to do? And if so where's the location of in-person?
30
31 Doolittle: My understanding, Councillor Sorg. Last time they had, and it may have
32 even been here, is they allowed people to come in in person with a
33 moderator at the face-to-face but with the panel itself it was a separate
34 facility only because what they do is the questions are sent in, it runs
35 through a moderator who reviews them to determine which panel member
36 would best have the information related to that question, and then that
37 person would respond live through the telephone or Facebook. But it was
38 separate from the panel itself only to allow the process to work. I didn't
39 have the ability to sit in on it last time so this'll be new to me as well. I
40 don't have a face for TV so I delegated to somebody else.
41
42 Sorg: Your face is great.
43
44 Doolittle: But last time I believe they did have a face-to-face but it was separate
45 from the panel itself and the participants in the live meeting submitted their
46 questions through the moderator at that location.

1
2 Sorg: Okay. Well the panel would still be here in Las Cruces or ...
3
4 Doolittle: Yes.
5
6 Sorg: Okay. Then I would like to get an estimated time when you think both the
7 Valley Drive project and the University/I-25 project might begin
8 construction.
9
10 Doolittle: Valley Drive is currently out for bid right now, I mean out for, what's the
11 word I'm looking for, advertisement, is out for advertisement right now.
12 Jolene, do you happen to have the specifics for Valley and University?
13 Sorry, I'll bring up the person who knows everything.
14
15 Herrera: Afternoon. Jolene Herrera, NMDOT. Valley Drive is scheduled to let I
16 believe this Friday is when bids open. It's out for advertisement so
17 probably two months after that we'll have a contract and then it's probably
18 going to start in spring of 2018. University we anticipate having the design
19 completed August of 2018 and so then it would have to go through the bid
20 process so we're looking at probably construction starting fall of 2019.
21
22 Doolittle: Just to be a little more specific, if Valley Drive lets Friday, Jolene's right.
23 We'll have a contract in two months, I believe that project has a 30-day
24 ramp-up time, 30-calendar-day ramp-up time. September, October,
25 November, so we very likely would start construction early 2018, not even
26 as late as spring.
27
28 Sorg: February? March?
29
30 Doolittle: My guess is it'll probably be January. If you do ...
31
32 Sorg: January.
33
34 Doolittle: Thirty-days from the award of contract that puts us between Thanksgiving
35 and Christmas. Once we get a contractor on board, I would approach
36 them and Federal Highway to see if we could hold off until January so as
37 not to interfere with Christmas but I won't know that until we have a
38 contractor on board.
39
40 Sorg: And the intersection, thank you of Main and Solano won't be finished by
41 then, will it?
42
43 Doolittle: No. Absolutely not.
44
45 Sorg: So you'll have two projects going on at once.
46

1 Doolittle: Correct.
2
3 Sorg: Okay and then fall of 2019, that's, Valley Drive should be done by that
4 time, wouldn't you think?
5
6 Herrera: Madam Chair. Can I correct that? I'm sorry. I meant spring of 2019 is
7 when we would start that project.
8
9 Sorg: The University would, spring of 2018?
10
11 Herrera: 2019.
12
13 Sorg: Oh, spring of 2019, not fall.
14
15 Herrera: Yeah, I'm sorry. I misspoke. Not fall, it would be spring of 2019.
16
17 Sorg: Okay.
18
19 Doolittle: Correct. If we have an August letting we'll have a contract in October and
20 we'll have a 30- or 60-day ramp-up time just based on the size of that
21 project, so it'll be midwinter or very early spring of 2019.
22
23 Sorg: So when, the contract for Main and Solano interchange there, when is that
24 scheduled to be finished?
25
26 Doolittle: That will be summer of 2018.
27
28 Sorg: June?
29
30 Doolittle: Councillor Sorg. I don't know ...
31
32 Sorg: May?
33
34 Doolittle: Specifically. I'll have that information for you next month once I get an
35 updated schedule ...
36
37 Sorg: April?
38
39 Doolittle: From the contractor. No, it, that was scheduled for I believe a one-year
40 period so we're talking summer. But again it's a weather working day so it
41 depends on what the weather does to us ...
42
43 Sorg: Yeah.
44
45 Doolittle: Over the course of the winter.
46

1 Sorg: Understand. Does the contractor get any reward for finishing early?
2
3 Doolittle: No. There is only a ...
4
5 Sorg: Penalty.
6
7 Doolittle: Penalty for finishing late. It's basically the same contract stipulations that
8 we had on North Main.
9
10 Sorg: Yeah. Does DOT ever consider a policy of rewarding for early finishing?
11
12 Doolittle: We have the capabilities of doing that and we have considered it. For
13 instance the I-10/I-25 interchange had an incentive for finishing earlier.
14 The problem with that is that comes out of the same budget as
15 construction so if we implement an incentive to finish early, ultimately you
16 have to find savings on the project for reduced construction.
17
18 Sorg: Okay. There's another project. You're going to resurface Highway 70
19 between Elks Drive and Del Rey. When was that supposed to be done? I
20 think we had it on the TIP.
21
22 Doolittle: I'll refer to Jolene.
23
24 Herrera: Councillor Sorg. That project is scheduled to let in December of 2018,
25 open for bid in December of 2018.
26
27 Sorg: Okay.
28
29 Herrera: But we anticipate that one possibly being funded earlier it just depends on
30 what happens ...
31
32 Sorg: What the money is.
33
34 Herrera: In Santa Fe. But it's a relatively small amount of funding.
35
36 Sorg: Yeah.
37
38 Herrera: And so typically those projects are funded early. So hopefully it will be
39 earlier than that but it's scheduled right now for December 2018.
40
41 Sorg: What process are you going to do there? Are you going to scrape the top
42 off and put a new surface on?
43
44 Herrera: Yeah.
45
46 Doolittle: Councillor Sorg. That's, it's a mill and inlay project ...

1
2 Sorg: Yeah, a mill and inlay.

3
4 Doolittle: For all of the pavement in that area, to include the ramps at the
5 interchange. We are going to incorporate some bridge work, some bridge
6 rehab work just to address some of the seals and the laminated concrete,
7 small stuff. My hope is a majority of that work will be done at night. We
8 may have to have some closures of the ramps with detours either at Dona
9 Ana or Lohman depending on what we have to do with the bridgework
10 itself, but I'm hoping that a majority of that work specifically on US-70
11 pavement will be done at night.

12
13 Sorg: Okay. Thank you. Thank you Madam Chair.

14
15 Flores: Anyone else? Okay. Seeing none.

16
17 **7. COMMITTEE AND STAFF COMMENTS**

18
19 Flores: We'll move on to Committee and staff comments. Does anyone from the
20 Committee want to make any comments? I just have one and that is I
21 would like to invite everybody to Mesilla's fiestas we have this weekend on
22 Saturday and Sunday. We have a parade that starts at 11:00 a.m. At
23 noon on the plaza we have opening ceremonies and one great thing about
24 our fiestas is we don't charge for them so. Yeah, Saturday and Sunday
25 and with the band generally, I don't remember the bands that we're going
26 to have playing. So should be a good time. You're all invited. And so any
27 comments from the staff?

28
29 Wray: Yes Madam Chair. The City of Las Cruces is currently pursuing an Active
30 Transportation Plan. MPO is supporting them in this. Today as a matter
31 of fact, at tonight's Farmers' Market the consultants are going to be there
32 from 5:00 to 9:00 to engage the public. Mr. Loya's currently handing out
33 the survey. All of the Committee Members are invited to attend.

34
35 Flores: Okay.

36
37 Wray: Believe that was our only comment.

38
39 Flores: All right. Thank you. Any comment from the public? Seeing none I'll, oh,
40 actually we have a comment from Councillor Sorg again.

41
42 Sorg: Just a question. This Active Transportation Plan, can we distribute this?

43
44 Wray: I believe the consultant's going to be distributing the survey but I guess if
45 you want to give it to someone, sure.

1 Pedroza: When do we want it back? Who would they give it back to?

2
3 Wray: I guess the survey would be returned to the Community Development
4 Department and we'll get it to the correct people or you could give it to us
5 and we can ...
6

7 Pedroza: Okay.
8

9 Sorg: So in other words we could mail this out if we wanted to, an e-mail,
10 electronic copy?
11

12 Wray: Certainly. I don't see any reason ...
13

14 Sorg: Check on that.
15

16 Wray: Would that ...
17

18 Murphy: Councillor Sorg. I am uncertain about the timeline on that so I would say
19 go ahead and try it. Actually at the next meeting that I have to run off to I'll
20 probably find that timeline but I would say go ahead, definitely disseminate
21 it to your constituents and return it to us and we'll make every effort to
22 make sure that City staff and the consultant get the information that you
23 give us.
24

25 Sorg: Okay. Thank you.
26

27 Flores: Okay. Anyone else?
28

29 **8. PUBLIC COMMENT**
30

31 **9. ADJOURNMENT (2:32 PM)**
32

33 Flores: All right. Well then I will adjourn.
34
35
36
37
38

39 Chairperson
40
41

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF December 13, 2017

AGENDA ITEM:

6.1 2018 MPO Meeting Schedule

ACTION REQUESTED:

Approval of 2018 MPO Meeting Schedule

SUPPORT INFORMATION:

2018 MPO Schedule of Meetings

DISCUSSION:

This item is to adopt the 2018 MPO Meeting Schedule.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 17-09

A RESOLUTION APPROVING THE 2018 MEETING SCHEDULE

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

WHEREAS, the Mesilla Valley MPO's Policy Committee has the authority to adopt and amend the MPO's schedule of meetings as it deems appropriate; and

WHEREAS, the MPO's Bylaws and Open Meetings Resolution have identified the guidelines for regular, special and emergency meetings; and

WHEREAS, the Policy Committee has determined that it is in the best interest of the MPO for the 2018 Schedule of Meetings for all MPO Committees to be APPROVED.

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

(I)

THAT the proposed 2018 Schedule of Meetings for all MPO committees, attached hereto as Exhibit "A" and made part of this resolution, be APPROVED.

(II)

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

DONE and **APPROVED** this 13th day of December , 2017.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Flores	
Vice Chair Vasquez	
Mayor Barraza	
Trustee Arzabal	
Mr. Doolittle	
Commissioner Rawson	
Commissioner Solis	
Councilor Eakman	
Councilor Sorg	
City of Las Cruces Councilor	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney



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2018 Schedule of Meetings

Month	Policy Committee	TAC	BPAC
January	10 th	4 th	16 th (TIP)
February	7 th (TIP)	1 st (TIP)	20 th
March		1 st	
April	11 th	5 th	17 th (TIP)
May	9 th (TIP)	3 rd (TIP)	15 th
June	13 th	7 th	
July			17 th (TIP)
August	8 th (TIP)	2 nd (TIP)	21 st
September	12 th	6 th	
October	10 th	4 th	16 th (TIP)
November	7 th (TIP)	1 st (TIP)	13 th (if needed)
December	12 th	6 th	
January 2019	9 th	3 rd	15 th (TIP)

Policy Committee Meetings for January – June 2018 and January 2019

Place: County Commission Chambers, 845 Motel Boulevard

Time: 1:00 p.m. to 3:00 p.m.

Policy Committee Meetings for August – December 2018

Place: City Council Chambers, 700 North Main Street

Time: 1:00 p.m. to 3:00 p.m.

Technical Advisory Committee (TAC) Meetings for January – June 2018 and January 2019

Place: County Commission Chambers, 845 Motel Boulevard

Time: 4:00 p.m. to 6:00 p.m.

Technical Advisory Committee (TAC) Meetings for August – December 2018

Place: City Council Chambers, 700 North Main Street

Time: 4:00 p.m. to 6:00 p.m.

Bicycle and Pedestrian Advisory Committee Meetings 2018

Place: County Commission Chambers, 845 Motel Boulevard

Time: 5:00 p.m. to 7:00 p.m.

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF December 13, 2017

AGENDA ITEM:

6.2 2018-2023 Transportation Improvement Program Amendments

ACTION REQUESTED:

Approval by the MPO Policy Committee

SUPPORT INFORMATION:

Email from Jolene Herrera, NMDOT

Email from Mike Bartholomew, RoadRUNNER Transit

DISCUSSION:

On June 14, 2017, the MPO Policy Committee approved the 2018-2023 Transportation Improvement Program (TIP)

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

CN	FY	Agency	Project & Termini	Scope	Change
LC00340	2020	NMDOT	NM 226	MP 1.3-1.5, Bridge Replacement, Structure Number #2814	New Project
TL00100	2018	RoadRUNNER Transit	Transit Operations	Operating Assistance	Adding the FFY 2018 Apportionment
TL00110	2018	RoadRUNNER Transit	Transit Revenue Rolling Stock	Revenue Rolling Stock	Adding the FFY 2018 Apportionment
TL00120	2018	RoadRUNNER Transit	Transit Capital Equipment	Capital Equipment	Adding the FFY 2018 Apportionment
TL00130	2022	RoadRUNNER Transit	Transit Maintenance and Operations Center	Maintenance and Operations Center	Amending the out year estimate

TL00140	2018	RoadRUNNER Transit	5339 Funds for Rolling Stock	5339 Funds for Rolling Stock	Adding the FFY 2018 Apportionment
---------	------	-----------------------	---------------------------------	---------------------------------	---

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

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 17-10

A RESOLUTION AMENDING THE FY 2018-2023 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 2018-2023 TIP on June 14, 2017; and

WHEREAS, the NMDOT has requested an amendment to the FY 2018-2023 TIP; and

WHEREAS, RoadRUNNER Transit has requested amendments to the FY 2018-2023 TIP; and

WHEREAS, the MPO Bicycle and Pedestrian Facilities Advisory Committee reviewed and recommended approval of these amendments at its October 17, 2017 meeting; and

WHEREAS, the MPO Technical Advisory Committee reviewed and recommended approval of these amendments at its November 2, 2017 meeting; and

WHEREAS, the Policy Committee has determined that it is in the best interest of the MPO for the Resolution amending the FY 2018-2023 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 2018-2023 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 13th day of December, 2017.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Flores	
Vice Chair Vasquez	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Councilor Eakman	

City of Las Cruces Councilor	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney

EXHIBIT "A" FFY 2018-2023 TIP Amendments							
CN	FFY	Location	Termini	Scope	Current Funds	New Total	Change
LC00340	2020	NM 226	MP 1.3-1.5	Bridge Replacement, Structure Number #2814	N/A	\$2,000,000.00	New Project
TL00100	2018	RoadRunner Transit	Transit Operations	Operating Assistance	\$3,310,368.00	\$6,821,816.00	Adding the FFY 2018 Apportionment
TL00110	2018	RoadRunner Transit	Transit Revenue Rolling Stock	Revenue Rolling Stock	\$223,529.00	\$350,000.00	Adding the FFY 2018 Apportionment
TL00120	2018	RoadRunner Transit	Transit Capital Equipment	Capital Equipment	\$62,500.00	\$376,000.00	Adding the FFY 2018 Apportionment
TL00130	2022	RoadRunner Transit	Transit Maintenance and Operations Center	Maintenance and Operations Center	\$15,000,000.00	\$16,500,000.00	Amending the out year estimate
TL00140	2018	RoadRunner Transit	5339 Funds for Rolling Stock	5339 Funds for Rolling Stock	\$223,529.00	\$2,544,459.00	Adding the FFY 2018 Apportionment



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Resolution 17-10 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) The fiscal constraint required in 23 C.F.R. 450;
- (2) 49 U.S.C. 5323(l), 23 U.S.C. 135, and 23 U.S.C. 450.220;
- (3) 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;
- (4) Section 1101(b) of the Transportation Equity Act for the 21st 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);
- (5) 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;
- (6) The provision of 49 U.S.C. Part 20 regarding restrictions on influencing certain activities; and
- (7) 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

NMDOT

Date

From: Herrera, Jolene M, NMDOT <JoleneM.Herrera@state.nm.us>
Sent: Monday, October 02, 2017 1:54 PM
To: Andrew Wray
Cc: Tom Murphy
Subject: TIP Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Good afternoon Andrew,

I need to add a new project to the FY2018-FY2023 TIP in the next amendment cycle . The project will be as follows:

Control Number: LC00340
Route and Termini: NM 226 MP 1.3 – 1.5
Scope: Bridge Replacement, Structure #2814
Fiscal Year: 2020
Funding: \$500K STP-F and \$1.5M STP-S (all in FY2020)
PDE: Sherri Holliefield

This project was originally in the EPMPO MTP but upon further inspection it was determined that it's actually in the MVMPO boundary. Not EPMPO.

Please let me know if you have any questions.

Thanks,

Jolene Herrera
Urban & Regional Planner D1 & D2
NMDOT South Region Design
750 N. Solano Dr.
Las Cruces, NM 88001
O: (575) 525-7358
C: (575) 202-4698

From: Michael Bartholomew

Sent: Saturday, October 07, 2017 3:12 PM

To: Andrew Wray

Cc: David Maestas; Gabriel Sapien; Richard Hanway; Amy Bassford; Tom Murphy

Subject: RoadRUNNER Transit TIP amendment requests for 2018

Follow Up Flag: Follow up

Flag Status: Flagged

Andrew,

I would like to request the following amendments to four transit TIP projects in the FY2018 TIP. This amendment reflects federal funding that is currently apportioned, but not yet obligated, and funding that is anticipated in FY2018 through formula apportionments. The requested amendments for each project are highlighted in yellow.

I would also like to amend the 2022 informational year for TL00130 to reflect more current cost estimates for the Transit Maintenance Facility.

FY2018 Amendments							
TIP Project#	Description	Current TIP			Amended TIP		
		FTA	Local	Total	FTA	Local	Total
TL00100	Operating FTA 5307 FY17 apportionment	\$1,655,184	\$1,655,184	\$3,310,368	\$1,713,839	\$1,713,839	\$3,427,678
	Operating FTA 5307 FY18 apportionment (est)	\$0	\$0	\$0	\$1,697,069	\$1,697,069	\$3,394,138
	Total TL00100	\$1,655,184	\$1,655,184	\$3,310,368	\$3,410,908	\$3,410,908	\$6,821,816
TL00110	Revenue Veh FTA 5307 FY17 apportionment	\$190,000	\$33,529	\$223,529	\$119,000	\$21,000	\$140,000
	Revenue Veh FTA 5307 FY18 apportionment (3 DAR veh)				\$178,500	\$31,500	\$210,000
	Total TL00110	\$190,000	\$33,529	\$223,529	\$297,500	\$52,500	\$350,000
TL00120	Capital equipment FTA 5307 FY17 apportionment	\$50,000	\$12,500	\$62,500	\$150,400	\$37,600	\$188,000
	Capital equipment FTA 5307 FY18 apportionment (est)				\$150,400	\$37,600	\$188,000
	Total TL00120	\$50,000	\$12,500	\$62,500	\$300,800	\$75,200	\$376,000
TL00140	Revenue Veh 5339 FY17 LoNo				\$1,450,000	\$255,882	\$1,705,882.35
	Revenue Veh 5339 NMDOT pass through FY15	\$190,000	\$33,529	\$223,529	\$186,695	\$32,946	\$219,641.18
	Revenue Veh 5339 NMDOT pass through FY16				\$172,335	\$30,412	\$202,747.06
	Revenue Veh 5339 NMDOT pass through FY17				\$176,880	\$31,214	\$208,094.12
	Revenue Veh 5339 NMDOT pass through FY18(est.)				\$176,880	\$31,214	\$208,094.12
	Total TL00140	\$190,000	\$33,529	\$223,529	\$2,162,790	\$381,669	\$2,544,459
Amendment to TIP Informational year 2022							
TL00130	Transit Maintenance Center	\$12,000,000	\$3,000,000	\$15,000,000	\$13,200,000	\$3,300,000	\$16,500,000

Please let me know if you have questions. I will be out of the Office October 9-11, but will check my email as I am able.

Mike Bartholomew

Transit Administrator/Quality of Life Department/Transit Section

Direct: 575-541-2537 Main: 575-541-2500, mbartholomew@las-cruces.org

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING OF December 13, 2017

AGENDA ITEM:

6.3 NMDOT Safety Targets Presentation

ACTION REQUESTED:

Approval of Safety Targets by the MPO Policy Committee.

DISCUSSION:

23 CFR 490, Final Rule on the Highway Safety Improvement Program, published March 15, 2016 and effective April 14, 2017 requires each state to set annual targets for five performance measures:

1. Number of Fatalities
2. Rate of Fatalities per 100 million vehicle miles travelled (VMT)
3. Number of Serious Injuries
4. Rate of Serious Injuries per 100 million VMT
5. Number of Non-Motorized Fatalities and Serious Injuries

To comply with this rule, the New Mexico Department of Transportation (NMDOT) undertook a coordination process with stakeholders from around the state to develop the New Mexico safety targets.

MPO Staff recommends endorsing the NMDOT Safety Targets.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 17-11

**A RESOLUTION SUPPORTING THE NMDOT SAFETY TARGETS FOR
FFY 2018.**

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

WHEREAS, the federal law under Moving Ahead for Progress in the 21st Century (MAP-21) required states and metropolitan planning organizations to develop safety performance targets; and

WHEREAS, 23 CFR 490 requires states to set annual targets for five performance measures: number of fatalities, rate of fatalities per one-hundred million vehicle miles travelled (VMT), number of serious injuries, rate of serious injuries per one-hundred million VMT, and number of non-motorized fatalities and serious injuries; and

WHEREAS, the New Mexico Department of Transportation (NMDOT) developed the targets in coordination with metropolitan planning organizations and other stakeholders; and

WHEREAS, federal regulations require metropolitan planning organizations to adopt safety targets; and

WHEREAS, the Policy Committee has determined that it is in the best interest of the MPO for the Resolution that the Mesilla Valley MPO supports the NMDOT Safety Targets for Federal Fiscal Year 2018.

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

(I)

THAT the Mesilla Valley Metropolitan Planning Organization adopts the Safety Targets for Federal Fiscal Year 2018, as contained in Exhibit “A”, attached hereto and made part of this resolution

(II)

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

DONE and **APPROVED** this 13th day of December, 2017.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Flores	
Vice Chair Vasquez	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Councilor Eakman	
City of Las Cruces Councilor	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	

ATTEST:

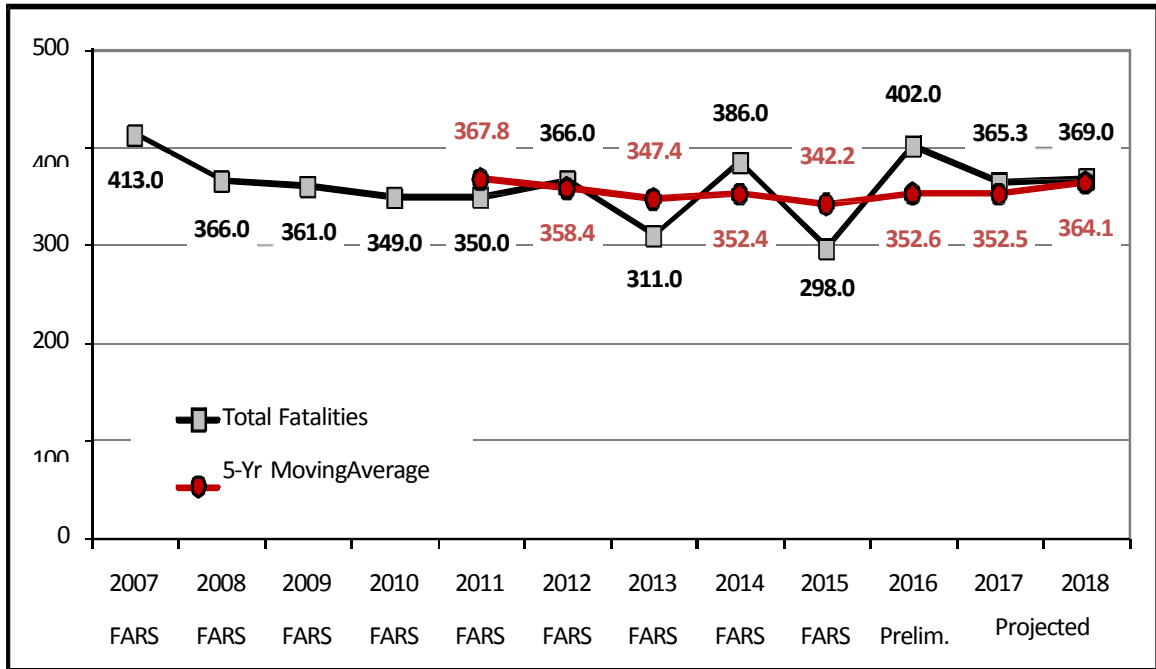
APPROVED AS TO FORM:

Recording Secretary

City Attorney

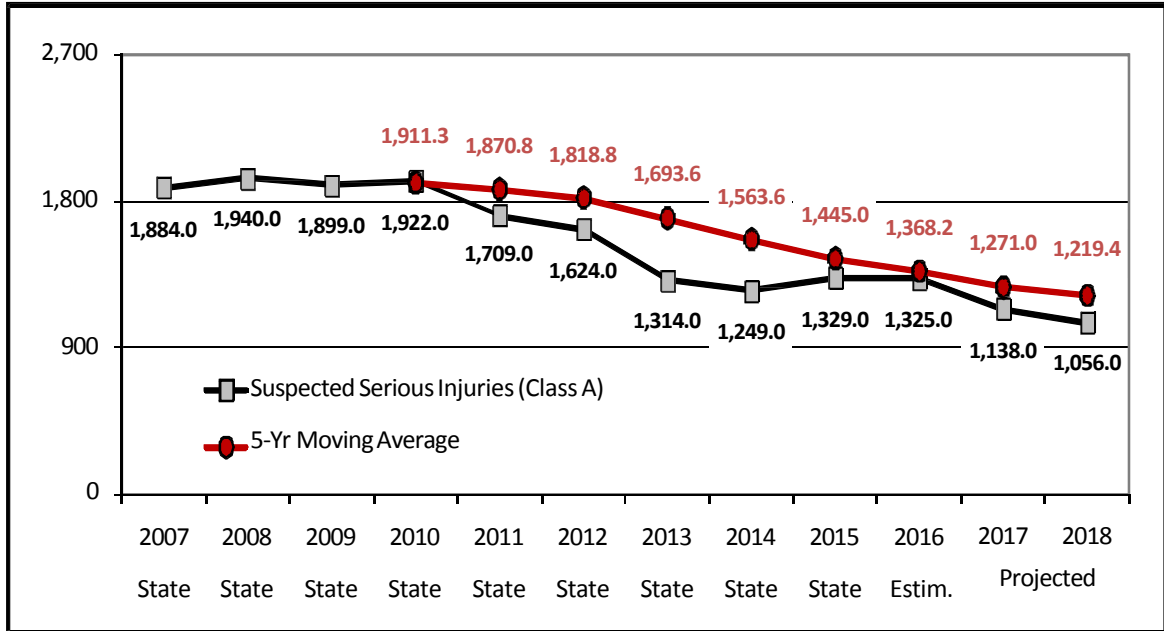
Exhibit "A"

Total Traffic Fatalities



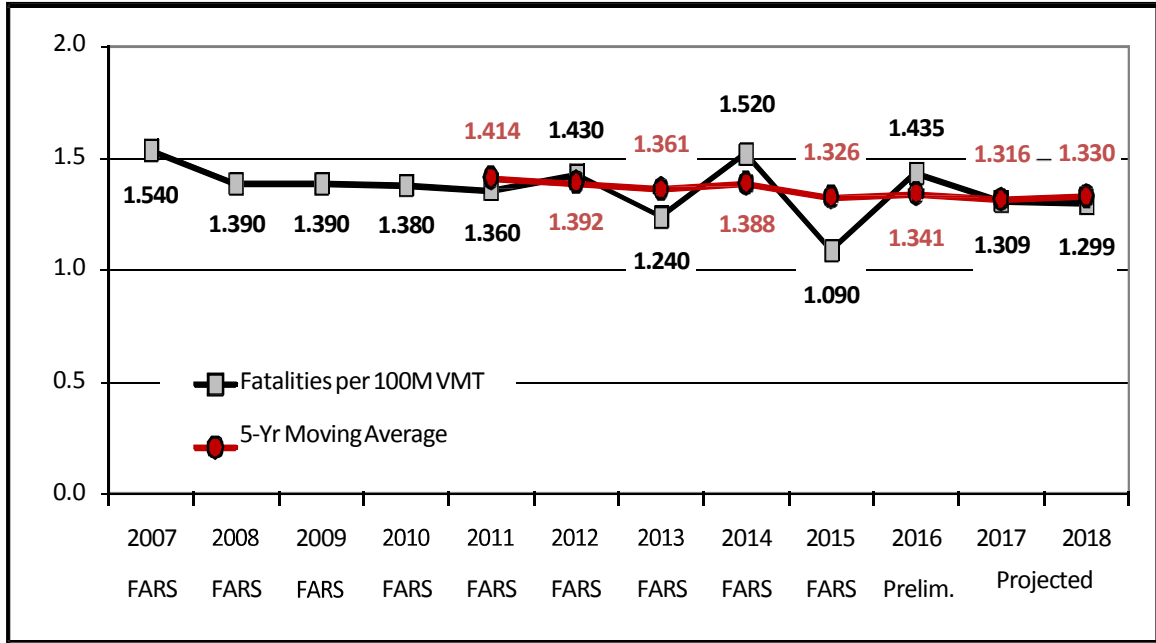
NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 342.2 in 2015 to 364.1 by December 31, 2018 (FARS; 5-year averages)

Total Serious Injuries



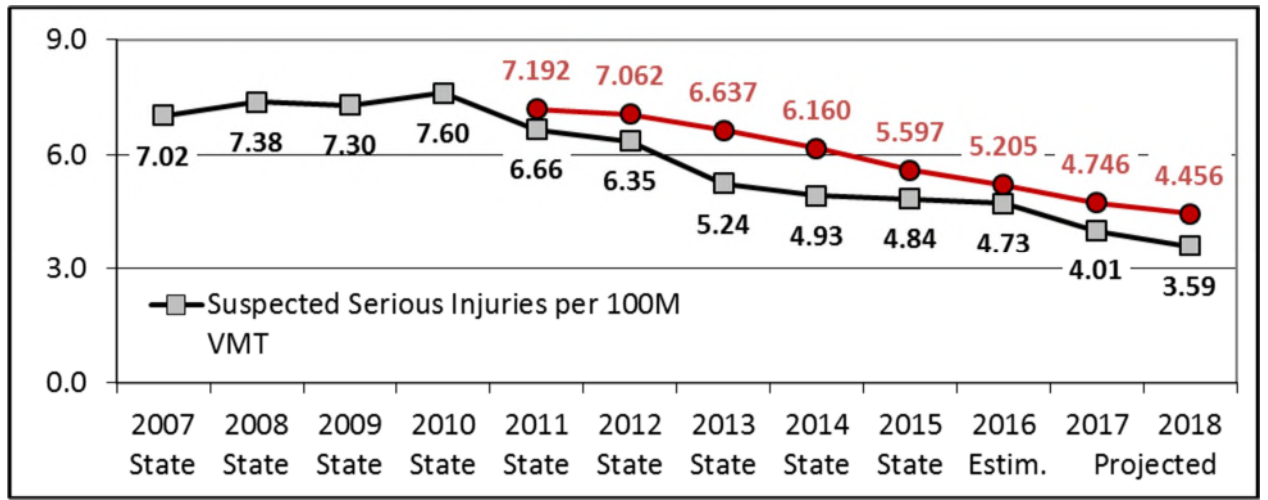
NMDOT Target Statement: Decrease the number of serious injuries by 15.6 percent from 1,445.0 in 2015 to 1,219.4 by December 31, 2018.

Fatalities per 100M VMT



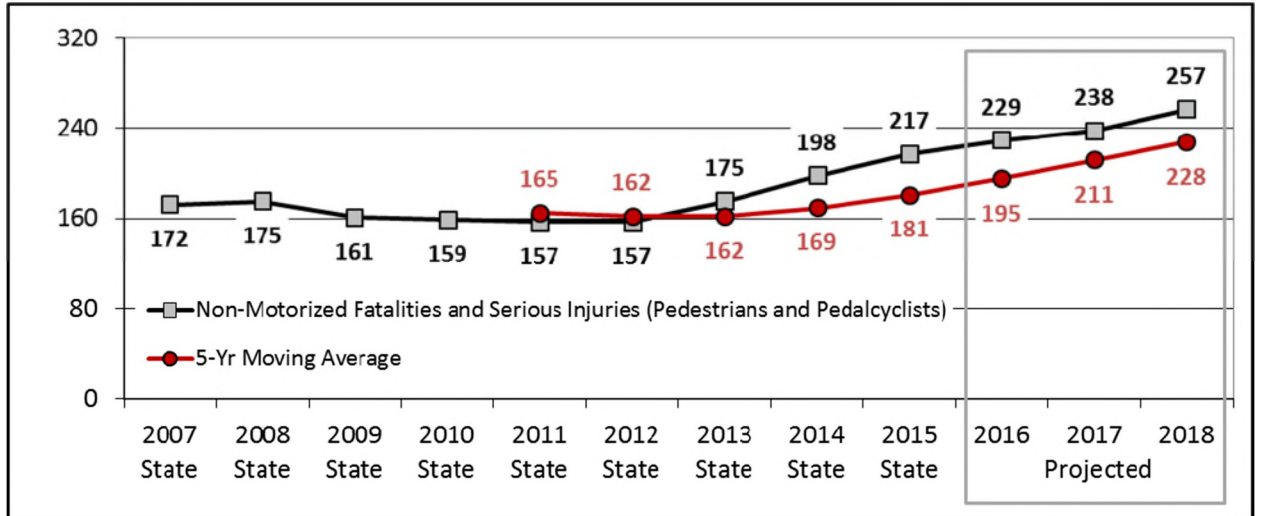
NMDOT Target Statement: Limit the increase in the fatality rate to .31 percent from 1.326 in 2015 to 1.330 by December 31, 2018.

Rate of Serious Injuries



NMDOT Target Statement: Decrease the rate of serious injuries from 5.597 in 2015 to 4.456 by December 31, 2018.

Number of non-motorized fatalities and non-motorized serious injuries



NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 228 by December 31, 2018.

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METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF December 13, 2017

AGENDA ITEM:

6.4 RoadRUNNER Transit Asset Management Goals

ACTION REQUESTED:

Approval by the MPO Policy Committee.

DISCUSSION:

On July 16, 2016, the Federal Transit Administration (FTA) published a final rule to establish minimum Federal requirements for Transit Asset Management (TAM) that will apply to all recipients and subrecipients of Section 5311 funds who own, operate, or manage public transportation assets. NMDOT has been reviewing the rules and FTA guidance materials and will be sharing information with you over the coming months.

The NMDOT Rail and Transit Division has requested that all transit agencies receiving Section 5311 funds to develop TAM Goals and have them adopted by the Policy Committees of the MPOs.

The following are the TAM Goals for RoadRUNNER Transit:

Goal 1. Have 0% of the heavy duty bus fleet older than 14 years for heavy duty buses and 0% of the fleet older than 10 years for light duty buses and paratransit vehicles.

Goal 2: Have the average fleet age not exceed 7 years for heavy duty vehicles and 5 years for light duty buses and paratransit vehicles.

MPO Staff recommends endorsing the TAM Goals of RoadRUNNER Transit.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 17-12

**A RESOLUTION ADOPTING THE RoadRUNNER TRANSIT ASSET
MANAGEMENT GOALS FOR FFY 2018**

WHEREAS, On July 16, 2016, the Federal Transit Administration (FTA) published a final rule (49 CFR Parts 625 and 630) to establish minimum Federal requirements for Transit Asset Management (TAM) that will apply to all recipients and subrecipients of Section 5311 funds who own, operate, or manage public transportation assets; and

WHEREAS, The NMDOT Rail and Transit Division has requested that all transit agencies receiving Section 5311 funds develop TAM Goals and have them adopted by the Policy Committees of the MPOs in the State of New Mexico.; and

WHEREAS, In accordance with FTA and NMDOT requirements, RoadRUNNER Transit has established the following TAM Goals:

Goal 1. Have 0% of the heavy-duty bus fleet older than 14 years for heavy duty buses and 0% of the fleet older than 10 years for light duty buses and paratransit vehicles.

Goal 2. Have the average fleet age not exceed 7 years for heavy duty vehicles and 5 years for light duty buses and paratransit vehicles;

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

(I)

THAT, the Policy Committee adopts the TAM Goals of RoadRUNNER Transit;

(II)

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

DONE and **APPROVED** this 13 day of December, 2017.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Flores	
Vice Chair Vasquez	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Councilor Eakman	
City of Las Cruces Councilor	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney

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METROPOLITAN PLANNING ORGANIZATION

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF December 13, 2017

AGENDA ITEM:

6.5 A Resolution Adopting the 2017 Annual Listing of Obligated Projects – Consent Agenda

ACTION REQUESTED:

Approval by MPO Policy Committee

SUPPORT INFORMATION:

Resolution 17-13 A Resolution Adopting the 2016 Annual Listing of Obligated Projects
Federal Fiscal Year 2017 Annual Listing of Obligated Projects

DISCUSSION:

United States Code 23 § 450.332 Annual Listing of Obligated Projects

- (a) In metropolitan planning areas, on an annual basis, no later than 90 calendar days following the end of the program year, the State, public transportation operator(s), and the MPO shall cooperatively develop a listing of projects (including investments in pedestrian walkways and bicycle transportation facilities) for which funds under 23 U.S.C. or 49 U.S.C. Chapter 53 were obligated in the preceding program year.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 17-13

A RESOLUTION ADOPTING THE 2017 LIST OF OBLIGATED PROJECTS

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 adopts a new TIP every two years and TIP Amendments and Administrative Modifications as needed; and

WHEREAS, various stakeholders and citizens participate in the TIP process; and

WHEREAS, U.S.C. 23 § 450.332 requires the MPO to annually approve the list of projects obligated during the previous federal fiscal year; and

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 Federal Fiscal Year 2014 List of Obligated Projects is adopted as shown in Exhibit "A", attached hereto and made part of this resolution.

(II)

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

DONE and **APPROVED** this 13th day of December, 2017.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Flores	
Vice Chair Vasquez	
Mayor Barraza	
Trustee Arzabal	
Mr. Doolittle	
Commissioner Rawson	
Commissioner Solis	
Councilor Eakman	
Councilor Sorg	
City of Las Cruces Councilor	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney

2017 Obligated Projects								
MPO #	Control #	Location	Termini	Work Description	Federal	State	Local	Total
Mesilla Valley Metropolitan Planning Organization Lead Projects								
		MPO Region		Planning Funds	\$ 202,076.28		\$ 34,436.22	\$ 236,512.50
		MPO Region		5303 Funds	\$ 49,510.96		\$ 12,377.74	\$ 61,888.70
TOTAL MVMPO LEAD PROJECTS					\$ 251,587.24		\$ 46,813.96	
New Mexico Department of Transportation Lead Projects								
99	LC00140	US 70	Inersection with 17th Street	Traffic Signal Installation and Intersection Improvements	\$ 670,618.87	\$ 114,281.49	N/A	\$ 784,900.36
102	LC00240	US 70	Organ to White Sands Exit, MP 162 - 170	Shoulder Widening, Guardrail Replacement, Drainage	\$ 4,357,472.64	\$ 484,163.64	N/A	\$ 4,841,636.28
106	LC00250	I-25	Univeristy Interchange	Bridge Replacement, Ramp Modifications, Roadway Recon, & Multiuse path-Design Phase	\$ 1,798,656.36	\$ 306,512.60	N/A	\$ 2,105,168.96
96	LC00160	NM 188 & NM 28	Valley Drive from Avenida De Mesilla to Us 70 MP 1 - 3	Roadway Reconstruction & ADA Improvements	\$ 12,877,303.46	\$ 2,194,444.69	\$ 1,294,189.97	\$ 16,365,938.12
TOTAL NMDOT LEAD PROJECTS					\$ 19,704,051.33	\$ 3,099,402.42	\$ 1,294,189.97	\$ 24,097,643.72
Doña Ana County Lead Projects								

75	LC00110	El Camino Real Rd	Intersection with Dona Ana School Rd	Design and Construction for Intersection Realignment	\$ 513,769.00			\$ 513,769.00
TOTAL DAC LEAD PROJECTS					\$ 513,769.00			\$ 513,769.00
RoadRUNNER Transit Lead Projects								
18	TL00010	CLC		RoadRUNNER Transit Operations	\$ 1,728,456.00		\$ 1,728,456.00	\$ 3,456,912.00
21	TL00013	CLC		RoadRUNNER Transit Support Equipment and Facilities	\$ 223,531.00		\$ 44,447.00	\$ 267,978.00
109	TL00016	CLC		5339 Funds for Rolling Stock	\$ 1,134,750.00		\$ 200,250.00	\$ 1,335,000.00
TOTAL TRANSIT LEAD PROJECTS					\$ 3,086,737.00		\$ 1,973,153.00	\$ 5,059,890.00
Las Cruces Public Schools Lead Projects								
91	LC00171	N/A	LCPS	SRTS Coordinator	\$ 35,885.00		\$ 6,115.23	\$ 42,000.23
TOTAL LCPS LEAD PROJECTS					\$ 35,885.00		\$ 6,115.23	\$ 42,000.23
City of Las Cruces Lead Projects								
No federally-funded projects obligated								\$0.00
TOTAL CLC LEAD PROJECTS					\$0.00	\$0.00	\$0.00	\$0.00
Town of Mesilla Lead Projects								
No federally-funded projects obligated								
TOTAL TOM LEAD PROJECTS					\$0.00	\$0.00	\$0.00	\$0.00
GRAND TOTALS					\$23,592,029.57	\$3,099,402.42	\$3,320,272.16	\$30,011,704.15

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METROPOLITAN PLANNING ORGANIZATION

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE ACTION FORM FOR THE MEETING OF December 13, 2017

AGENDA ITEM:

6.6 Proposed 2017- 2018 Unified Planning Work Program Amendment (UPWP)

ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

SUPPORT INFORMATION:

UPWP Amended budget pages

DISCUSSION:

The MVMPO is requesting to carryover \$67,334.50 of unspent fiscal year 2017 funds into fiscal year 2018.

Further detailed discussion will be supplied at the meeting.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 17-14

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

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

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

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

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

WHEREAS, the Technical Advisory Committee recommended approval of the UPWP at their meeting on December 7, 2017; and

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

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

(I)

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

(II)

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

DONE and **APPROVED** this 13th day of December 2017.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Flores	
Vice Chair Vasquez	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Councilor Eakman	
City of Las Cruces Councilor	
Commissioner Rawson	
Commissioner Solis	
Councilor Sorg	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney



Mesilla Valley Metropolitan Planning Organization

Unified Planning Work Program

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

Approved June 8, 2016
Amendment 1 August 10, 2016
Amendment 2 February 8, 2017
Amendment 3 May 10, 2017
Amendment 4 December 13, 2017

Mesilla Valley Metropolitan Planning Organization
CITY OF LAS CRUCES
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(575) 528-3225-telephone (575) 528-3155-fax <http://mesillavalleympo.org/>.

Mesilla Valley Metropolitan Planning Organization

Councillor Gill M. Sorg, City of Las Cruces-Chair of the Policy Committee
Commissioner John Vasquez, Doña Ana County - Vice Chair of the Policy Committee
Trustee Carlos Arzabal, Town of Mesilla
Mayor Nora L. Barraza, Town of Mesilla
Commissioner Isabella Solis, Doña Ana County
Trustee Linda Flores, Town of Mesilla
Councillor Olga Pedroza, City of Las Cruces
Commissioner Benjamin Rawson, Doña Ana County
Councillor Jack Eakman, City of Las Cruces
Trent Doolittle, District Engineer, NMDOT

Contributing Staff:

Tom Murphy, MPO Officer
Andrew Wray, Transportation Planner
Michael McAdams, Transportation Planner
Dominic Loya, Planning Technician

Special Thanks for Providing Data or Comments:

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

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

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

Appendix A – Budget Summary - Financial Resources Available

Fiscal Year 2017 (Oct. 1 2016- September 30, 2017)	Program Support and Administration	Transportation Improvement Program	General Development and Data Collection/ Analysis	Transportation Planning	Special Studies, Plans, Projects, and Programs		
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00	Subtotal	Program Totals
FHWA 112 (85%) SPR	\$77,882.10	\$25,960.70	\$103,842.80	\$38,941.05	\$12,980.35	\$259,607 \$0	
LOCAL (112) MATCH(15%)	\$13,272.04	\$4,424.01	\$17,696.06	\$6,636.02	\$2,212.01	\$44,240	\$303,847
CLC	\$8,268	\$2,756	\$11,025	\$4,134	\$1,378	\$27,562	
DAC	\$4,818	\$1,606	\$6,424	\$2,409	\$803	\$16,059	
MESILLA	\$186	\$62	\$248	\$93	\$31	\$619	
FTA GRANT 5303(80%) CLC	\$10,924.35	\$3,641.45	\$52,890.15	\$25,490.15	\$46,792.90	\$138,742	
(5303)MATCH(20%)	\$5,202.83	\$1,734.28	\$12,139.93	\$12,139.93	\$3,468.55	\$34,686	\$173,428
TOTAL	\$107,281	\$35,760	\$186,569	\$83,207	\$65,454	\$478,272	\$477,275
(PERCENT OF 112)	30%	10%	40%	15%	5%	100%	
(PERCENT OF 5303)	15%	5%	35%	35%	10%	100%	
PERCENT TOTAL	28%	9%	39%	18%	6%		

Fiscal Year 2018 (Oct. 1 2017- September 30, 2018)	Program Support and Administration	Transportation Improvement Program	General Development and Data Collection/ Analysis	Transportation Planning	Special Studies, Plans, Projects, and Programs		
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00	Subtotal	Program Totals
FHWA 112 (85%) SPR	\$74,590.20	\$24,863.40	\$99,453.60	\$37,295.10	\$12,431.70	\$248,634 \$0	
LOCAL (112) MATCH(15%)	\$12,711.06	\$4,237.02	\$16,948.09	\$6,355.53	\$2,118.51	\$42,370	\$291,004
CLC	\$7,919	\$2,640	\$10,559	\$3,959	\$1,320	\$26,397	
DAC	\$4,614	\$1,538	\$6,152	\$2,307	\$769	\$15,380	
MESILLA	\$178	\$59	\$237	\$89	\$30	\$593	
FTA GRANT 5303(80%) CLC	\$8,547.60	\$2,849.20	\$19,944.40	\$19,944.40	\$5,698.40	\$56,984	
(5303)MATCH(20%)	\$2,136.90	\$712.30	\$4,986.10	\$4,986.10	\$1,424.60	\$14,246	\$71,230
TOTAL	\$97,986	\$32,662	\$141,332	\$68,581	\$21,673	\$362,234	\$362,234
(PERCENT OF 112)	30%	10%	40%	15%	5%	100%	
(PERCENT OF 5303)	15%	5%	35%	35%	10%	100%	
PERCENT TOTAL	28%	9%	39%	18%	6%		

Fiscal Year 2017 (Oct. 1 2016- September 30, 2017)	Program Support and Administration	Transportation Improvement Program	General Development and Data Collection/ Analysis	Transportation Planning	Special Studies, Plans, Projects, and Programs		
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00	Subtotal	Program Totals
FHWA 112 (85%) SPR	\$60,622.80	\$20,207.60	\$80,830.40	\$30,311.40	\$10,103.80	\$202,076 \$0	
LOCAL (112) MATCH(15%)	\$10,330.85	\$3,443.62	\$13,774.47	\$5,165.43	\$1,721.81	\$34,436	\$236,512
CLC	\$6,436	\$2,145	\$8,581	\$3,218	\$1,073	\$21,454	
DAC	\$3,750	\$1,250	\$5,000	\$1,875	\$625	\$12,500	
MESILLA	\$145	\$48	\$193	\$72	\$24	\$482	
FTA GRANT 5303(80%) CLC	\$10,924.35	\$3,641.45	\$52,890.15	\$25,490.15	\$46,792.90	\$138,742	
(5303)MATCH(20%)	\$5,202.83	\$1,734.28	\$12,139.93	\$12,139.93	\$3,468.55	\$34,686	\$173,428
TOTAL	\$87,081	\$29,027	\$159,635	\$73,107	\$62,087	\$410,937	\$409,940
(PERCENT OF 112)	30%	10%	40%	15%	5%	100%	
(PERCENT OF 5303)	15%	5%	35%	35%	10%	100%	
PERCENT TOTAL	28%	9%	39%	18%	6%		

Fiscal Year 2018 (Oct. 1 2017- September 30, 2018)	Program Support and Administration	Transportation Improvement Program	General Development and Data Collection/ Analysis	Transportation Planning	Special Studies, Plans, Projects, and Programs		
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00	Subtotal	Program Totals
FHWA 112 (85%) SPR	\$91,853.70	\$30,617.90	\$122,471.60	\$45,926.85	\$15,308.95	\$306,179 \$0	
LOCAL (112) MATCH(15%)	\$15,652.97	\$5,217.66	\$20,870.63	\$7,826.49	\$2,608.83	\$52,177	\$358,356
CLC	\$9,752	\$3,251	\$13,002	\$4,876	\$1,625	\$32,506	
DAC	\$5,682	\$1,894	\$7,576	\$2,841	\$947	\$18,940	
MESILLA	\$219	\$73	\$292	\$110	\$37	\$730	
FTA GRANT 5303(80%) CLC	\$8,547.60	\$2,849.20	\$19,944.40	\$19,944.40	\$5,698.40	\$56,984	
(5303)MATCH(20%)	\$2,136.90	\$712.30	\$4,986.10	\$4,986.10	\$1,424.60	\$14,246	\$71,230
TOTAL	\$118,191	\$39,397	\$168,273	\$78,684	\$25,041	\$429,586	\$429,586
(PERCENT OF 112)	30%	10%	40%	15%	5%	100%	
(PERCENT OF 5303)	15%	5%	35%	35%	10%	100%	
PERCENT TOTAL	28%	9%	39%	18%	6%		

Appendix F – UPWP Amendment Summaries

Amendment 1 August 10, 2016

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.

Amendment 2 February 8, 2017

On December 30, 2016, it was confirmed by the New Mexico Department of Transportation, Division of Rail and Public Transit that the Mesilla Valley MPO could use carry-over monies from FY2016 and use it for projects in FY2017. The amount of the carry is \$66,910. Staff proposes that this money be used to contribute additional money to assist in the City of Las Cruces Active Transportation Plan; and to purchase software to facilitate the tabulation of the data from the Automatic Passenger Counters installed on the buses of RoadRUNNER Transit.

In the FY2017-2018 UPWP, this would consist of:

1. Adding an additional item "Purchase transit passenger counting" in the Main Products and Schedule by Month section in Task 3.1 Traffic Counting and Reporting.;
2. Deleting the item "Sub-plan: Coordinated human Services" in the Main Products and Schedule by Month section in Task 4.1 Metropolitan Transportation Plan
3. Add an additional item in Task 5.5

Amendment 3 May 9, 2017

This amendment adjusts the budget tables for FY2018 based on a change in the federal obligation limit for the State of New Mexico. The MVMPO budget was reduced by \$17,516 (federal and local match)

Amendment 4 December 13, 2017

Unexpended funding of \$67,334.50 moved from FFY17 to FFY18.

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METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
DISCUSSION FORM FOR THE MEETING OF December 13, 2017**

AGENDA ITEM:

7.1 Traffic Count Program Training

DISCUSSION:

MPO Staff will present on the Traffic Count Program.