



# 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 **February 7, 2018 at 1:00 p.m.** in the in the **Doña Ana County Commission Chambers**, 845 Motel Blvd., Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://MesillaValleyMPO.org).

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1. **CALL TO ORDER/ 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. \*January 10, 2018 \_\_\_\_\_ **Chair**
6. **DISCUSSION ITEMS** \_\_\_\_\_
  - 6.1. New Mexico Border Authority presentation \_\_\_\_\_ **NMBA**
  - 6.2. Committee training: eSTIP procedures \_\_\_\_\_ **MPO Staff**
  - 6.3. MPO Bylaw review \_\_\_\_\_ **MPO Staff**
  - 6.4. NMDOT update \_\_\_\_\_ **NMDOT Staff**
7. **COMMITTEE and STAFF COMMENTS** \_\_\_\_\_ **Chair**
8. **PUBLIC COMMENT** \_\_\_\_\_ **Chair**
9. **ADJOURNMENT** \_\_\_\_\_ **Chair**

Publish January 28, 2018

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE**

The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee which was held January 10, 2017 at 1:00 p.m. in Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las Cruces, New Mexico.

**MEMBERS PRESENT:** Mayor Nora Barraza (Town of Mesilla) (arrived 1:15)  
Trent Doolittle (NMDOT)  
Councillor Jack Eakman (CLC)  
Trustee Linda Flores (Town of Mesilla)  
Councillor Gill Sorg (CLC)  
Commissioner John Vasquez (DAC)

**MEMBERS ABSENT:** Commissioner Benjamin Rawson (DAC)  
Commissioner Isabella Solis (DAC)  
Councillor Gabriel Vasquez (CLC)

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

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

**1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:04 PM)**

Flores: Okay I'm going to call this meeting to order because it's 1:00 and do you want to establish a quorum? You just told me there is a quorum but.

Murphy: There is a quorum. You want me to do a roll call?

Flores: Okay.

Murphy: Okay. Councillor Sorg.

Sorg: Here.

Murphy: Mr. Doolittle.

Doolittle: Here.

Murphy: Councillor Eakman.

Eakman: Here.

1  
2 Murphy: Commissioner Vasquez.

3  
4 Vasquez: Here.

5  
6 Murphy: And Trustee Flores.

7  
8 Flores: Here. Okay so we'll start with the Pledge of Allegiance.

9  
10 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.

11  
12 Murphy: And Madam Chair I guess before you get into it, staff has one change to  
13 the agenda. Under Action Item 7.1 there is a typo, it should read "The  
14 Resolution Certifying Compliance with the Open Meetings Act for the 2018  
15 Calendar Year" rather than the 2017. So like to keep that on consent but  
16 acknowledge that that change needs to be made.

17  
18 Flores: All right. So can we do a friendly amendment when that comes up, or is  
19 this a friendly amendment.

20  
21 Murphy: I think that would be the friendly, before we get into the consent agenda if  
22 we could do that.

23  
24 Flores: Okay.

25  
26 **2. ELECTION OF OFFICERS**

27  
28 Flores: All right. So the next thing on the agenda is the election of officers and I ...

29  
30 Eakman: Madam Chair. I'm prepared to make a nomination.

31  
32 Flores: You are?

33  
34 Eakman: Yes.

35  
36 Flores: Well I just kind of wanted to make a statement about that. I just feel like  
37 attendance is very important and we've had a meeting where we had to  
38 cancel the meeting because we did not have a quorum and we have a  
39 history, it's not written in our rules but basically we have a history of  
40 sharing, or taking turns with this position. However, our Vice-Chair has  
41 not made even half of the meetings. So I am not inclined to support a  
42 nomination for the Vice-Chair although I've seen him in other capacities. I  
43 don't know what his reasons were for not coming, competent, I have  
44 nothing personal against him, but that's just my view. So not saying  
45 anything else. I'll just leave it open for nominations. Go ahead.

1 Eakman: Thank you Madam Chair. I wish to nominate Commissioner Solis to be  
2 the Chair. I believe she has an excellent attendance record with the MPO  
3 and she always seems interested. And I think it probably is the Dona Ana  
4 County's turn since we skipped them last year, so I would make that  
5 nomination for ...  
6  
7 Sorg: I'll second that.  
8  
9 Eakman: Commissioner Solis.  
10  
11 Flores: So we have a first and a second. However, I actually just want to make  
12 this comment and put it out there. I spoke to Commissioner Solis and  
13 basically at the end of the last meeting and told her how I felt about that,  
14 said, "You know this is basically the County's turn and so if you want to  
15 talk to Commissioner Rawson, I think you both have shown up for more  
16 meetings, and kind of decide between the two if either one of you would  
17 like to take that," she came back and just told me she wasn't interested  
18 and she didn't say anything about Rawson. So I don't know.  
19  
20 Vasquez: Madam Chair.  
21  
22 Flores: Commissioner Vasquez.  
23  
24 Vasquez: I was wondering, there has been a rule where it switches back and forth.  
25 Is there a way we could suspend that rule and just not, no?  
26  
27 Flores: No, it's not a rule. I just want a clarification ...  
28  
29 Vasquez: It's a courtesy?  
30  
31 Flores: From staff. It's just been a custom, I think.  
32  
33 Murphy: It is. Thank you Madam Chair. It is not written in the bylaws that the  
34 chairmanship, the Chair rotates. It's been a historical practice that's  
35 predated my time at the MPO and it's completely up to this Committee if  
36 you'd like to suspend it.  
37  
38 Flores: Okay.  
39  
40 Murphy: The rules would allow it.  
41  
42 Flores: All right. So ...  
43  
44 Eakman: Madam Chair.  
45

1 Flores: Commissioner Vasquez, did you want to, did you have anything else you  
2 wanted to add to that or thoughts?  
3

4 Vasquez: No. I would like to suspend it and if we're up for nominations I'd like to see  
5 if you would be interested in continuing on as Chair, Ms. Flores.  
6

7 Flores: No, I would not because I'm not running for this next election so it really  
8 wouldn't do us any good for me to be the Chair so, but thank you.  
9 Councillor.  
10

11 Eakman: Madam Chair. Based on your previous comment I'd like to withdraw the  
12 nomination of Commissioner Solis.  
13

14 Flores: Okay.  
15

16 Sorg: I'll withdraw the second, yes.  
17

18 Flores: Okay. And so actually I had planned on nominating Commissioner  
19 Rawson but he's not here to ask him how he feels about that. So I'm  
20 thinking maybe, and I'm looking at you. You have, Councillor Eakman has  
21 been to ... I don't know of any meetings that you missed unless you had to  
22 be at another meeting that you told us about. I'm sure if you've missed  
23 any they've been very rare and you've been very interested in the process  
24 and very committed. So I would like to nominate you to be Chair and  
25 maybe, because Commissioner Rawson isn't here to ask, maybe Vice-  
26 Chair, might feel a little more comfortable doing that. So I guess one seat  
27 at a time, right. So I'd like to nominate you for Chair in this case.  
28

29 Eakman: I think that's quite sinister on your part.  
30

31 Sorg: I second that sinister remark.  
32

33 Eakman: I would accept as long as you understand I will miss the March meeting.  
34

35 Flores: Okay.  
36

37 Eakman: So the Vice-Chair would have to take over at the March meeting.  
38

39 Flores: We don't have a March meeting, do we?  
40

41 Murphy: No.  
42

43 Flores: Okay.  
44

45 Eakman: Madam Chair. I will not be absent for the March meeting. Thank you.  
46

1 Flores: Okay so I have a first and a second. Do I have any further discussion?  
2 Okay. Do we want to take a roll call vote?  
3  
4 Murphy: Okay. Councillor Sorg.  
5  
6 Sorg: Yes.  
7  
8 Murphy: Mr. Doolittle.  
9  
10 Doolittle: Yes.  
11  
12 Murphy: Councillor Eakman.  
13  
14 Eakman: Yes.  
15  
16 Murphy: Commissioner Vasquez.  
17  
18 Vasquez: Yes.  
19  
20 Murphy: Madam Chair.  
21  
22 Flores: Yes. Okay. So do we switch now or do we go ahead and go on with the  
23 Vice-Chair?  
24  
25 Murphy: I think we usually finish the whole round and then turn over the gavel.  
26  
27 Flores: Okay. So then for Vice-Chair, do I have any nominations?  
28  
29 Sorg: Since we're going against our traditions here, may I suggest we, may I  
30 nominate Trent Doolittle as the Vice-Chair?  
31  
32 Flores: Mr. Doolittle, you have any thoughts?  
33  
34 Doolittle: Madam Chair, Councillor Sorg. I appreciate the confidence, I guess. But  
35 just based on my position and the way we handle funding and it's  
36 temporarily been declined by the DOT as an engineer, so I would stay the  
37 course and follow tradition and decline that nomination. Although I do  
38 appreciate it, I really do.  
39  
40 Flores: Okay.  
41  
42 Eakman: Then Madam Chair I would nominate Commissioner Rawson based on his  
43 acceptance.  
44  
45 Flores: Okay.  
46

1 Vasquez: Second.  
2  
3 Flores: Okay then I'm a little more comfortable kind of having him not be here and  
4 then vote him in for Vice-Chair and he's been to the meetings and he  
5 definitely is very competent. So you did the second. So shall we have a  
6 roll call vote?  
7  
8 Murphy: Okay. Councillor Sorg.  
9  
10 Sorg: I need to know what I'm voting on.  
11  
12 Murphy: You're voting on Commissioner Rawson for Vice-Chair.  
13  
14 Vasquez: Provided he accepts.  
15  
16 Flores: Well if we vote on it now, whether he accepts or not, I guess he could  
17 come back to the meeting and say he really, and we could always change  
18 his position, right?  
19  
20 Murphy: He could resign and we could do a new election for Vice-Chair.  
21  
22 Flores: So that could be an option.  
23  
24 Murphy: So Councillor Sorg.  
25  
26 Sorg: Okay, yes.  
27  
28 Murphy: Mr. Doolittle.  
29  
30 Doolittle: Yes.  
31  
32 Murphy: Councillor Eakman.  
33  
34 Eakman: Yes.  
35  
36 Murphy: Commissioner Vasquez.  
37  
38 Vasquez: Yes.  
39  
40 Murphy: And Trustee Flores.  
41  
42 Flores: Yes. Okay. So are we turning this over now?  
43  
44 Eakman: SPEAKING WITH MICROPHONE TURNED OFF.  
45

1 Flores: Do we have any, is there a problem with me completing the meeting  
2 today?

3  
4 Murphy: I don't think there's any rule one way or the other.

5  
6 Flores: Don't think so? All right.

7  
8 **3. CONFLICT OF INTEREST INQUIRY**  
9

10 Flores: Okay. So then the next part is the conflict of interest inquiry. Does any  
11 Member have any known or perceived conflict of interest with any item on  
12 the agenda? If so that Committee Member may recuse themselves from  
13 voting on a specific matter or if they feel that they can be impartial we will  
14 put their participation up to a vote by the rest of the Committee.

15  
16 Sorg: None.

17  
18 Eakman: None.

19  
20 Flores: Okay. I'm seeing a lot of head shaking now, as nobody looking like they  
21 have one.

22  
23 **4. PUBLIC COMMENT**  
24

25 Flores: So we'll go ahead and move on to public comment. Anyone here from the  
26 public that would like to make a comment? Okay. Not seeing anyone.

27  
28 **5. CONSENT AGENDA \***  
29

30 Flores: We'll move on to the consent agenda and I'll just remind people that that  
31 resolution, the date was made in error.

32  
33 Sorg: 2018 instead of '17?

34  
35 Flores: Right.

36  
37 Sorg: Got it.

38  
39 Eakman: Move approval of the consent agenda.

40  
41 Sorg: I'll second that.

42  
43 Flores: Okay. So everyone in favor of the consent agenda, okay. We'll need a  
44 roll call.

45  
46 Murphy: Okay. Councillor Sorg.



1  
2 Sorg: Yes.  
3  
4 Murphy: Mr. Doolittle.  
5  
6 Doolittle: Yes.  
7  
8 Murphy: Councillor Eakman.  
9  
10 Eakman: Yes.  
11  
12 Murphy: Commissioner Vasquez.  
13  
14 Vasquez: Yes.  
15  
16 Murphy: Trustee Flores.  
17  
18 Flores: Yes. Okay.  
19  
20 MOTION APPROVED UNANIMOUSLY.  
21

22 **6. \* APPROVAL OF MINUTES**

23  
24 **6.1 \* December 13, 2017**

25  
26 - VOTED ON VIA THE CONSENT AGENDA  
27

28 **7. ACTION ITEMS**

29  
30 **7.1 \*Resolution 18-01: A Resolution Certifying Compliance with the Open**  
31 **Meetings Act for the 2018 Calendar Year by the Mesilla Valley MPO**  
32

33 Flores: So then we'll move on to action items and we already did 7.1, right?  
34

35 - VOTED ON VIA THE CONSENT AGENDA  
36

37 **7.2 Resolution 18-02: A Resolution Urging MPO members to adopt**  
38 **NACTO design standards**  
39

40 Flores: So we're moving on to 7.2, Resolution 18-02: A Resolution Urging the  
41 MPO members to adopt NACTO design standards. So do we have  
42 discussion on that?  
43

44 Sorg: Move to approve.

45  
46 Eakman: Second, so that I can discuss.

1  
2 Flores: Okay.

3  
4 Murphy: Okay. Madam Chair, Members of the Committee. As you recall, back in  
5 September Mr. McAdams gave an in-depth presentation on this subject.  
6 Because of the weight of items on the calendar, since then we'd not  
7 brought it back until just now. What this is, is we're asking you to vote for  
8 a resolution which as the MPO you'll be saying to the City of Las Cruces,  
9 Dona Ana County, and the Town of Mesilla is that, "We recommend that  
10 you somehow endorse these standards to use in your development and  
11 street reconstruction practices." It does not ask them to replace their  
12 current standards that they have in place, it's just asking to really put  
13 another tool into the toolbox.

14 This item came out through the Bicycle and Pedestrian Facilities  
15 Advisory Committee. They felt very strongly that we move forward with  
16 this to allow the governments in the Mesilla Valley these additional  
17 standards to hopefully increase the viability of bicycling as a transportation  
18 in the Mesilla Valley. It also meets with a goal in the Transport 2040  
19 which is our MTP and that encourage walking and biking to create safe  
20 and healthy communities. This guide is closely related to the AASHTO  
21 standards which is the American Association of State Highway and  
22 Transportation Officials. However, the NACTO presents itself as with a  
23 more urbanized slant, that in denser places it's more applicable than  
24 AASHTO, which they feel has a kind of a rural and highway bias towards  
25 it. They feel that by allowing these standards to be enacted within our  
26 communities, we'll be able to create safer streets by slowing traffic and  
27 they have various tools in which to accomplish that. The BPAC  
28 recommended that you all approve this resolution at their July meeting  
29 and the Technical Advisory Committee recommended that we approve  
30 this resolution in their August meeting. Just kind of one final word; the  
31 background is based on cities' experiences with developing standards for  
32 bicycle facilities from around the world. Again, it is really primarily for  
33 more urban environments, which we certainly deal in in our central areas  
34 of population. It is allowed by the Manual on Uniform Traffic Control  
35 Devices, the Federal Highway Administration officially supports use of this  
36 guide and guide treatments are used around the country and the world.  
37 So with that staff asks that you approve this resolution and will allow us to  
38 work with staff members at your governments to encourage their inclusion  
39 of these guidelines within their day-to-day practices.

40  
41 Flores: Okay. So do you have any more discussion from ...

42  
43 Sorg: Madam Chair.

44  
45 Flores: Councillor Sorg.

1     Sorg:        Yes. Can you tell us, could you go back one slide? Demonstrate what a  
2                   diversion chicanes ...  
3  
4     Murphy:      Chicane.  
5  
6     Sorg:        Chains?  
7  
8     Murphy:      Chicane.  
9  
10    Sorg:        Chicanes are. That's what I'm looking for, examples. Would you run  
11                   through all those examples for us rather rapidly?  
12  
13    Murphy:      Okay. I'm going to kind of jump around. On the photo on your right's  
14                   going to show a diversion; it pushes the curb-line out into the center of the  
15                   street. It causes the traffic, and this is particularly on residential streets, to  
16                   narrow, not allowing two cars to pass at one, that they show courtesy, wait  
17                   for one another. A chicane is kind of the same thing with the pushed-out  
18                   curb except it's going to alternate on either side of the street as you move  
19                   down the street. So kind of puts a little meander within to the travel path.  
20                   A buffered bike lane basically, and we have examples of this on Dripping  
21                   Springs and on Alameda north of Picacho, and you just provide some  
22                   extra space between the bike lane and the travel lane, provide a little  
23                   margin of safety, sort of a buffer of safety between bicycles traveling and  
24                   automobile traffic. Shown on the right's a traffic circle, more commonly  
25                   seen in residential areas. Roundabout, I think this group is very familiar  
26                   with, when you have two major streets coming together. Other forms of  
27                   diversion where they'd allow cycles to travel straight through but they  
28                   prohibit right-in, right-out traffic or automobile traffic from going. I'm trying  
29                   to think of if we have any examples of that. And Dr. McAdams'  
30                   presentation in September had a lot more information on that. I just kind  
31                   of pared it down hoping that everyone had remembered it.  
32  
33    Sorg:        That's good. But one question. Would it include painted bike lanes like  
34                   the green lane you see there?  
35  
36    Murphy:      Yes it would. It has a quite extensive toolbox of treatments to use on the  
37                   roadways and we feel that by giving these to your engineers they can do a  
38                   lot more with making a safer cycling environment.  
39  
40    Sorg:        So this would only apply to the MPO roadways and not necessarily to the  
41                   local Mesilla or Las Cruces streets?  
42  
43    Murphy:      If they had adopted it they would be free to use it where they saw fit.  
44  
45    Sorg:        For those who missed the luncheon yesterday for the Mesilla Valley  
46                   Economic Development Alliance, a gentleman from Mexico came and

described their new city, which is across the border from Santa Teresa. And I couldn't help but notice many of the things that we're talking about here they're going to incorporate into the, and I'm going to say it wrong, San Jeronimo new city. That's just south of the border there. And I was quite impressed with all the smart growth and new urbanism, which includes this kind of work, that they're doing down there. So this is right in line with what is happening all over the country and the world. I'm done.

Eakman: Madam Chair. If I might.

Flores: Go ahead.

Eakman: Mr. Murphy, just to talk philosophy and implementation for a little bit, and use the example of the City. We're now in preparation for our next budget which will start July 1 and our Capital Improvement Program has a five-year cycle and we're already talking about street projects in that five years from now, and already setting some estimates on what they were cost. And using the City as an example, if we were to adopt this today, we can't expect, if the City was to adopt this perhaps in March, we couldn't expect them to start implementing this until some future cycle years hence. And so what is the expectation of the people who are recommending this to the MPO today?

Murphy: Madam Chair, Councillor Eakman. I think the expectation is that by having it in at this point those future decisions will be better made. I'm certain they would've preferred that we had adopted it five years ago but, you know in 2013 when FHWA came down with their recommendation of it. That being said, I think probably one of the larger things is, and MPO staff is in on review for development proposals within both the City and the County, is sometimes a developer will come in, want to propose some treatments like this on some roadways they're building, and they would have to go, under current conditions in order to do this they'd have to go through a variance process and have some added expense and delay. I think that the major benefit would be we would take away that added expense and delay when there's a subdivision or master plan area's coming in hoping to do something of this. And as Councillor Sorg pointed out, the new City of San Jeronimo is developing in that manner and the hope would be that we would have areas of our MPO that could develop in a likewise fashion, and then as we move on through time it'll be done by the public sector as well through the CIP process.

Eakman: Here's where I'm coming from. Will the audience for this be okay with allowing lead time for the entities we're recommending this to, to incorporate this into their plans?

Murphy: I think the primary audience would be the MPO's BPAC who ...

1  
2 Flores: And the TAC.  
3  
4 Murphy: Who urged us to move forward. I think most of the members on there  
5 have been involved for a long time and they do understand that there's a  
6 process and there's a design time and that there would be a lag. I think  
7 they'd be happy that it does move forward and they're not expecting to  
8 have everything change overnight.  
9  
10 Flores: Okay. I just want to make a comment on, I know for our TAC we have  
11 Debbie Lucero who basically is our public works person so I'm very  
12 comfortable that this has the recommendation of the TAC because I know  
13 she was our representative as far as Mesilla is concerned. So you know  
14 she would have that in mind. I just want to comment that I see Mayor  
15 Barraza is here and I didn't notice when she came in the room. She snuck  
16 in. So I just want to note that for the record, that Mayor Barraza is here  
17 and pass this down for her to sign. Thank you. We have any other  
18 comments?  
19  
20 Sorg: Madam Chair.  
21  
22 Flores: Councillor Sorg.  
23  
24 Sorg: Thank you. So I have further questions. So if we pass this it would apply  
25 to the City of Las Cruces, the Town of Mesilla, and the County. Does this  
26 force those three entities to put these guidelines into their planning for  
27 those three local governments?  
28  
29 Murphy: Councillor Sorg. It does not. It does not force them. If you pass this  
30 resolution really what you're doing is directing staff to more forcefully  
31 advocate for your jurisdiction to adopt this.  
32  
33 Sorg: Okay. Would each jurisdiction have to pass another resolution or  
34 ordinance adopting these guidelines in addition to this one?  
35  
36 Murphy: Yes. I believe they would.  
37  
38 Sorg: Okay. That's good to know. I'll just make one more comment too. When  
39 it comes to traffic calming, we are in desperate need of traffic calming.  
40 More tools to do that is very very important. If there's one complaint I get  
41 from constituents, not only in my district but from across the City, is that  
42 the traffic speeds too much. I'll simply put it that way. So I'm  
43 wholeheartedly in favor of all the tools we can possibly get to do traffic  
44 calming. Thank you Madam Chair.  
45  
46 Flores: Anyone else?

1  
2 Vasquez: Madam Chair.  
3  
4 Flores: Well I heard Mr. Doolittle first so then we'll go with Commissioner  
5 Vasquez. So Mr. Doolittle.  
6  
7 Doolittle: Thank you Madam Chair. I just want to expand a little bit on what  
8 Councillor Sorg said. So if you read the very end it says that the Policy  
9 Committee recommends that all appropriate implementing agencies adopt  
10 this guide. So it's kind of what Tom said, is we're just recommending.  
11 From an engineering perspective, I still think there's a responsibility of  
12 each entity and their engineering staff or consultants to design this per the  
13 current standards. So the question was whether we as a board or staff  
14 can enforce this or require the entities to do it. In my mind the answer is  
15 "no" because you still have to use engineering judgment and standards  
16 and designs and that type of criteria. So I agree with what Tom said. It's  
17 just a recommendation and we as engineers and even as a department  
18 should be looking at these anyway. But design standards are going to  
19 govern regardless.  
20  
21 Flores: Okay. Commissioner Vasquez.  
22  
23 Vasquez: Madam Chair. I just want to kind of support what Councilman Sorg had  
24 said. One of the most common complaints I get is speed. I wish there  
25 would've been something that addressed speed humps in here. I didn't  
26 see it. But regardless, I do understand this is nothing more than  
27 recommendation so I can support this.  
28  
29 Flores: Okay. I just want to make a comment. I had some discussion with our  
30 Fire Chief about speed humps because certain people in my  
31 neighborhood wanted those put in and it sounded like a good idea to me.  
32 I had small children at the time and we had no sidewalks where I live. But  
33 after speaking with the Chief he gave me a lot of information and  
34 researching it, there's a lot of damage to vehicles and lawsuits and his  
35 main concern, of course public safety's always a concern, is that slows  
36 them down when they're going out for an emergency. If you look at your  
37 reports you'll see that most calls for emergencies are basically health  
38 issues, people coming out for medical emergencies. It's not really fire. So  
39 anyway, that's my little comment on that. I do like this street narrowing  
40 and chicanes. I remember seeing that, I don't know if Councillor Sorg was  
41 there when they had the little thing at a hotel and that we were talking  
42 about possibilities for El Paseo. Think it was El Paseo. And they were  
43 just talking about things on neighborhoods and ...  
44  
45 Sorg: It's several different ...  
46

1 Flores: Community design standards ...  
2  
3 Sorg: Several different kinds of streets.  
4  
5 Flores: But this is like eight years ago so I don't know.  
6  
7 Sorg: Okay. Yeah.  
8  
9 Flores: I don't know, but anyway I like the way they make the street look better  
10 and at the same make you slow down without feeling too ...  
11  
12 Sorg: I could add one more thing too. And I'll ask Mr. Murphy to help with this  
13 answer or this point. At some time ago, and I think I did read the actual  
14 resolution, the City of Las Cruces has dropped the practice of putting  
15 speed bumps into our City streets.  
16  
17 Flores: Yeah.  
18  
19 Sorg: For the reasons you outlined just now, and so we don't do it in the City, but  
20 there are so many other tools we can use. And so if Mr. Murphy can add  
21 something to that I'd appreciate it. If not, that's fine too. Thank you  
22 Madam Chair.  
23  
24 Murphy: I heard the same thing but I don't recall when that practice was dropped.  
25  
26 Flores: Okay. All right. So Mayor Barraza. Did you have something you want to  
27 say?  
28  
29 Barraza: Thank you Madam Chair. I guess I'm thinking of the Town of Mesilla and  
30 the small streets that we have. Our streets were originally set up for horse  
31 and buggy and the size has not increased, I can guarantee you that. So  
32 then I think the highest speed limit we have in the Town of Mesilla is 35  
33 miles an hour which is on Highway 28, and that it's all 35 and under. So,  
34 but it still doesn't calm the traffic. Even as many speed limit signs that we  
35 have. But I guess, I think Commissioner Vasquez said it is a  
36 recommendation and it would be hard for the Town of Mesilla to  
37 implement the guide. I don't foresee any new streets really coming into  
38 the Town of Mesilla even though we have had a significant increase in  
39 terms of bicyclists coming into our community and our community being  
40 more bicycle-friendly, walkers, we have walkers, dogs, that has really  
41 increased in the Town of Mesilla. So I like the idea that it's a  
42 recommendation and it's not something really we can implement in the  
43 Town of Mesilla on most of our streets. So that's my comment. Thank  
44 you.  
45

1 Flores: Okay. So do we have any more comments? Seeing none, do we want to  
2 have a vote, a roll call vote?  
3  
4 Murphy: Okay. Councillor Sorg.  
5  
6 Sorg: Yes.  
7  
8 Murphy: Mr. Doolittle.  
9  
10 Doolittle: Yes.  
11  
12 Murphy: Councillor Eakman.  
13  
14 Eakman: Yes.  
15  
16 Murphy: Commissioner Vasquez.  
17  
18 Vasquez: Yes.  
19  
20 Murphy: Mayor Barraza.  
21  
22 Barraza: Yes.  
23  
24 Murphy: And Trustee Flores.  
25  
26 Flores: Yes.  
27

28 MOTION APPROVED UNANIMOUSLY.  
29

## 30 **8. DISCUSSION ITEMS**

### 31 **8.1 Committee Training: Transit data collection**

32  
33  
34 Flores: Okay. So we'll move on to discussion items and 8.1 Committee Training:  
35 Transit data collection.  
36  
37 Murphy: And I'll turn this over to Michael McAdams. He'll give a presentation on  
38 the MPO's efforts on collecting transit passenger data.  
39  
40 McAdams: Good afternoon Madam Chair and Members of the Committee. I'm very  
41 pleased to talk about another data-gathering effort. We would like as staff  
42 and I'm sure you appreciate that we want to encourage data-driven  
43 decisions and today I'd like to talk about transit data collection. Collecting  
44 accurate data on passenger using public transportation is crucial to the  
45 operation and short-range planning. How a transit system is performing  
46 indicates sufficiency and effectiveness. The FTA, the Federal Transit



1 Administration in MAP-21 set forth procedure for establishing performance  
2 measures. The performance measures are in process of being refined  
3 further and to government scale too. Presently RoadRUNNER Transit is  
4 required to report basic data for the National Transit Database. That's a  
5 database that's mandated by the FTA. With the advent of automatic  
6 vehicle location and automatic passenger counters, RoadRUNNER  
7 Transit's able to make more detailed, data-driven decisions.

8 And just an illustration for those that may be aware of how transit  
9 works or fixed-route transit works and those who don't, both transit fixed-  
10 route routes and stops are established to serve the origins and the  
11 destinations for work, shopping, etc. mainly from home to users in a time  
12 period which is optimal for both the system and its users. It's usually  
13 walking, bikes, or other modes of travel to get to and from the stops which  
14 are convenient for them. Ridership by route and by stop represent  
15 essential data for operation and short-term planning, and you see the  
16 illustration sort of looking at where people, looking at the origins of their  
17 trips, where houses are generally, and they get there by walking, bicycles,  
18 and we have bike racks on our buses. Then they come to a bus stop and  
19 they go to various destinations: Schools, shopping, medical facilities,  
20 grocery shopping, etc. and of course they return from those using bus  
21 stops too and traveling back by bike or by walking to their residence.

22 Here is our present bus route system for RoadRUNNER. It  
23 includes major destinations and we're going to, in the process of revising  
24 some of these routes in the near future, and what we tried to do if you  
25 remember the last Short-Range Transit Plan, we tried to connect the  
26 origins and destinations of all the users and the best coverage area too.  
27 So you can see the illustration. I'm sure you've seen this other places too,  
28 and what we're doing is looking at the bus stops and where people, how  
29 many people are using the bus stops.

30 First let me show one thing that enables very good data collection  
31 of the location and for passenger counting is that RoadRUNNER's  
32 automatic vehicle location system uses the Global Positioning System to  
33 collect the location of all buses in operation in real time. This provides  
34 passenger and operational information and it's recorded for further  
35 analysis. It works in tandem with the automated passenger counting  
36 equipment. And using the Global Positioning System which is a series of  
37 satellites, it can locate the buses because they have sensors. Then that  
38 accurate location goes to look at real-time information for monitoring of the  
39 vehicles. It can be monitored, like if there was a bus that was delayed  
40 which could indicate an incident of some sort, then that data is recorded  
41 and stored. In addition that data's transmitted to the passengers for their  
42 information. I'll go and the next slide will illustrate this.

43 Working with our vendor which is Clever Devices we have the AVL  
44 system provides passengers a view of the selected buses by route and  
45 the arrival bus at its selected stop. The information can be accessed  
46 through RoadRUNNER's website, or the City's website under

1 RoadRUNNER Transit Bus Tracker and it's an application and it can be  
2 located at this website. All you really have to do is just Google search it,  
3 you know, City of Las Cruces, RoadRUNNER, and it will direct you to the  
4 app or you can just copy that down too. On the left-hand side you'll see, if  
5 you open up the app you will see where the buses are located. You can  
6 go back five buses, you can see all of them, you can see exactly in real  
7 time where they're located. And if you're a user, and this is also common  
8 for many bus systems, you can say, "Here's my stop, I told you Dona Ana  
9 County Government Building, and when is the next bus going to come to  
10 my location?" So you can, "I'm running late," or "I'm too early," or  
11 whatever and you look, maybe you missed it and when the next bus will  
12 be. So these are very accurate, I mean very good for the user and it's  
13 something you don't have to worry where, "I'm too late," or "I'm too early"  
14 type of situation.

15 What we do is work with the, for the automatic passenger counting  
16 we work with the AVO system and the automatic passenger counters are  
17 installed on two fixed-route buses which are rotated on all routes so we  
18 get an even sampling on all routes. These units are located at the front  
19 and the rear of the doors and they monitor the exiting and entering of  
20 passengers no matter which door they go through because it uses a  
21 motion detector, or video motion detector system. And these of course as  
22 I said before, integrated with the AVO system.

23 What we do is we take this data that it's really megadata, there's a  
24 lot of data being generated and all by location of the bus, time the bus  
25 stops, regardless of if they pick up passengers we record this information.  
26 But with the APCs, every day they are downloaded, or the data's  
27 downloaded to a server and analyzed through data managing software, it's  
28 called Clever Devices Ridecheck Plus and the screenshots illustrate how  
29 this data's segmented and summarized. So we, if you use this software,  
30 we go and say, "What kind of date do we want? Do we need like a month  
31 or a quarter, etc." and you'll capture all that data. Then we say, "We'll  
32 going to analyze by route," and for the first sites is route information,  
33 ridership, boarding and riding by route, the passenger miles which is every  
34 mile a passenger goes is one passenger mile. So if you have two  
35 passengers it's two passenger miles. And then other kind of data and  
36 looking at loadings as far as what was the maximum loading on that route,  
37 if you go 32 that's pretty much full capacity. So some of the routes we  
38 have, or on some periods are at full capacity. In the other side we can go  
39 really, drill down very deep. We can look at, I can look at days if I have  
40 enough data on stops, this is looking at a quarter, how many people get  
41 off and on at certain stops per routes. I can, it's like 12 pages. It's very  
42 much detailed to look at which stops are being used more than others.  
43 That would indicate like maybe we need a shelter there if there's not a  
44 shelter and other things like maybe eliminate a stop or putting more stops.  
45 What these are also leading to is not just using the day-to-day stuff and  
46 operations. It's really leading to performance indicators, to where they

1 say, "How are these systems working? Is the system working all right?"  
2 and specifically routes, how routes are performing. And these are the  
3 most commonly used indicators: Passengers per trip, passengers per  
4 hour, passenger miles per trip, and these are common across the industry.  
5 These are common to use as performance indicators and indicate, I won't  
6 go into detail but it's illustrated, indicate when one route is performing well  
7 and some of these indicators, and one's not working correctly or working  
8 very well as far as the average. And so if you look at that, what we'll do is  
9 we don't make changes right away but say, "Maybe we need to put some  
10 more bus stops or maybe we need a marking, or maybe we need to  
11 review the routes."

12 In conclusion, the APC and the AVL systems provide data that are  
13 enabled to both general and specific analysis of RoadRUNNER Transit.  
14 The two systems enable a level of analysis previously done manually and  
15 not to the same level of specificity. The use of data in operations planning  
16 and reporting is providing, be valuable in day-to-day operations for the  
17 RoadRUNNER Transit and the MPO. In the future the MPO will be using  
18 the APC data to analyze the results of the revision of routes which will be  
19 coming up pretty soon and the upcoming Short-Range Transit Plan. If  
20 there are any questions I'll be glad to answer them.

21  
22 Flores: Councillor Eakman.

23  
24 Eakman: Thank you Madam Chair. Wondering if this data is shared with the MPO  
25 from time to time, perhaps semiannually or quarterly or, for monitoring  
26 purposes, for policy decisions. Will that be shared with the MPO in some  
27 format?  
28

29 McAdams: Yes Councillor Eakman. That's what we really want, to share it on the  
30 different levels. We'd like to put it on the website and also we'll be sharing  
31 it with RoadRUNNER Transit as well. We've already shared it already, but  
32 yes. Our intent to share it to the public and to anybody that could use this.  
33

34 Eakman: As a follow-up, how many other transit organizations do we have under  
35 this MPO?  
36

37 McAdams: We have two that we assist. They're not under, we assist RoadRUNNER  
38 Transit and also the Regional Transit District. They are not using  
39 automatic passenger counters, their system's so small, they basically  
40 monitor as people get on and off at bus stops. So they've a fairly good  
41 idea about the use of their system. But we'll be offering our services via  
42 the new UPWP, but always we're in cooperation with the RTD and with  
43 RoadRUNNER Transit to provide our services and do anything we can to  
44 assist them.  
45

1 Eakman: A couple of the members of board of this MPO serve on the SCRTD board  
2 and the SCRTD probably needs as much advice and counsel as any  
3 organization in the area right now. So I would hope that monitoring would  
4 be welcomed because the SCRTD is serving a needy population that we  
5 probably should be checking effectiveness, efficiency, things of that nature  
6 to make sure that everything is being done to give transit services to the  
7 people in need. So that would be my comment. Thank you.  
8  
9 Flores: Thank you. Councillor Sorg.  
10  
11 Sorg: Thank you Madam Chair. There's going to be a Las Cruces Transit  
12 Advisory Board meeting next week. Are you going to present this  
13 information there too?  
14  
15 McAdams: Yes Councillor.  
16  
17 Sorg: Thank you.  
18  
19 McAdams: I will be, and we anticipated this would be sort of, I'll sort of use this  
20 presentation, probably just handouts, and discuss it with the TAB. And  
21 yes, I will do it in the next meeting.  
22  
23 Sorg: And it will have the data?  
24  
25 McAdams: I will, some of the data I have for about three quarters ...  
26  
27 Sorg: Okay.  
28  
29 McAdams: I've analyzed and I can give a summary at that point. I think ...  
30  
31 Sorg: Okay.  
32  
33 McAdams: I'll have something like that for that.  
34  
35 Sorg: Okay. Thank you.  
36  
37 McAdams: You're welcome.  
38  
39 Sorg: Thank you Madam Chair.  
40  
41 Flores: Anyone else? Any further comments? Okay. Seeing none we'll move on  
42 to, thank you very much.  
43  
44 McAdams: Thank you.  
45

## 46 8.2 NMDOT update

1  
2 Flores: And we'll move on to 8.2, New Mexico DOT update. Mr. Doolittle.

3  
4 Doolittle: Thank you Madam Chair. I only have two projects I want to give an  
5 update on this month. One is currently under construction of course: The  
6 North Main/Spitz/Three Crosses. We continue to work on that  
7 intersection. We've moved traffic now so basically we're about halfway  
8 through with a majority of the project. All of the utility work for the most  
9 part is finished. It's actually moving along pretty well. We got a little bit  
10 behind schedule. Contractor brought in some additional resources and is  
11 now caught up. Looks like we're going to be completed with that project  
12 late spring, March or April, which is on schedule. So that's quite the  
13 change from the previous North Main project that we had. So we've been  
14 real happy. I'll continue to give updates as we proceed on that project but  
15 it's actually going pretty well.

16 The other one I wanted to give an update on was Valley Drive. We  
17 rebid that project in December. Bids still came in substantially high, about  
18 40% over engineer's estimate. We're working with City staff to determine  
19 if they're able and willing to fund the additional cost tied to the utility work  
20 for the City. Currently under bid review but I will probably have an update  
21 on project award, rebid, whatever the final decision is at our February  
22 meeting but I'm hoping we find a way to build that project. It's much-  
23 needed. I think there's some benefit both to the Department and the City  
24 just because of the utility work, additional drainage, but I'll have more  
25 update come February.

26 And those are the only two I have. Everything else in the area we  
27 are finished. We finished the safety project over the hill at Organ. We  
28 finished Tortugas and Thorpe which were capital outlay projects. We  
29 finished the US-70/17th Street signal just right down the road. So we're  
30 completing a lot of work here in town. If there's any questions I would be  
31 happy to answer them.

32  
33 Flores: Any questions? Okay. Thank you very much. Okay. Seeing none.

34  
35 **9. COMMITTEE AND STAFF COMMENTS**

36  
37 Flores: We'll move on to Committee and staff comments. Anyone from the  
38 Committee would like to make a comment? Chair Eakman.

39  
40 Eakman: A question if I could, Tom. Is Santa Teresa up to the border crossing a  
41 part of this MPO's jurisdiction?

42  
43 Murphy: No it's not. It's part of the El Paso MPO area.  
44

1 Eakman: And so our access from Dona Ana County and the City of Las Cruces and  
2 Mesilla is not a part of the responsibility of this MPO? El Paso is in charge  
3 of the access we have?  
4

5 Murphy: For the border crossing?  
6

7 Eakman: Up to the border crossing, yes.  
8

9 Murphy: Our MPO boundary extends essentially just south of the community of  
10 Berino. Shortly after community of Berino get into, as designated by the  
11 Census Bureau, the El Paso Urbanized Area. So anything south of that is  
12 going to be part of the El Paso MPO's planning responsibilities.  
13

14 Eakman: I've looked at those maps before and I'm scratching my head. I don't think  
15 anyone has more economic interest in the growth and development of  
16 Santa Teresa than those of us who are paying taxes to see Santa Teresa  
17 grow. And so I'm, it's a quandary for me of how that is working based on  
18 population. So I don't know if anyone else has a discussion item on this or  
19 not, but I think it's very much in this MPO's interest to be at least  
20 commenting and advising on that for the benefit of this MPO district.  
21

22 Murphy: We do have a Memorandum of Understanding in place with the El Paso  
23 MPO giving that we do have congruent boundaries, or adjacent  
24 boundaries and we are offered the opportunity to comment on all plans  
25 that they develop, as likewise they can offer comment on all plans that we  
26 develop. Meanwhile there is a member of Dona Ana County's government  
27 on the El Paso Policy Board, as is Mr. Doolittle on the El Paso Policy  
28 Board. I think at least from a staff level, I think our working relationship  
29 with the El Paso MPO staff is excellent and we have good communication  
30 between the two.  
31

32 Eakman: If I could follow up ...  
33

34 Barraza: No, go ahead.  
35

36 Eakman: If I could follow up, is the same member of the MPO for the El Paso district  
37 from the County also serve on this MPO, or is there no real line of  
38 communication between those persons? My thought is if I myself served  
39 on this MPO and another MPO I'd be current. But if I don't serve on them  
40 I would not be current. It would most likely be accidental that I'm getting  
41 information of what the other MPO has in mind.  
42

43 Murphy: Usually the southern Commissioner for Dona Ana County serves on that  
44 one. I believe currently Mr. McMahon does ...  
45

46 Barraza: Gonzalez.

1  
2 Vasquez: Gonzalez.

3  
4 Barraza: Commissioner Gonzalez.

5  
6 Murphy: Commissioner Gonzalez is in the seat that usually does, but last I'd heard  
7 that the Assistant County Manager, Mr. McMahon was the one actually  
8 attending the meetings. But again, that's internal County decisions that  
9 I'm not privy to.

10  
11 Eakman: Just, you're making my point for me. Thank you so much.

12  
13 Murphy: And we have no control to change it.

14  
15 Flores: Next it's going to be Mayor Barraza and then Trent. Mr. Doolittle did you  
16 just want to make a comment after that? Okay. So Mayor.

17  
18 Barraza: Thank you Madam Chair. Just, you answered Tom. Some of the  
19 response I had was that I knew that Mr. Doolittle serves on the MPO in El  
20 Paso and I knew that Dona Ana County had a representative as we have,  
21 I know the mayor from Sunland Park serves on the El Paso MPO and I  
22 think they have a representative from the City of Anthony also that serves.  
23 But I understand sincerely what Councillor Eakman is saying here and I  
24 think it would help the MPO I think know what plans they're, with all the  
25 publicity that has been coming up in newspaper in terms of economic  
26 development, to see what is going on and how we can work hand-in-hand  
27 and have maybe someone on this board that can represent the MPO,  
28 whether it's you, Tom, or whether it's staff or someone on the board to  
29 represent the Mesilla Valley MPO and listen. If nothing else, maybe have  
30 a voice over there to see how we can collaborate what's going on between  
31 both MPOs.

32  
33 Flores: Mr. Doolittle.

34  
35 Doolittle: Thank you Madam Chair. So just to expand a little bit, currently from this  
36 MPO board, Dona Ana is indeed the only one and so it's really up to Dona  
37 Ana who they choose to submit for representation on the board. Right  
38 now the board size is about 30 or 31, something like that, the Policy  
39 Board. Mayor Barraza is correct. The ones that she outlined are the ones  
40 that represent New Mexico on that board. Adding an additional member,  
41 we're actually in the process of going to request in February to add the  
42 South Central RTD as a connecting transit provider into El Paso to that  
43 board. Executive Committee has met and there is currently discussions  
44 about reducing the size of that board. It's very large and sometimes  
45 honestly becomes political as opposed to considering urbanized  
46 transportation needs, or regional transportation needs. So there is a lot of

discussion tied to board size. I sit on the Executive Committee. I will bring the concerns of this board to Executive Committee to determine if potentially someone from this board could represent this MPO on that Policy Board. There has been a lot of, honestly prior to Dr. Garcia, Dona Ana County didn't represent the County very well through attendance on the board. Dr. Garcia started it. It has been Chuck McMahon at the last few. There are representatives from the Technical Committee here that are represented on the Technical Committee also in the El Paso MPO. So there is at least in the technical and engineering field some representation across the MPO boundaries. Of course with me sitting on the board and recognizing the need to represent Dona Ana County, we try to continue those coordinations. Andrew was participating, or at least showing up for some of those meetings. Now he's watching them, it's televised so he's able to participate or at least see what's going on that way. The other point I would like to make is we provide a small amount of funding to the El Paso MPO staff, just based on population and what they do for us. I will tell you that they probably provide service tenfold to our local communities the money that we provide them. They go above and beyond to coordinate with Dona Ana County, Anthony, and Sunland Park. We are getting our money's worth from the El Paso MPO staff. I agree with you that we need to keep coordinating that discussion between the two boundaries but in my mind, I understand your concern, but I think given the circumstances, Dona Ana County's being represented very well out of El Paso MPO. We probably need to coordinate a little bit more but in my mind it's working pretty well. I think it'll work better if we can shrink the size of the board, think more regionally, not just within the El Paso MPO but also crossing that boundary. But I think we're getting our money's worth and short of a few minor improvements I think they're doing a good job for us, and I think Tom and his staff do a good job coordinating back and forth as well.

Flores: Thank you. Anyone else? Other comments from the committee?

Sorg: I have another comment. I've got a question for staff. I think it was last month or the month before, staff shared some traffic data with us and I asked about whether or not you share that with the LCPD and I was wondering if that's happened yet.

Murphy: We've not done that yet.

Sorg: Okay.

Murphy: We've had our interns who've been inputting that data into the GIS system so we're hoping to have that ready for dissemination here shortly.

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



1  
2 Flores: So any other Committee comments? Seeing none we'll move it to staff  
3 comments. Any staff comments?  
4

5 Murphy: No comments.  
6

7 Flores: Okay.  
8

9 **10. PUBLIC COMMENT**

10  
11 Flores: So we'll move to public comment. Is there anyone from the public that  
12 would like to make a comment? Seeing none.  
13

14 **11. ADJOURNMENT (2:00 PM)**

15  
16 Flores: We'll move to adjournment.  
17

18 Sorg: Move to adjourn.  
19

20 Flores: Okay.  
21

22 Eakman: Second.  
23

24 Flores: All right. This meeting's adjourned. Thank you.  
25  
26  
27  
28

29 \_\_\_\_\_  
30 Chairperson

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## **METROPOLITAN PLANNING ORGANIZATION**

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**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
DISCUSSION FORM FOR THE MEETING OF February 7, 2018**

**AGENDA ITEM:**

6.1 New Mexico Border Authority Presentation

**DISCUSSION:**

New Mexico Border Authority Staff will present on projects along the southern border.

## 01 Meeting Minutes

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Project: Santa Teres POEReport Number: 01Owner: NM Border AuthorityDate: 24 August 2017Time: 10:00 AM – 12:00 PMRe: Preliminary Site Meeting with CBPA/E Project Number: 1760005900, Phase 01, Task 8650

---

**ATTENDEES:**

See Attached Sign-in Sheet.

**ITEMS DISCUSSED**

1. Mario Juarez-Infante from Wilson & Company, Engineers & Architects, Inc. provided a background summary explaining the purpose of the meeting. The purpose is to explore the feasibility of further separating the Commercial traffic from the POV's to provide space for future growth, provide a more integrated commercial corridor, and to alleviate wait times.
2. Wilson & Company provided 3 concept level options prepared for the sole purpose of provoking a healthy discussion related to the current LPOE challenges and future opportunities of separating Commercial from POV traffic. Larry M. of Wilson & Company provided an overview of the options (1, 2 and 3).
3. If the commercial inbound lanes move, the new Federal Motor Carrier Safety Administration facility (east side) would require relocation to the west side as well as the NMDOT Inspection Facility.
4. There are 4 crossings from Mexico into the Santa Teresa, United States LPOE.
  - a. Outbound traffic (shared Commercial & POV)
  - b. Inbound POV
  - c. Inbound Cargo (Commercial)
  - d. The cattle crossing to the East
5. General questions included:
  - a. If commercial lanes move to the west, how will crossing against outbound traffic be handled?
  - b. Can we plan for a fly over?
  - c. Can we identify the need for ROW 40-50 years out?
6. What's working and not working?
  - a. Custom and Border Protection (CBP) Officer Joe Cordova provided commentary.
  - b. Once inbound commercial traffic crosses the border (fed by Mexico in a couple lanes); fast traffic is mixed in with regular traffic.
  - c. Wind blades back up on the Mexican side when heading north bound.
  - d. Wind Blades South bound cannot pass through the Mexican side. They have to be diverted to the inbound POV lanes. CPB has to then reconfigure barricades and spike strips to accommodate the southbound large loads, and then remove the reconfiguration to allow typical traffic flow.

- e. The wind blade molds are even larger than the actual wind blades. The 192-ft length of the wind blades does not include the truck. The trailers have a remote controlled hydraulic turntable-style steering to assist in maneuvering.
- 7. Mr. Cesar Gomez recommended applying for presidential permits for double the width on the current crossings to allow CBP to more flexibility to accommodate oversize vehicles.
- 8. POV lanes coming in from Mexico feed into a 4- lane system on the US side. This results in heavy back up on the Mexican side of the border.
- 9. San Luis, AZ utilizes a dual rail and trucking cargo facility that has a similar separation of POV and Cargo. A similar configuration may work for Santa Teresa.
  - a. Reduce Presidential Permit.
  - b. Rail and Commercial Trucks.
  - c. Commercial and rail inspections are performed by the same officers.
- 10. Douglas and Nogales is conducting dual custom inspections at the Mariposa LPOE.
- 11. Foxconn owns a total of 60 hectares that is available for expansion. Currently, there have been discussions of the existing facility doubling in size by mirroring the layout to the west along the North-South axis.
- 12. In reviewing the Conceptual Layouts Director Proctor was pleased to see the Haz-Mat facility in close proximity to the LPOE.
- 13. Regardless of Cargo growth, the Administration Building is too small; more personnel would also mean a larger building would be required.
- 14. Maintain room for future growth.
- 15. Border Patrol added to CBP
- 16. Commercial traffic has increased by 33%.
- 17. Inbound lanes have oversize vehicles and should adjust the GSA design standard for canopies to be larger.
- 18. Segregation of "fast track" from normal traffic is required.
- 19. STLPOE handles about 1/3 of the commercial traffic crossing the border with only 3 lanes.
  - a. BOTA has 6 lanes.
  - b. Ysleta has 8 lanes.
- 20. Director Proctor stated that planning and integrating the Bi-nation Community as part of the LPOE for Commercial Freight is a good idea.
- 21. Operation of fast traffic (CT Pass) is an important program for CBP.
- 22. Mr. Olivas like the idea of a dual facility (rail and commercial freight).
- 23. Unified Cargo process (Mexican customs is on US facility and joint inspections). This "OEA" in Mexico is fast trac in the US.
- 24. Officer Cordova provided the Wilson and Company employees a tour of the current crossing configuration.

QUALITY, SAFETY AND VALUE!!

End of Minutes





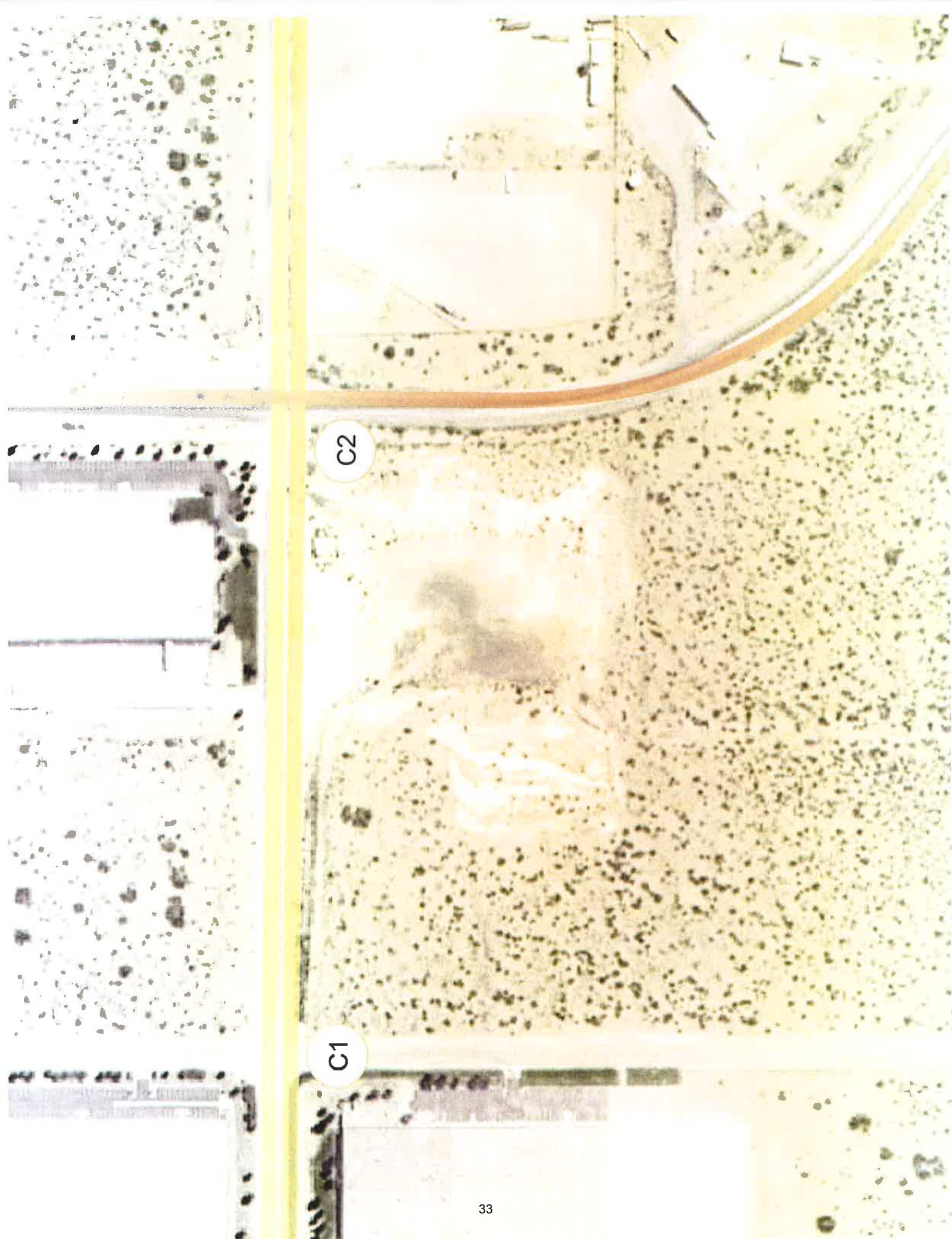












C2

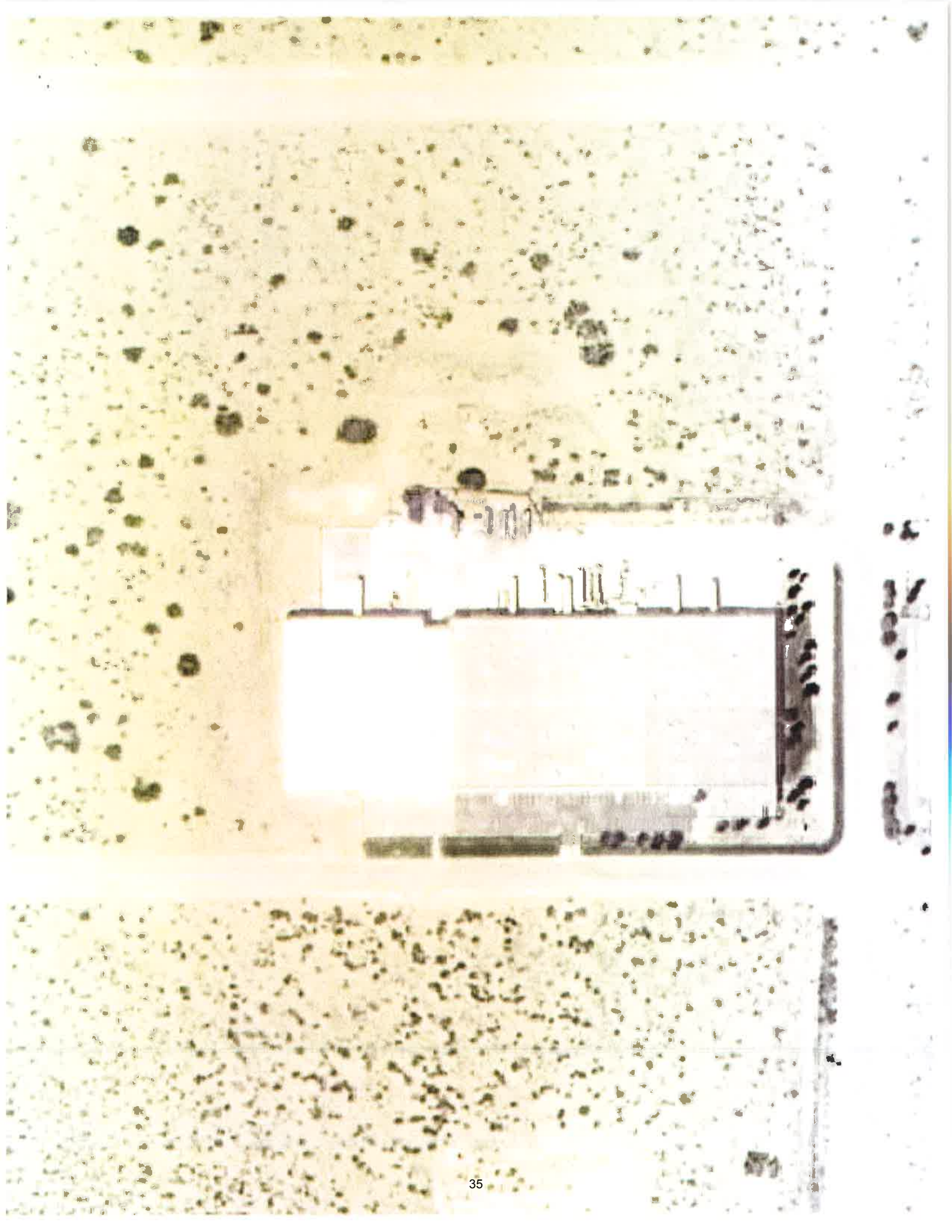
C1

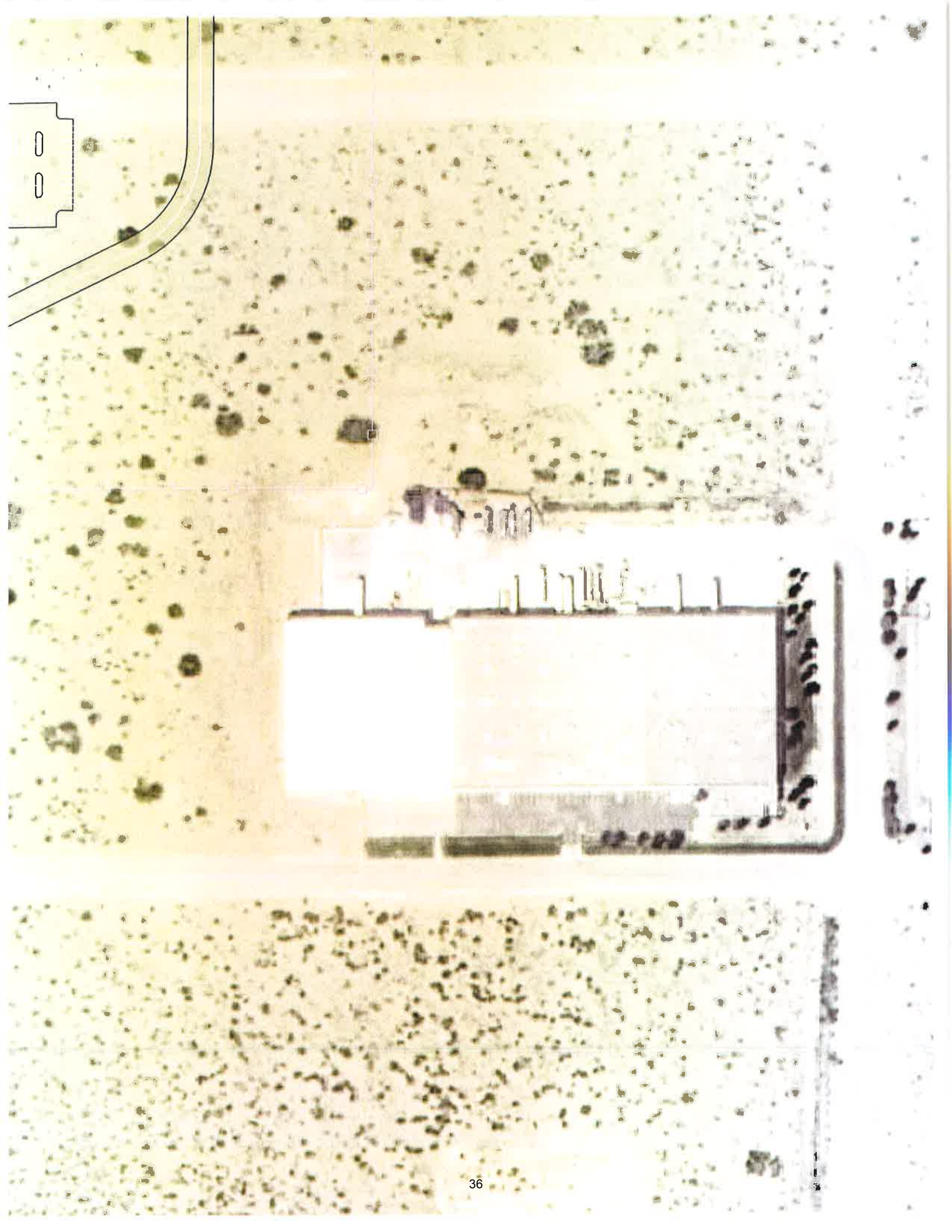




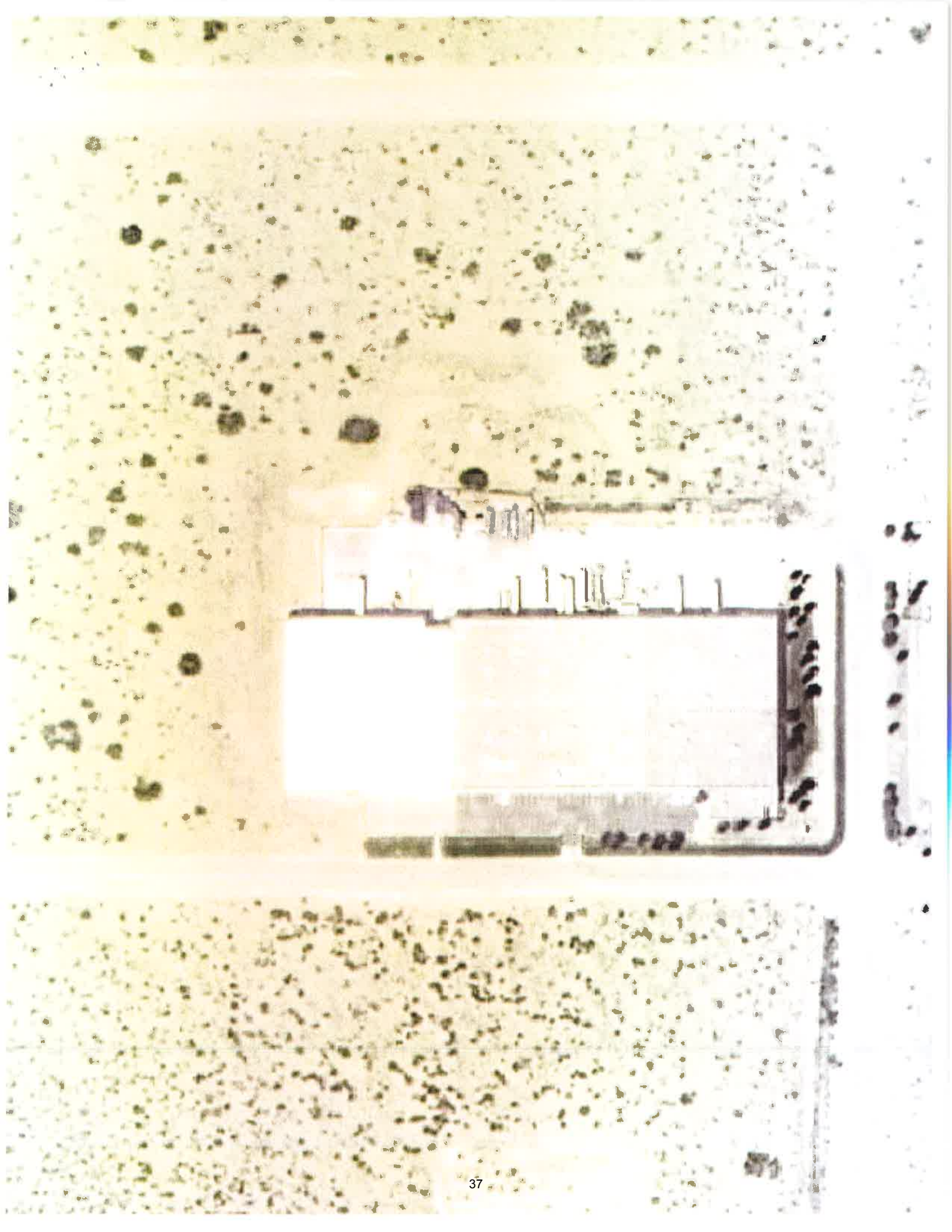
C5











## **FACT SHEET**

### **Feasibility Study: Santa Teresa Rail Bypass & International Rail Port of Entry**

The New Mexico Border Authority (NMBA) is conducting a feasibility study to evaluate possible alternatives for a new, international rail line that would bypass El Paso, Texas and Ciudad Juárez in Chihuahua, México. The study will also evaluate possible alternatives for a new U.S./Mexico rail border crossing in the Santa Teresa area, with potential rail line extensions connecting to existing rail facilities.

The study area is located largely within the Santa Teresa area, but it also includes a section of El Paso where rail yards exist. This study will coordinate with another rail bypass study being conducted by the State of Chihuahua on the Mexican side of the border.

The purpose of the study is to develop a financially viable, safe, reliable, and environmentally sustainable freight rail corridor in southern New Mexico. The rail lines in the Santa Teresa and El Paso region have been in place for more than 100 years. The El Paso/Ciudad Juárez region has evolved into a busy metropolitan area, creating challenges for both the railroads and surrounding communities. Current land area constraints result in limitations on capacity expansion and safety improvements.

The study will examine conceptual alternative alignments for a new rail corridor, alternative points for a new border crossing, as well as identify possible funding sources. All alternatives will be evaluated for:

- Potential environmental, cultural, and social impacts
- Ability to address capacity concerns with existing rail facilities
- Safety enhancements and minimization of rail/vehicular conflicts
- Opportunities to stimulate regional economic development.

The feasibility study is scheduled to conclude in the fall of 2015.

The project team will create a report that will follow New Mexico Department of Transportation Location Study Procedures, as well as requirements set by the National Environmental Policy Act and other state and federal regulations. The information will be used to advance the project to environmental clearance, which will support the preparation of a Presidential Permit application.

A Presidential Permit is required before any construction can begin. The U.S. Department of State has the authority to issue Presidential Permits. No facility can be built, operated, or maintained at the borders with Canada and Mexico without a Presidential Permit.

Two series of two public meetings are being planned for June and again in late summer/early fall. To learn more, email to [SantaTeresaRailStudy@phinc.com](mailto:SantaTeresaRailStudy@phinc.com), call (505) 923-3322 or visit [www.gmtborder.com](http://www.gmtborder.com).

## **Proyecto Libramiento Ferroviario Jerónimo – Santa Teresa.**

### Importancia del proyecto

- Desarrollo económico de Nuevo México y Chihuahua
- Dar una oportunidad para mejorar el desarrollo urbano de Cd. Juárez y El Paso, Texas
- Hacer más eficiente la operación ferroviaria en la zona

### Avances

- Acuerdo entre el estado de Chihuahua y Nuevo México para promover el proyecto
- Equipo binacional consolidado que hemos trabajado en los últimos tres años en el proyecto

#### México

- Estudio de Factibilidad
- Conceptual
- Compromisos de las firmas del MoU
- Se ingresó a la Unidad de Inversiones de la SHCP
- Se cuenta con el apoyo de la Autoridad Federal (SCT)
- La empresa ferroviaria (Ferromex) tiene interés en el proyecto

#### Estados Unidos

- Estudio de factibilidad

### ¿Cuáles son los siguientes pasos?

#### Binacional

- La firma del MoU

#### Estados Unidos



- Permiso Presidencial

### México

- Obtener el número de registro de la Unidad de Inversiones

### **Acciones inmediatas**

- **Financiamiento del Permiso Presidencial**
- **Reunión con Union Pacific**

### Resultado esperado

- Para finales de 2018 tener el número de registro del lado mexicano y los avances preliminares del Permiso Presidencial para iniciar el 2019 con la elaboración del proyecto ejecutivo e identificar las fuentes de financiamiento del proyecto y la liberación del derecho de vía.

## Anexo 1

### ACUERDO

A través del presente acuerdo, el Estado de Nuevo México de los Estados Unidos de América, el Estado de Chihuahua de los Estados Unidos Mexicanos, el Municipio de Juárez, Chihuahua, BNSF Railway, Union Pacific Railroad Company, y Ferrocarril Mexicano, S.A. de C.V., confirman el acuerdo de continuar estudiando la propuesta de que el Punto de Cruce para el Libramiento Ferroviario Jerónimo – Santa Teresa deberá situarse en el entorno de las siguientes coordenadas:

Huso	Coordenadas UTM		Coordenadas Geográficas	
	Este X	Norte Y	Latitud	Longitud
13 R	332,426	3,517,854	31°47'2.28"N	106°46'11.44"O

Lo anterior fue acordado con base en el entendimiento y una vez obtenidos los resultados del Estudio de Factibilidad que se llevó a cabo en Santa Teresa, Nuevo México y San Jerónimo, Chihuahua.

Este acuerdo se celebra el día \_\_\_\_\_ del mes de \_\_\_\_\_ de 2018.

#### ESTADO DE NUEVO MEXICO

Nombre  
Cargo

#### MUNICIPIO DE JUÁREZ

Nombre  
Cargo

#### UNION PACIFIC RAILROAD

Nombre  
Cargo

#### ESTADO DE CHIHUAHUA

Nombre  
Cargo

#### BNSF RAILWAY

Nombre  
Cargo

#### FERROCARRIL MEXICANO

Nombre  
Cargo

## Border Development Projects

**Santa Teresa, NM**

**New Mexico Border Authority**

**January 26, 2018**

### On-Going State or State Sponsored Development Projects at Santa Teresa

Project	Status	Total Estimated Funding Requirement	State Funding	Federal Funding Or Private	Estimated Additional Funding Required or Pending	Estimated Completion
Commercial Safety Inspection Facility	Design	\$14 million +/-	\$3.4 million	\$7.6 million	\$9 million	Operational
NMBA Office Building	Construction Completed	\$1.4 million	\$1.4 million		\$500,000	July 2010
POE Commercial Hours Extension: 8:00 pm – 12:00 am	Permanent Extension Authorized March	\$800K		Private		Authorized Southbound Only
POE Additional Passenger Vehicle Lanes					\$3 million	Completed August 12, 2012
POE Visitor Parking and New Import Lane	Final Design	\$ 1 million	\$.250,000	\$750,000		Completed
POE Export Lane Lighting	Completed April 2008	\$50,000	\$50,000 (federal pass-through)			Completed
UPRR Relocation and Expansion	Property Acquired	\$450 million	Strauss Road	Fuel Exemption Success		Completed April 2014
Strauss Road – UPRR Intermodal Access	ARRA Funds Awarded (2007)	\$15.5 million	\$1.5 million	\$14 million ARRA		Completed
Southbound Road Lane Dual Inspection Pilot	Complete	\$506,000	State & NMBA	Dual Customs	Outstanding \$40,000 (lighting)	June 2016 Pilot Started 12/9/17
Rail Interconnection with Mexico BNSF/UPRR/FXE	Pre-Presidential Permitting	\$1.8 million Feasibility Study	\$556,000	\$1.2 million	\$6 million Phase II – IV	October 2016 Phase I Completed
HAZMAT/Fire Emergency Response Facility	Design	\$3.8 million	\$.375 million ( plus land donation by Verde Gp).	\$1.2 million	\$2.2 million	Awaiting Commissioner's Approval of Award
International Plaza Gateway to New Mexico	Pre-Design	\$250,000	Capital Outlay \$250,000		Maintenance	Plans Completed
US DOT Facility	Pre-Design	\$1 million		Federal		Completed and Operational
NMBA Conference Room	Pre-Design	\$500,000	\$500,000 Capital Outlay			Plans Completed
Santa Teresa POE New Proposed POE Study	On-going	\$50,000		\$50,000 NMBA Enterprise Funds	\$300 million	On-going

**Border Development Projects**  
**Columbus & Antelope Wells, NM**

**New Mexico Border Authority**

**January 26, 2018**

<b>On-Going State or State Sponsored Development Projects at Columbus/Antelope</b>						
<b>Project</b>	<b>Status</b>	<b>Total Estimated Funding Requirement</b>	<b>State Funding</b>	<b>Federal Funding Or Private</b>	<b>Estimated Additional Funding Required or Pending</b>	<b>Estimated Completion</b>
Columbus By-Pass	Built 2010	\$3.5 million		\$3.5 million		Completed
Columbus P.O.E.	Design Phase	\$7.4 million		\$7.4 million		Completed
Antelope Wells P.O.E.	New P.O.E.	\$12 million		\$12 million	\$2 million Power Supply	Completed 2012
Columbus Cattle Yards	Open	\$1 million	Private	----	N/A	Completed Construction 2014
Columbus USDA Inspection Facility	Open Operational	\$300,000	USDA Fund		USDA	Completed
Berrendo Road	7.5 mile Highway to Antelope	N/A	Mexico Highway Funds	----	N/A	December 2015 2/3 Done
Columbus Presidential Permit	GSA	N/A	GSA	----	-----	March 2016 Completed
Columbus Berms Study	Columbus POE	\$197,000	State & NMBA	----	N/A	August 2016 Completed
Columbus Flood Control Study & Infrastructure	Columbus POE	\$13.5 million	Capital Outlay \$2.1 million	TBD	TBD	December 2018
Columbus Port of Entry	Under Construction	\$88 million		Approved		January 2018
Village of Columbus	Transferred	\$60,000	NMBA			June 2016

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## **METROPOLITAN PLANNING ORGANIZATION**

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION  
POLICY COMMITTEE  
DISCUSSION FORM FOR THE MEETING OF February 7, 2018**

**AGENDA ITEM:**

6.2 eSTIP Presentation

**DISCUSSION:**

MPO Staff will present on the new State of New Mexico eSTIP.

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### **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION POLICY COMMITTEE DISCUSSION FORM FOR THE MEETING OF February 7, 2018**

#### **AGENDA ITEM:**

6.3 MPO Bylaws Review

#### **DISCUSSION:**

The current Mesilla Valley MPO Bylaws were adopted by the Policy Committee on April 9, 2014. MPO Staff periodically reviews operating documents such as these to ensure they are in step with current understanding of MPO operations. Also, the bylaws need to reflect the evolving needs of the various committees, including structure and participation.

This item is intended to begin an analysis process of the bylaws for potential amendment.