



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 **June 13, 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. *May 9, 2018 _____ **Chair**
6. **ACTION ITEMS** _____
6.1 Resolution 18-04: A Resolution Adopting the FY2019 and FY2020 Unified Planning Work Program (UPWP) _____ **MPO Staff**
7. **DISCUSSION ITEMS** _____
7.1. Committee training: Roundabouts: How they work for pedestrians _____ **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 May 9, 2017 at 1:00 p.m. in
6 Commission Chambers at Dona Ana County Government Building, 845 Motel Blvd., Las
7 Cruces, New Mexico.

8
9 **MEMBERS PRESENT:** Trent Doolittle (NMDOT)
10 Councillor Jack Eakman (CLC)
11 Commissioner Kim Hakes (DAC)
12 Trustee Stephanie Johnson-Burick (Town of Mesilla)
13 Councillor Gabriel Vasquez (CLC)
14 Commissioner Benjamin Rawson (DAC)
15 Councillor Gill Sorg (CLC)

16
17 **MEMBERS ABSENT:** Carlos Arzabal (Town of Mesilla)
18 Mayor Nora Barraza (Town of Mesilla)
19 Commissioner Isabella Solis DAC)

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

25
26 **OTHERS PRESENT:** Becky Baum, RC Creations, LLC, Recording Secretary

27
28 **1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:13 PM)**

29
30 Eakman: Ladies and gentlemen it is 1:13 in the afternoon. We do have a quorum. I
31 am going to call the meeting of the Mesilla Valley Metropolitan Planning
32 Organization to order. At this time we'd have the Pledge of Allegiance. If
33 you'll please rise please.

34
35 ALL STAND FOR THE PLEDGE OF ALLEGIANCE.

36
37 Eakman: Thank you so much.

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

40
41 Eakman: If every member of the Board would look at the conflict of interest category
42 and our agenda at the same time. Does anyone have a conflict they
43 would like to declare?

44
45 MEMBERS DECLARED NONE.

1 **3. PUBLIC COMMENT**

2
3 Eakman: At this time for public comment. Does anybody have anything they'd like
4 to address to the Policy Committee? Hearing none.

5
6 **4. CONSENT AGENDA ***

7
8 Eakman: On our consent agenda. What are the wishes of the Board?

9
10 Rawson: Mr. Chairman.

11
12 Eakman: Yes.

13
14 Rawson: Mr. Chairman I have a question on, of course I was not here at that last
15 meeting. I was in a press release or Attorney General Sessions was
16 speaking here in Las Cruces, but Commissioner Solis was with me at that
17 event with Attorney General Sessions and I noticed that she's listed as
18 present, but I think she was with me. Of course I wasn't here, she may
19 have been able to pull a stunt I'm not aware of.

20
21 Eakman: You are correct. Commissioner Hakes was here. So could that be
22 reflected as an administrative fix in the minutes?

23
24 Wray: That can be an amendment to the minutes. Yes.

25
26 Eakman: Thank you. What are your wishes then on the minutes and the consent
27 agenda? Does anyone want to make a motion to approve?

28
29 Vasquez: I'd like to make a motion to approve with the amendment to strike the
30 attendance of Commissioner Solis from the members present.

31
32 Sorg: I'll second that.

33
34 Eakman: A motion and a second. Does that include an approval of the consent
35 agenda Councillor Vasquez?

36
37 Vasquez: Yes Mr. Chair.

38
39 Eakman: And you're second?

40
41 Sorg: And the second does too.

42
43 Eakman: Would you poll the Board please?

44
45 Wray: Trustee Johnson-Burick.

46

1 J-Burick: Yes.
2
3 Wray: Councillor Vasquez.
4
5 Vasquez: Yes.
6
7 Wray: Councillor Sorg.
8
9 Sorg: Yes.
10
11 Wray: Commissioner Rawson.
12
13 Rawson: Yes.
14
15 Wray: Mr. Doolittle.
16
17 Doolittle: Yes.
18
19 Wray: Commissioner Hakes.
20
21 Hakes: Yes.
22
23 Wray: Mr. Chair.
24
25 Eakman: Yes. Thank you.

26
27 **5. * APPROVAL OF MINUTES**

28
29 **5.1 * April 11, 2018**

30
31 - VOTED ON VIA THE CONSENT AGENDA
32

33 **6. ACTION ITEMS**

34
35 **6.1 Resolution 18-03: A Resolution Amending the 2018-2023**
36 **Transportation Improvement Program**

37
38 Eakman: At this time then move to the action items if you would.
39

40 Wray: Thank you Mr. Chair. I'd like to direct the attention of the Committee in
41 your packet starting on page 24, there have been four amendments that
42 have been requested by the New Mexico Department of Transportation for
43 this TIP cycle. The first one is LC00350. This is on Salopek Road in
44 Mesilla Park. This is a railroad crossing safety project. This is a brand
45 new project scheduled for Federal Fiscal Year 2019 in the total of
46 \$250,000.

1 The next project is LC00300. This is the already existing Elks to
2 Del Rey bridge and pavement preservation project. There is no funding
3 total change, but it is now being dual funded with Federal Fiscal Year
4 2020 dollars, but it's still a \$5 million project.

5 The next amendment is sort of a dual amendment request;
6 LC00290 and LC00291. This is a multimodal safety project along
7 University Avenue near Zia Middle School. This is currently slated for
8 \$850,000 of design and then \$5 million of construction. I do want to state
9 at this time that there was some concern on the part of the BPAC about
10 this project. They wanted to know in specific if what particular safety
11 treatments were going to be applied in the area, however our response to
12 that is that until the money is awarded and the design process actually
13 takes place there is no real way to know what treatments may be applied
14 in the area. That being said, the BPAC did ultimately recommend
15 approval of this project, but staff thought it appropriate to relay their
16 concerns and staff's response to this Committee.

17
18 Eakman: Thank you.

19
20 Wray: Lastly is LC00250. This is the I-25 bridge. This is very substantial
21 increase in the funding available. If you want to turn to page 27 in your
22 packet, 27 and 28, the e-mail from Ms. Herrera of NMDOT explains the
23 exact additions that are going to be added to this project. It's now going to
24 be a project total of \$41,250,000 from its previous total of \$26,350,000. I'll
25 stand now for any questions.

26
27 Eakman: Are there questions of Mr. Wray?

28
29 Sorg: Yes Mr. Chair.

30
31 Eakman: Councillor Sorg. Yes.

32
33 Sorg: Thank you. Okay, just an understanding of the project on University
34 Avenue. You have the years 2019 and the year 2022, does that mean
35 that design will be done in 2019 and the construction in 2022?

36
37 Wray: Mr. Chair, Councillor Sorg. Yes, that is my understanding. I don't know if
38 DOT wishes to add anything. But that is my understanding.

39
40 Doolittle: Mr. Chair. That's correct.

41
42 Sorg: Thank you. And then the second thing is the railroad crossing. Is this the
43 Burlington Northern Railroad?

44
45 Wray: I do not know the answer to that Councillor.

46

1 Sorg: Must be.
2
3 Wray: I would assume so.
4
5 Sorg: I was wondering if ... let me back up, about six, seven years ago
6 Burlington Northern/Santa Fe did a study of the tracks from here to El
7 Paso on what would be needed to have a commuter rail, and a part of
8 their recommendations or their findings was some crossings that would
9 have to be changed or done something to, I don't know. So I'm asking
10 DOT if this crossing will be designed or done with a commuter rail in mind
11 somewhere in the future so we don't have to make changes again when
12 that time comes.
13
14 Wray: Councillor I'll defer to Mr. Doolittle.
15
16 Doolittle: Mr. Chair, Councillor. I'll try to explain the best I can, but this is a program
17 based out of the general office so we at the district don't have any role in it
18 other than I'm a little bit aware just because of the accidents. All they're
19 doing right now is it's an ag grade crossing with no lighting, no arms, it's
20 basically just the cross. So this will install those types of safety devices.
21 There won't be any improvements to the track itself.
22
23 Sorg: Okay. Yes the track is a different thing, but the crossing. And as I
24 remember, and six years ago it's hard to remember, but that was one of
25 the things they were going to do is to have those better warnings for
26 crossings like the arm and so forth. So yes, sounds good. Okay Mr.
27 Chairman that's all for now.
28
29 Eakman: Thank you Mayor Pro-Tem Sorg. Are there other questions from
30 Committee Members? Yes, Councillor Vasquez.
31
32 Vasquez: Yes. Thank you Mr. Chair. This is probably a question more for Mr.
33 Doolittle. So the City Council just approved \$1.25 million for landscape
34 improvements as part of that project. To my understanding the most that
35 the City has ever paid for any landscaping project actually not on City
36 limits that would be on NMDOT property. And I know NMDOT had
37 requested \$5 million according to the discussion we had at our City
38 Council meeting for landscaping. My question Mr. Doolittle is, it's my
39 understanding this is a new practice for NMDOT to cost share with
40 municipalities for landscape improvements on NMDOT highway projects.
41 Did NMDOT ask the county for similar funding, or has it asked for joint
42 funding from municipalities and counties in other parts of the state, or is it
43 only asking municipalities at this current point?
44
45 Doolittle: Mr. Chair, Councillor. So this has been a process that District 3 out of
46 Albuquerque and the City of Albuquerque have used almost exclusively

1 within the City limits of Albuquerque. Typically the Department does not
2 provide a whole lot of funding for landscaping. I know that's an initiative
3 right now of the City, so that's why we are pursuing that option specifically
4 on this project. We have had, not to this extent, but we have had
5 additional funding provided within DOT right-of-way for landscaping, but
6 this is by far the biggest one. I would like to clarify Councillor that the
7 Department did not ask the City for money. This is an initiative by the
8 City. They came to us asking what they could do to supplement the
9 project to try to clean it up. Because at the point of our project we were
10 focusing on the infrastructure, our landscaping was typically going to
11 consist of what you see throughout the City, landscaping gravel, maybe
12 some minor plantings itself, and understanding the initiative of the City,
13 those discussions came from the City themselves. At no point did we ask,
14 that I'm aware of, did we ask for \$5 million for funding. But to answer your
15 question, this is an initiative that as a department we've used quite
16 extensively but it's typically at the request of the entity who wants to
17 beautify within their limits.

18
19 Vasquez: Okay. Thank you for that clarification. I guess we received erroneous
20 information at our City Council meeting because it was specifically told to
21 us that NMDOT requested \$5 million from the City and we agreed that out
22 of our budget we could fund \$1.25 million for two quadrants, not four
23 quadrants of that new intersection. So I appreciate that clarification and
24 we'll have to work with our City Manager's office to kind of figure that one
25 out.

26 One more question on that, is New Mexico State University also
27 contributing to any of that project cost at all.

28
29 Doolittle: Mr. Chair, Councillor. It's my understanding that they are pursuing funding
30 to do some landscaping after the project is complete, but not as part of
31 this project. But their intent, I think that gets back to the two quadrants
32 versus four, I think their plan is to do more on the University side whereas
33 the City's doing more on the north side of that interchange. But that will be
34 a separate initiative after this project is complete. There just wasn't
35 enough time for them to collect their funding, get it implemented into the
36 STIP and then incorporate it into this project through design.

37
38 Vasquez: Okay. Thank you Mr. Doolittle and thank you Mr. Chair.

39
40 Eakman: Thank you very much. And Ms. Baum, will that question and answer be a
41 part of these minutes?

42
43 BECKY BAUM GAVE A POSITIVE ACKNOWLEDGEMENT.

44
45 Eakman: Thank you so very much. Are there other questions of the Board?
46 Hearing none. Is there a motion to approve this action item?

1
2 J-Burick: So moved.
3
4 Sorg: Second.
5
6 Eakman: Trustee thank you. Mayor Pro-Tem. Hearing a motion and a second.
7 Discussion. Is there any discussion? Hearing none. Would you poll the
8 Board?
9
10 Wray: Yes Mr. Chair. Trustee Johnson-Burick.
11
12 J-Burick: Yes.
13
14 Wray: Councillor Vasquez.
15
16 Vasquez: Yes.
17
18 Wray: Councillor Sorg.
19
20 Sorg: Yes.
21
22 Wray: Commissioner Rawson.
23
24 Rawson: Yes.
25
26 Wray: Mr. Doolittle.
27
28 Doolittle: Yes.
29
30 Wray: Commissioner Hakes.
31
32 Hakes: Yes.
33
34 Wray: Mr. Chair.
35
36 Eakman: Yes.
37
38 **6.2 Appointment to the Bicycle and Pedestrian Facilities Advisory**
39 **Committee**
40
41 Eakman: And then action item 6.2 please.
42
43 Wray: Thank you Mr. Chair. Ms. Maggie Billings who this Committee appointed
44 to the Bicycle and Pedestrian Facilities Advisory Committee about two
45 years ago had to tender her resignation from the BPAC earlier this year.
46 She is moving to Silver City to take a new job. Her college work being

1 completed. She thankfully gave us plenty of heads up that she was going
2 to be leaving, so we were able to have a month-long open period for
3 candidates for the open position. We have two candidates here for your
4 consideration today. They are both with us today and I would like to just
5 go on alphabetical order. I'd like to call on Jamie Bronstein to come speak
6 to the Committee first if she would like.
7

8 Eakman: Thank you. Welcome Ms. Bronstein.
9

10 Bronstein: Well thank you. Okay, well the reason that I put in my application to be on
11 this volunteer committee is I have been a cyclist since I moved to Las
12 Cruces to start working at NMSU in 1996. For the first couple of years
13 that I was here I rode in a group with the Bike and Chowder riders who are
14 still around, and I just restarted riding with them. But I'm also a member of
15 other overlapping bicycle using constituencies. I commute to work from
16 my house which is across the street from Onate High School by bicycle
17 several times a week. That is a 10-mile bike ride down a route that really
18 doesn't have some safe bike routes and so I'm kind of taking my life in my
19 hands for some of it. And then I come back partly riding and partly using
20 the bike racks on the bus.

21 So in addition to riding with a group, I'm also commuting. I work
22 with people who live in the Downtown area and who have told me that
23 they would like to see the Downtown area of Las Cruces more open to
24 people riding with young children, for recreation, and people riding as a
25 form of transportation to get from one place to another. There is a need
26 for things like road diets on places like Alameda where you have half the
27 road having a nice bike lane right now, and the other half having four
28 lanes of traffic and really no safe place to ride. Also, major streets like
29 Picacho need crossings for existing bike routes that supposedly cross
30 Picacho but there's no safe way. I would like to see more protected bike
31 lanes and more outreach to people who could use bikes as a form of
32 transportation but don't think that they can go anywhere without a car or a
33 bus. There are many many people in Las Cruces who could benefit from
34 more outreach about bicycles as a form of transportation.

35 And I guess the last thing I would like to see is more care in paving
36 streets so that they are easier for bicycle riders to share with cars. There
37 are streets that have a lot of bicycle traffic but are terribly paved, like Calle
38 Del Norte for example where the shoulder such as they are slope off at
39 about a 30 degree angle and so if you're on a bicycle you can't really ride
40 on the shoulder, you have to ride with the traffic and the traffic is pretty
41 disrespectful. There has been a lot of improvement in the bicycle facilities
42 in Las Cruces since I moved here in 1996 and I think that is a terrific
43 advancement in the quality of life for Las Cruces. The four season biking
44 opportunities that we have here are and could continue to be a major draw
45 for economic development because it's one of the things that employers
46 can point to saying "Here's something that's really good about where we

1 live." Anyway, those are some of the reasons why I would like to be on
2 the Committee. Thank you.
3
4 Eakman: Ms. Bronstein, if a Policy member wanted to ask you a question is that
5 okay?
6
7 Bronstein: Of course.
8
9 Eakman: Does anybody wish to ask this candidate a question?
10
11 Sorg: I do.
12
13 Eakman: Yes, Mayor Pro-Tem.
14
15 Sorg: Thank you Mr. Chairman. Repeat your first name again.
16
17 Bronstein: It's Jamie.
18
19 Sorg: Jamie. I'm going to write it down so I don't forget. Yes, you say you live
20 across from Onate High School.
21
22 Bronstein: Yes.
23
24 Sorg: Across what?
25
26 Bronstein: Across Highway 70.
27
28 Sorg: On the north side of Highway 70.
29
30 Bronstein: That's right.
31
32 Sorg: Okay. You're one of my constituents.
33
34 Bronstein: Yes I am. I'm the one who called you about the big pile of dirt that's
35 always blowing from that Green Fox Landscaping project.
36
37 Eakman: They have never done anything about that.
38
39 Sorg: Okay, so what route do you take that you're talking about here? Can you
40 name the streets?
41
42 Bronstein: Sure. I go out Real Del Norte, turn right onto Jornada, turn left onto
43 Engler, then kind of snake around onto Thurman, turn left onto Sonoma
44 Ranch, go across Highway 70 like under the underpass, and then I have
45 to ride on Northrise all the way down to where the little cut-through
46 happens to go onto the Triviz bike path. But that stretch of Northrise, you

1 know past the Wal-Mart, over the hill, down past the Telshor 12 and all
2 that, that's pretty dangerous right there.
3
4 Sorg: Yes.
5
6 Bronstein: So that's the part that I mean is unprotected.
7
8 Sorg: Yes, I agree with you 100%. Everything you said. Thank you very much.
9 I appreciate what you do, everything you do. Okay, I think I got another
10 question that I don't need to ask you. But I'll save it for comments later.
11
12 Bronstein: Okay.
13
14 Sorg: Thank you Mr. Chairman.
15
16 Eakman: Thank you. Any other questions? Thank you Ms. Bronstein.
17
18 Bronstein: Thank you.
19
20 Wray: And the other candidate that we have today is Ms. Donna Devine.
21
22 Eakman: Welcome Ms. Devine.
23
24 Devine: Thank you. Well I have to agree with Jamie on a lot of things. One of the
25 reasons that I'm applying is because I'm retired and I have the time. I
26 could do meetings in the evening or during the day. I ride the streets and
27 trails of Las Cruces three to four times a week so I see a lot of things that
28 sometimes need attention. And I have to say the City has responded very
29 positively. Just for one example, there was a spot where the trail went
30 along the Outfall Trail and there was a huge cave-in on the trail and I saw
31 this for a couple of weeks and so I ended up and I think Gill was involved
32 in this, sending something to Parks and Rec and the next time I rode the
33 trail it was all fixed. It was kind of a dangerous situation but that's the kind
34 of things I see and I'd like to work with the City just kind of as a liaison that
35 sort of thing. I've been an active cyclist for 36 years, so I think I could
36 provide a lot of information to the Board. Both my husband and I have
37 gone out like after a big rainfall and cleaned up sand down certain parts of
38 the trail that were kind of dangerous and this needed to be done, we just
39 do it for safety reasons. And I agree with Jamie on the safety issues on
40 the City roads, we moved here in '99 and I also have seen the City has
41 come a long way in providing safer and more trails and safer City streets,
42 because there would be a lot of people in this climate that could commute
43 to work every day all year long. So I thank you for considering me for the
44 position and if you have any questions feel free to ask.
45
46 Eakman: Any questions for Ms. Devine? Yes.

1
2 Doolittle: Thank you Mr. Chair. Ms. Devine I do have one question. You talk about
3 riding three or four times a week; commuting, recreational?
4
5 Devine: Well we ride with the Bike and Chowder Club so it's certainly recreational.
6 And then my husband and I once in a while will go out on our own too. So
7 we ride the streets and the trails all over the City. Try to find our safest
8 streets.
9
10 Doolittle: Thank you.
11
12 Eakman: Anyone else? Yes Councillor.
13
14 Vasquez: Sure, this question is probably more related to your nomination but I'm
15 wondering about your thoughts on riding through the EBID laterals on
16 those service roads adjacent to them. Do you ever use those to cut
17 through the City or to take shortcuts?
18
19 Devine: You mean the unpaved ones?
20
21 Vasquez: Yes.
22
23 Devine: Basically no.
24
25 Vasquez: Okay. How come, if I may ask?
26
27 Devine: Basically because it's safer on a mountain bike with the bigger tires and we
28 have road bikes.
29
30 Vasquez: Okay. Thank you. Thank you Mr. Chair.
31
32 Devine: But I would ride them if I had a big tire bike.
33
34 Eakman: Thank you so much.
35
36 Wray: Thank you Mr. Chair. Just to do a little further I guess explaining of the
37 voting process, historically this has been a little bit of a fraught topic, but
38 last time when we appointed Dr. Waller to the BPAC we did sort of an
39 open ballot format where everyone had to sign their name to the ballot and
40 it was made a part of the record after the fact, so we had no objections
41 that were expressed to us about using a similar method. So Mr. Murphy is
42 passing out the ballots if everyone will please mark theirs down and then
43 sign their name to it so that it can be included in the record of this meeting.
44
45 Eakman: Does anybody have a problem with this process?
46

1 Hakes: I have a question.
2
3 Eakman: Yes Commissioner.
4
5 Hakes: Is there any possibility of having both of them on the Committee? Are we
6 so strict and rigid that we can't do that?
7
8 Wray: The bylaws are for one person only. We'd have to redo the bylaws to
9 allow for two.
10
11 Eakman: Very good question. Well redoing the bylaws would be quite a process.
12
13 Sorg: Oh yes, of course. May I ask?
14
15 Eakman: Yes.
16
17 Sorg: You say for one, but there's many more than just one in the Committee.
18
19 Wray: All of the other spots are occupied right now.
20
21 Sorg: And they're different spots than these two would be applying for.
22
23 Wray: Well there's only one vacancy. There's only one vacancy that's available
24 right now.
25
26 Sorg: Okay. In other words, it isn't just for a bicyclist, you have pedestrian ...
27
28 Wray: There's a pedestrian representative. There are jurisdictional specific
29 representatives as well.
30
31 Eakman: If no one has a problem with this process, please fill out the form and put it
32 up on the ledge. In conformance with Open Meetings Law, this is merely
33 a tool. I would like the votes read into the record today. Thank you both
34 persons for stepping forward wanting to be a help to this agency. We very
35 much appreciate it. Mr. Wray.
36
37 Wray: I'm just going to read them out as they were handed to me. If someone
38 else could please be taking a tally because I'm not going to be.
39 Commissioner Rawson voted for Donna Devine, Commissioner Hakes
40 voted for Donna Devine, Mr. Doolittle voted for Jamie Bronstein,
41 Councillor Eakman voted for Donna Devine, Councillor Vasquez voted for
42 Donna Devine, and Trustee Johnson-Burick voted for Jamie Bronstein,
43 and Councillor Sorg voted for Donna Devine.
44

1 Eakman: Thank you so much both of you, very much appreciated. Ms. Devine
2 thank you. Welcome to that group. Ms. Bronstein our thanks very much.
3 Moving on to discussion item ... yes?
4

5 Rawson: Chairman could we read the totals.
6

7 Eakman: Yes, please.
8

9 Murphy: So there were five votes for Ms. Devine and two votes for Ms. Bronstein.
10

11 Eakman: Thank you. Very good Commissioner.
12

13 **7. DISCUSSION ITEMS**

14 **7.1 FFY2019 and FFY2020 Unified Planning Work Program**

15 Eakman: Mr. Murphy.
16

17 Murphy: Mr. Chairman. The following item is discussion item 7.1, the Federal
18 Fiscal Year 2019 and Federal Fiscal Year 2020 Unified Planning Work
19 Program. This is one of the core documents for the MPO. It's a two-year
20 program. It establishes the work products that the staff is going to be
21 working on in the next two Federal Fiscal Years. I'll direct your attention
22 starting to page 37 of your packet. We have a copy of the proposed
23 UPWP in there. We've had it up on our website since our TAC meeting on
24 it the beginning of February soliciting and accepting public comment, and
25 we intend to bring it back to this body in June for your final approval on
26 that to give yourselves a month to look it over.
27

28 So as I said this work program covers two Federal Fiscal Years
29 beginning this October 1st. And if you turn over the next page, two pages
30 to 39 we have the table of contents and I just kind of like to generally skim
31 over the contents of this document. We split the work that MPO staff does
32 into five work areas called "Tasks." Task 1 is support and administration
33 and really that accounts for the staff time, the salaries paid for personnel
34 matters, attending training, maintaining the website, doing the reports that
35 we need to do to the DOT.
36

37 The next Task is the Transportation Improvement Program. That
38 involves keeping track of requests for adjustments and amendments and
39 every two years accumulating the proposed projects and assembling the
40 TIP each biannual cycle. And then also every Fiscal Year we go out to all
41 the entities that have had Federal projects, we collect the information, we
42 develop the annual project listing and obligation report. Those two work
43 items are unchanged from the current UPWP.

44 The next Task is general development and data collection. A lot of
45 this accounts for the resources that we spend on our traffic count program,
46 our efforts to improve our bicycle and pedestrian counting, our transit

1 counting that we're doing. We also maintain a travel demand model or
2 prediction model based on historical views, employment, and population
3 numbers that we can then project out what traffic is going to do in the
4 future based on different alternatives we can test that and we like to think
5 that we help the DOT out in their facility planning process. We also
6 maintain a lot of GIS information that goes into developing our planning
7 reports and everything.

8 If you flip the page, we have Task 4, transportation plan. Big for
9 these next two years is we'll be updating the Long Range Transportation
10 Plan or the Metropolitan Transportation Plan. It's commonly called
11 Transport 2040 these days, but the next one we'll be looking at horizon
12 year 2045. It really is a two-year process where we go out, we have
13 public meetings, we do listening sessions, we assemble, present statistics
14 and scenarios to the public, bring those back and kind of develop the plan,
15 so that'd becomes a major part of the MPO staff work program over the
16 next two years. We also account for the time of these Committee
17 meetings in this section and our support of the Regional Transit District.

18 Then the final task is Task 5, special studies, miscellaneous
19 activities. Previous ones, we did the Missouri study corridor, the
20 University study Corridor under this aspect. Not all of these are funded.
21 We're holding space available for if we were going to contract out a Short-
22 Range Transit Plan which the last one that we completed for the City is
23 due up in the next two years. We are looking at partnering with the South
24 Central Transit District, kind of make it a regional Short-Range Transit
25 Plan. We haven't worked out all the details. We put a space in there to
26 assist on any Las Cruces/El Paso commuter rail study to be in support of
27 the City's Strategic Goals that the City staff has made us aware of that
28 they would like our work on that one.

29 And then I'll just go with Appendix A, that kind of breaks out the
30 budget amounts. We estimate a certain percentage going to each task
31 over that. We try to stay within a general framework and the total budget
32 number is going to be based on the Planning Funds Grant and the 5303
33 Grant that we get from Transit and Rail, and we are anticipating that the
34 funding is going to remain level for those budget activities. And again,
35 we're going to come back to you in June, ask for action on this and I will
36 answer any questions.

- 37
38 Eakman: And at that time we'll be able to amend and approve?
39
40 Murphy: That is correct.
41
42 Eakman: Any clarification needed from any Policy Member? Yes Councillor
43 Vasquez.
44
45 Vasquez: Just a question regarding the special studies and miscellaneous activities.
46 Was there anything in there that you did not include based on your

1 assumption that there would be no funding for it, but that you would like to
2 do?
3
4 Murphy: Mr. Chair, Councillor Vasquez. In the current UPWP that we're acting
5 under now, we've had an A-Mountain study area that we were hoping to
6 get some state planning funds to do, that was put in at the request of
7 previous members of this Committee. We spoke with DOT staff, they
8 informed us that the likelihood of that funding or the Safe Planning
9 Research Funds or SPR is not likely in this two-year window, so we took
10 that out. The other ones that we are hoping that may have some funding
11 is if we end up with some carryover from fiscal year to fiscal year, we may
12 be able to group some of that and do one of these study areas.
13
14 Vasquez: Thank you. Thank you Mr. Chair.
15
16 Eakman: Thank you. Any others?
17
18 J-Burick: Yes sir, Chair.
19
20 Eakman: Yes. Trustee.
21
22 J-Burick: If I might please. On page 38 if we could just, small typo in my name, if
23 we could just eliminate the T I would appreciate it. Thank you. Thank you
24 Mr. Chair.
25
26 Eakman: Very good. Thank you so much. Any other? Yes, Mayor Pro-Tem Sorg.
27
28 Sorg: Thank you Mr. Chair. The City's doing this Active Transportation Plan. Is
29 that the way it's called?
30
31 Murphy: Mr. Chair, Councillor Sorg. That is correct.
32
33 Sorg: Does the MPO have anything to do with that?
34
35 Murphy: We have funded \$50,000 into that activity, but we do anticipate that
36 study's completion before October 1st, so that money will be expended
37 before this UPWP takes effect.
38
39 Sorg: Okay. So that's not part of your task here at all anymore.
40
41 Murphy: This is the future.
42
43 Sorg: Okay. Thank you.
44
45 Eakman: Excellent questions. Excellent answers. Very good.
46

1 Rawson: Mr. Chairman.
2
3 Eakman: Yes Vice-Chair.
4
5 Rawson: Mr. Chairman when I look at the different dollar amounts targeted I'm
6 surprised to see Task 1 and Task 4 have the exact same dollar all the way
7 down. We must be using some sort of percentage, is that correct?
8
9 Murphy: That is correct.
10
11 Rawson: What are those percentages that we're using?
12
13 Murphy: Mr. Chair, Commissioner Rawson. If you would turn your page and
14 attention to page 65, and underneath the table, at the bottom of each table
15 for each year I have the percentage of 1/12 which is the PL funds and the
16 percentage of 5303, so basically the 1/12 going across I estimated a 20%,
17 5%, 50%, 20%, and 5%. And those are really just estimates. I want to
18 keep them kind of even numbered. And when we do our annual
19 performance and expenditure report trying to help, we get within a couple
20 percentage points of that, but this would fall within the general ranges from
21 what we've seen historically.
22
23 Rawson: Thank you. Mr. Chairman a follow-up on that. Are you all keeping track of
24 each one of these or is it just ballparking so that you've got some ideas? I
25 mean for example for today of course you're doing quite a bit of Task 1,
26 well and Task 2 since we've made some amendment changes there. I
27 mean do you keep track of hours on that or you ballparking, how do we
28 use that?
29
30 Murphy: We do maintain a spreadsheet given to use by New Mexico Department of
31 Transportation where each staff member on a weekly basis will put how
32 many hours they put towards each task.
33
34 Rawson: Great. Thank you very much Mr. Chairman.
35
36 Eakman: Thank you Mr. Vice-Chair. Any other questions? Yes Commissioner.
37
38 Hakes: Mr. Murphy and Chair. What is the significance and what should I be
39 taking from all the traffic count data that's in back of this. Am I ahead of
40 the schedule asking that question? Or are we there to be able to ask that
41 question now?
42
43 Murphy: Mr. Chair, Commissioner Hakes. That's fine. You're referring to, and I
44 believe it's Appendix D, the ...
45
46 Hakes: D and E and so forth, there's a lot of it.

1
2 Murphy: This is the listing of every traffic count segment that we do in our area.
3 We do our traffic counts, we count every one of these segments once
4 every three years so they're broken up into three cycles. We have
5 included in the UPWP at request of the Santa Fe Planning Office, because
6 they wanted to have a reference to where we're accounting the monies
7 because they do reimburse us for the counts that we do.
8

9 Hakes: So what am I to take from it other than you're showing me that you have
10 this data and it's going to be given up the stream so that when various
11 activities or plan for those roads, they can look it up and see what's really
12 happening on that road. I guess that helps them. But is there anything I
13 should be looking for? I can see that Main Street and Lohman are busy
14 but I knew that anyway, but anything else I should get from this?
15

16 Murphy: Commissioner Hakes. I think it's really probably just the sense that you
17 know how hard these guys are working out there. They're constantly out
18 there gathering the data that will help you make the decisions. And then
19 being aware that it's in this document when you have constituents that say
20 "MPO, what do they do?" You can have something to point to this is what
21 they do.
22

23 Hakes: So a basic answer.

24
25 Eakman: Thank you. Hearing nothing further.
26

27 **7.2 Committee Training: FHWA Pedestrian safety**

28
29 Eakman: Could we move to the next discussion item. Dr. McAdams, about how
30 long will your presentation take?
31

32 MICHAEL MCADAMS REPLIED, NOT ON MICROPHONE.
33

34 Eakman: Excellent. Thank you so much.
35

36 McAdams: Good afternoon Chairman and Committee. Today I'd like to discuss about
37 design for pedestrian safety. There are longer versions on our website
38 under other documents in .pdf format. These are based on a FHWA
39 training that I attended in March. Very good training at the Solano offices.
40 And so the presentation I will do today is a brief version of the first
41 introduction, but again you can look at it online for the .pdf. We'd like to do
42 more because we think that this is a good thing to have a discussion for a
43 number of different reasons. I guess we have handouts. We have some
44 handouts for you. We tried to skip some of the stats but I think these are
45 very important stats and two articles we'd like to have you to take home or
46 read while you're at this presentation.

1 We all walk. We walk to school. We walk to work. We walk to
2 shopping. Walk for recreation, etc. Many people we know in our
3 community cannot walk because they're disabled due to physical, mental,
4 or abilities, or blind etc. Or they cannot vision, like have vision problems
5 like the elderly. Many times we look at transit facilities and they don't
6 have, let me go back, we're trying to have it very easy for people to get to
7 transit by bicycles and walking so they can have easy access transit
8 stops. Why do we have, why is pedestrian access good because when
9 you have shops close together people will do multiple trips to go shopping
10 and they'll say "Oh let me go to this boutique or this cafe right next to it."
11 Right. Because really walking is good for you, right. It's good for health
12 and you see in this situation you have a woman who's really seriously
13 walking with her two children and the person in the background obviously
14 going to have a coffee. We won't do, we make all roads safer because it's
15 safe for motorists and non-motorists. Does not having facilities for
16 pedestrians and bicycles prevent liability? No, in fact the opposite is true.
17 If you don't you may be subject to lawsuit. In fact the state of
18 Pennsylvania had to award \$3.3 million to a daughter of a victim of a
19 fatality victim because there was not any kind of pedestrian facility. So
20 this is serious business in this effect.

21 Not only is pedestrian and bicycle accommodation good, it is a law
22 and it's been incorporated into the sense the IST and every one of the
23 secretaries include this present secretary is in favor of making roads not
24 just for cars. There are some things we can do to facilitate pedestrians,
25 when land use (*inaudible*) activity, access management, and site design.
26 I'll go over each of these. Why do people live in the cities? Because it's
27 for interaction business, or social interaction because we still, even though
28 we have the internet we still have to interact, right, and so cities have been
29 existing for millennium so people can interact face-to-face. We have built
30 the roads ignoring pedestrians. We are creating these deserts, wide
31 highways with no accommodation for pedestrians and bicycles.

32 This is about 100 years ago, we have been separating all land
33 uses, residential, commercial, industrial, education from each other.
34 That's because the nuisance aspect of zoning, and you can see schools
35 located, we have no schools like that around here, do we? Located out
36 side of the area. Yes. I'm being facetious. Yes. We also commercial and
37 residential office separated from other facilities. We are not alone. This is
38 prevalent across the United States and Canada. And so if you look at
39 locating schools near and stores and park near where people live it will
40 eliminate a lot of trips as well. You can see, you can look online where
41 you do that. (*inaudible*) traditional or scenes like there were 100 years
42 ago are really the best kind. We can go back and you see this where the
43 apartments across the store, you can see the narrow lanes, you can see
44 people driving more slowly and you can see also accommodation of buses
45 as well in this picture.

1 Street connectivity is also a factor. On this illustration on the left
2 you see kind of a traditional street pattern. Each of them are a mile,
3 square mile. The one on the right is more common with lollipop or cul-de-
4 sacs. The first one you'll notice we'll do a little illustration. It's very easy to
5 go from the house to the school, not going around arterials and dangerous
6 facilities. If you are a parent, their child walking to school, you'd be very
7 comfortable with that child to be going this way. The more common way
8 of course is for parents and for children to have to walk on arterials and
9 you can see three intersections they have to cross or go left turns.

10 We can retrofit. We don't have to design the world over again. We
11 can retrofit putting linear parks in between cul-de-sacs that would link
12 parks with residential areas, where schools, shopping areas too.
13 Connectivity has a dollars and cents mark to tie to as well with a high
14 connectivity, basically all you need is two lanes because people are
15 making trips within that area, so they don't have to go on arterials. Many
16 times arterials (*inaudible*) act as locals and collectors. So by making it
17 more connectivity we can eliminate, just have that. If you have moderate
18 connectivity you have one turning lane and two travel lanes. With very low
19 connectivity all the traffic is being centered on these four lanes. You
20 actually have to do that because capacity reason because you don't have
21 local and collector facilities. These are translatable directly to
22 maintenance and to road construction. So when you build roads you have
23 to maintain it. So this is one of the things that we're really hopefully we
24 can get more connected streets we can eliminate some of the cost of
25 maintenance.

26 Here is like mini streets. I think we can probably see some of this
27 on Valley with the kind deserts where really pedestrians and bicycles are
28 not accommodated, so it's means overly wide streets. We have the
29 residential streets as well. Here is a street in Albuquerque with the
30 confusing lanes and basically large intersections are due to the
31 concentration of movement on arterials and collectors, particularly on
32 arterials. Valley, Motel are examples of large facilities with multi-lanes,
33 with little accommodation for pedestrians or bicycles. Every driveway, we
34 know places like this too, are conflicts. Here's a situation you and all of us
35 have been involved in, is where do you go, in front of the car or in back of
36 the car, right. Can we eliminate this? Yes we can. There's always a
37 solution, a very simple solution. In this situation you have a four-lane
38 facility on the left hand side with a turning lane and of course multiple
39 conflicts, not of pedestrians but of vehicles combined. We can just put a
40 landscape strip in the center and that will eliminate immediately the
41 conflicts for pedestrians and then also take or consolidate driveways.
42 Many places commercial or residential can be accommodated
43 successfully with one driveway instead of two.

44 Here's a situation where you just eliminated a driveway, probably
45 not really necessary and that again pedestrians have a lot of advantage

1 too in this situation where that truck, car is pulling out in front of you and
2 also vehicles can also (*inaudible*) access on this too.

3 How can we connect several streets? Well quite simple redesign,
4 expensive redesign. Here you can have the cul-de-sac with a sidewalk
5 entering another arterial, sidewalk and then just having the sidewalks on
6 the side, right. Several streets we connect, put pedestrians just a simple
7 thing we put in sidewalk. Site design, a lot of this back to the future type
8 of situation, we have a facility right adjacent to a sidewalk and the parking
9 in the rear. It's really quite simple reorientation of design. Here's where
10 we have pedestrians. I'm sure you have seen this too, or experience, to
11 get to the restaurant you have to go through the parking lot. Can that be
12 remedied? Yes. You put building in front of the sidewalk, pedestrians
13 don't really see the parking. The parking being in the back. Here example
14 of a typical drive through. Now this is McDonald's, not (*inaudible*)
15 McDonald's, but you see in this situation you'll go actually we'll go back a
16 little bit to look at a faraway view. Pedestrians don't have to go through a
17 parking lot, they can go direct from the sidewalk into the restaurant. And
18 notice you can do this without impeding fast food drive-ins or with parking.
19 So it's just a reorientation, nothing reducing profits or anything, it's just
20 really to cater to pedestrians and to your vehicle with traffic too. Here is
21 an example of pedestrian in my former hometown Milwaukee where you
22 have the convenience store and gas station right up against the sidewalk.
23 The gas station and parking is in the rear. Here's example of sort of
24 retrofitting for a commercial facility, a big box it looks like and you can also
25 have accommodation to, so people don't have to go to this desert for
26 pedestrian desert, you could have a sidewalk and also landscaping to go
27 into the shopping facilities. Here again how driver parking.

28 So how are we achieving this in local ordinances? These are really
29 beyond the scope of road designer and how can we make roads safer for
30 pedestrian and bicycles, and respect the relationship that we have state
31 targets now, reduce bicycle and pedestrian access. You may have
32 noticed in the handouts, New Mexico has the unfortunate position of being
33 number one in pedestrian fatalities. We don't be number one, we won't be
34 the last in that facility, that category. So how do we rethink? We can do it
35 by a complete streets. Here's another situation how we transport a street.
36 We put bicycle lanes, wider sidewalks, be it a turning lane, looks like some
37 other things. Trees also will give a sense of an urban environment.
38 Simple things like on street parking also automatically slows down traffic.
39 So and then again putting infill, putting the buildings right next to street
40 have the psychological factor we know this happens to slow down traffic.
41 If you don't know this, after 35 miles an hour, pedestrians fatalities, and
42 bicycle fatalities go up almost exponentially, below that you have a good
43 change of your pedestrian or a bicycle of surviving. So the slower the
44 streets we can get, by design not by speed limit, design is more effective,
45 we can reduce more pedestrian injuries and fatalities. So now it's safe for
46 pedestrians.

1 Let's look at how can we, are pedestrians at risk in the streets? I
2 think it's obvious. Why are they at risk because basically no protection. If
3 you go across the street you do it at your own risk. How can we make
4 streets more pedestrian friendly? You can see a lot of different aspects.
5 Trees again gives a sense of urban framing, say we're in a different area,
6 pedestrian oriented. On street parking, narrow roads will automatically
7 slow down traffic too. Most facilities and a good bit can probably go from
8 10 to 11-foot lanes without any problem with trucks etc. Again this doesn't
9 look very good with a truck, but actually this is a very urban facility where
10 pedestrians are being looked after and accommodated. Notice why, the
11 on-street parking, the crossing facilities, which says slow down, right.
12 Here's another example is typical across the nature. Yes.
13
14 Eakman: One minute.
15
16 McAdams: Okay I'm done.
17
18 Eakman: You're done?
19
20 McAdams: I'm pretty much done. We can just walk through it pretty fast. And again
21 you can look later, just the illustration, yadda, yadda, yadda, you can see
22 how really good illustrations are very well done by FHWA, how you can,
23 here's a present facility how you can accommodate that through the
24 transformations. I'd like to ask for comments, questions, etc. on I think a
25 very important topic.
26
27 Eakman: It is very important. Questions or comments? Mayor Pro-Tem Sorg.
28
29 Sorg: Just a comment Mr. Chairman. Thank you. To this day we have
30 commercial buildings that have a huge parking lot out in front. We haven't
31 changed that hardly at all. Just a comment.
32
33 Eakman: But look at Chick-fil-A on University. We're moving that way I think with
34 mixed use and things like that. Other comments or questions?
35
36 Rawson: Mr. Chairman.
37
38 Eakman: Yes.
39
40 Rawson: Mr. Chairman we see that New Mexico has the highest fatality rate. When
41 I look at those on our handout the third bolded bullet print says there have
42 been nine pedestrian fatalities since 2011 in the area. Is that the Las
43 Cruces area? All of New Mexico? What's the area we're talking about?
44
45 McAdams: That is the planning which is smaller than Dona Ana. It's the urbanized
46 area plus the planning area, basically stretching from up near Radium

1 Springs down to Berino and a little bit fat around the edges. So it's a
2 fraction of the Dona Ana County. And that's nine for our area.
3
4 Rawson: Do we know what the population is of that area? Dona Ana County's just
5 over 200,000 so it's be a little less than 200,000?
6
7 McAdams: It'd be 200,000. It's less, about 100,000 and ...
8
9 Murphy: Mr. Chair, Commissioner Rawson. The urbanized area, the MPO
10 planning area is approximately 156,000 people.
11
12 Rawson: So we're looking at then the fatality rate here is around 0.55. So we're
13 doing fantastic compared to the New Mexico 3.45.
14
15 McAdams: That is correct. And we're not in the areas, or danger areas, are actually
16 other parts of the state. It's just to note. But what is notable is we're are
17 increasing as a rule for pedestrian injuries and as that is trending
18 nationally so yes we should be lucky we don't doing, I agree we don't have
19 the fatalities, but we also have some injuries (*inaudible*) they could
20 become fatalities. And I think that any one fatality is one that could be
21 prevented too.
22
23 Rawson: Certainly.
24
25 McAdams: Yes, we're fortunate we don't have a lot of fatalities and I (*inaudible*) proud
26 of that at all but I think we still need to be aware of injuries and pedestrian
27 and bicycle safety.
28
29 Rawson: Thank you. Mr. Chairman one final question on that. Do we know where
30 we sit compared to other municipalities in New Mexico? I mean when I
31 just look at those two numbers, 3.45 for the state and 0.55 or 0.56 for our
32 area, that looks real good, but are there other areas that are doing even
33 better?
34
35 McAdams: I would think we have to look at that. I think right now we're looking at our
36 own, we're declining or increasing pedestrian because different area
37 (*inaudible*) or type of area like Albuquerque is different from us. I think if
38 we look at the type and they look at other areas but I think are they similar
39 to us or are they not. So it's a very complicated question. I think our goal
40 as the MPO is to, and the state is also (*inaudible*) but their targets so we
41 can decrease those accidents. We can't reach zero but I think we'd like to
42 get as low as possible. So that's a good question, but I think it's
43 comparing sometimes apples to oranges because we have to find
44 comparable cities. The most comparable we have is probably Santa Fe,
45 but we're way above that too.
46

1 Rawson: Great. Well Mr. Chairman I sure like seeing numbers in the 0.5 range.
2 Thank you.

3
4 Eakman: I surely do. This is nothing to be first in the nation. Any other comments?
5 Yes, Councillor Vasquez.

6
7 Vasquez: Thank you Mr. Chairman. Sure just one quick question. While you were
8 doing this research and while you're looking at our planning area,
9 particular for the City, our Complete Streets Ordinance, is that something
10 that you looked at as you were doing your research.

11
12 McAdams: I think that's another, I've been, we've been concentrating mostly on the
13 crash (*inaudible*) for the different years and I think there's a, not really, we
14 didn't look at complete streets. Complete streets are being looked at
15 through the ATP. So a lot of these issues we're going to see again and
16 we like incorporate some of the ATP findings into our transportation
17 planning process too. So no we didn't look at that aspect, but really just
18 concentrate on crashes.

19
20 Vasquez: Okay. And I think it's something for us to look at, at least on the City level
21 as we look at those ordinances for these new projects both new buildouts
22 and new developments that have mixed retail and residential, but also
23 retrofitting existing areas in the City. So would love to see at some point
24 maybe just a presentation maybe during a work session or something at
25 the City Council on this because I think we do want to be as safe as
26 possible but also as aesthetically pleasing and also to attract businesses.
27 So I appreciate this presentation very much. Thank you.

28
29 Eakman: Thank you so much. Any other comments or questions? Hearing none.
30 Thank you so much.

31
32 McAdams: Thank you.

33
34 **7.3 NMDOT update**

35
36 Eakman: I think we'll move on then to the NMDOT update.

37
38 Doolittle: Thank you Mr. Chair. I'll be brief. Three project updates. Our North Main
39 project at Spitz and Three Crosses we have our final inspection next
40 week. Upon completion of that we'll establish a punch list for the
41 contractor to finish up a few minor things. Those typically can take up to I
42 don't know, a month or so, but for the most part we were finished. You'll
43 just see minor impacts to traffic while they clean up that project.

44 Our Valley Drive project, the preconstruction conference is
45 tomorrow. We do have a ramp-up time to allow the contractor to get
46 materials and equipment on site before we actually start tearing up the

1 road. The contractor's expected to utilize all of that ramp-up time so we
2 should expect to see construction towards the end of July.

3 The last one I wanted to give a brief update on, we touched on a
4 little bit earlier today, the University/I-25 interchange project. We're still
5 scheduled for an October bid so we'll see construction on that job some
6 time in the Spring of 2019.

7 The last thing I wanted to provide a quick update on is at the last
8 Policy Committee meeting there were questions from the City regarding
9 your welcome to Las Cruces signs. I did add that to our April 23rd District
10 Engineers Conference Call. There was a lot of discussion tied to that and
11 the difference between a welcome sign and the gateway policy that we're,
12 they corrected me, it's not a policy, it's a procedure manual. There's
13 discussion between the differences in the two. The gateway one is going
14 to focus more on logos, designs, those types of things incorporated into
15 bridge interchanges similar to what you saw at Los Lunas. That's really
16 what led to the gateway procedure manual is that shouldn't have ever
17 happened so they're trying to clean that up. The welcome signs, my
18 understanding is that's just going to require some sort of landscaping
19 agreement with the entity that's requesting it. There was supposed to be a
20 follow-up discussion at our District Engineers Conference Call this past
21 Monday, but they cancelled it. So I'm still waiting on some direction on
22 that only because for instance they asked in the Silver City area, you've
23 got Santa Clara, you've got Hurley, you've got Bayard, you've got Silver
24 City that are one right after the other, how do we control that we're not
25 opening up this can of worms where you're going to see one right on top
26 of the other. So at this point it seems like we are making headway to
27 allow those types of signs to be incorporated into our right-of-way. I
28 should know more, it would've been two weeks from this past Monday at
29 our next District Engineers Conference Call, so I'll provide another update
30 at the next Policy Committee meeting. But right now it does look like we're
31 moving forward much quicker than I honestly expected it to. With that Mr.
32 Chair I don't have any more information. I'll stand for questions.

33
34 Eakman: Thank you so much. Any questions for Mr. Doolittle? Councillor Vasquez.

35
36 Vasquez: Just one quick request. Is that in writing somewhere? Is that something
37 that we can share with our Economic Development Department who is
38 currently working on the welcome sign funding that we have kind of ready
39 to go for this? What can I send to them or where is this in writing
40 essentially?

41
42 Doolittle: At this point Mr. Chair, Councillor Vasquez, it is a draft being reviewed
43 internally by the department, so I don't have anything to provide you. I do
44 know that my staff has been working closely with your Economic
45 Development group on the proposed drawings because we don't want you
46 to waste time and money designing them either if they won't fit. But I don't

1 have anything in writing which has been my difficulty is I don't know what I
2 can allow or not allow. Even the discussion that I had on Monday, they're
3 allowing us to incorporate welcome signs but then they tell us that the one
4 that's incorporated at Los Lunas is not acceptable because it has lights
5 and it's a distraction to the driver. So even then I don't have clear
6 direction on what we can allow. Typically a sign that may just have a
7 standard light on it so that at night you can see it can be approved. I don't
8 have anything in writing even for me, so I would hate to cause confusion
9 with your staff either.

10
11 Vasquez: That's okay. Well we were planning on a strobe light and a Ferris wheel
12 so I guess that's out of the question. No, I appreciate you working close
13 with our Economic Development Department so that we can get that
14 resolved and get some welcome signs up as soon as we can. So thank
15 you.

16
17 Doolittle: Sure. Thank you Mr. Chair.

18
19 Eakman: Thank you Mr. Doolittle for your responsiveness.

20
21 Doolittle: Mr. Chair. If I may just real quick. And I think it's important to follow
22 through on this because we also have a summary request from Anthony
23 for instance. They want to do something that's pretty elaborate that I don't
24 think would be approved, but that just goes to show that we do have
25 groups within our area that want to provide recognition for them and I
26 need to get this thing resolved one way or the other. So I'll do my best to
27 push it as quickly as I can. Thank you Mr. Chair.

28
29 Eakman: If I might, just an anecdote, as I was driving through New Jersey I ran
30 through six communities in three miles and so I can understand if you had
31 a welcome sign to all of them, wow. Thank you.

32
33 **8. COMMITTEE AND STAFF COMMENTS**

34
35 Eakman: Any public comment today? Okay. Any other business? Is there a
36 motion to adjourn?

37
38 Wray: Mr. Chair. Staff does have one announcement that we need to make.

39
40 Eakman: Staff who?

41
42 Wray: We wish to congratulate Mr. Loya who has obtained another job within the
43 City of Las Cruces. He's going to be leaving us very shortly, so bad for us
44 but very good for him. We wish him all the best in his future endeavors
45 and we hope that we will be able to have his replacement on board with us
46 relatively soon. But congratulations to Mr. Loya.

1
2 Eakman: Yes, congratulations. You've done great service to the MPO. Appreciate
3 it. Any other business? Yes, Trustee.

4
5 J-Burick: No business but just I wanted to extend very sincere apology to my fellow
6 Committee Members and staff and members of the public for my tardiness
7 this afternoon and holding up everyone. I sincerely apologize and to say
8 it's been one of those weeks is a true understatement, so thank you.

9
10 Eakman: Thank you for that. And I wish to apologize to the other Members of the
11 Board, we've gone six minutes over my goal of an hour meeting and I do
12 apologize.

13
14 **9. PUBLIC COMMENT**

15
16 **10. ADJOURNMENT (2:20 PM)**

17
18 Eakman: Is there a motion to adjourn?

19
20 Sorg: So moved.

21
22 Eakman: I hear a motion. Is there a second?

23
24 Vasquez: Second.

25
26 J-Burick: Second.

27
28 Eakman: We are adjourned. Thank you.

29
30
31
32
33
34 _____
Chairperson

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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

ACTION FORM FOR THE MEETING OF June 13, 2018

AGENDA ITEM:

6.1 Resolution 18-04: A Resolution Adopting the FY2019 and FY2020 Unified Planning Work Program (UPWP)

ACTION REQUESTED

Approval by the MPO Policy Committee

SUPPORT INFORMATION:

Attached is the current draft FY19-20 UPWP.

DISCUSSION:

The UPWP is a biannual document that outlines the planning activities that Mesilla Valley MPO Staff will undertake over the next two Federal Fiscal Years (October 1, 2018 -September 30, 2020.) The UPWP also includes a budget allocating staff time and funds to accomplishing the tasks. The UPWP must be in compliance with the Metropolitan Transportation Plan.

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 18-04

A RESOLUTION ADOPTING THE FY 2019 - FY 2020 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 Bicycle and Pedestrian Facilities Advisory Committee recommended approval of the UPWP at their meeting on April 17, 2018; and

WHEREAS, the Technical Advisory Committee recommended approval of the UPWP at their meeting on May 3, 2018; and

WHEREAS, the Policy Committee has determined that it is in the best interest of the MPO for the Resolution adopting the FY 2019- FY 2020 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 2019 and Fiscal Year 2020 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 June , 2018.

APPROVED:

Chair

Motion By:	
Second By:	
VOTE:	
Chair Eakman	
Vice Chair Rawson	
Trustee Arzabal	
Mayor Barraza	
Mr. Doolittle	
Commissioner Hakes	
Trustee Johnson-Burick	
Commissioner Solis	
Councillor Sorg	
Councillor Vasquez	

ATTEST:

APPROVED AS TO FORM:

Recording Secretary

City Attorney



Mesilla Valley Metropolitan Planning Organization

Unified Planning Work Program

**Federal Fiscal Years 2019 & 2020
(Oct. 1, 2018 through Sept. 30, 2020)**

Approved June XX, 2018

Mesilla Valley Metropolitan Planning Organization
CITY OF LAS CRUCES
700 North Main, Las Cruces, New Mexico 88001-1120
(575) 528-3225-telephone (575) 528-3155-fax <http://mesillavalleympo.org/>.

Mesilla Valley Metropolitan Planning Organization

Councilor Jack Eakman, City of Las Cruces -Chair of the Policy Committee
Commissioner Ben Rawson, Doña Ana County - Vice Chair of the Policy Committee
Trustee Stephanie Johnson-Burick, Town of Mesilla
Mayor Nora L. Barraza, Town of Mesilla
Commissioner Isabella Solis, Doña Ana County
Councilor Gill M. Sorg, City of Las Cruces
Councilor Gabriel Vasquez, City of Las Cruces
Commissioner Kim Hakes, Doña Ana County
Trustee Carlos Arzabal, Town of Mesilla
Trent Doolittle, District Engineer, NMDOT

Contributing Staff:

Tom Murphy, MPO Officer
Andrew Wray, Transportation Planner
Michael McAdams, Transportation Planner

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/> .

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- B. Transportation Planning
- C. Governance, Boards and Committees
- D. Unified Planning Work Program Requirements
- E. The UPWP Development Process and Opportunities for Public Input
- F. Funding Sources for Transportation Planning Activities
- G. Planning Factors Under Federal Law
- H. Planning Priorities for the Metropolitan Planning Area

II. WORK PROGRAM TASKS

Task 1 - Program Support and Administration

This consists of activities necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, UPWP development, budget and financial management, annual and quarterly reports, general public participation, and public information.

- 1.1 Program Management and Administration
- 1.2 UPWP and Quarterly and Annual Reporting
- 1.3 Public Participation Plan and Title VI Plan and Monitoring (includes Environmental Justice)
- 1.4 Website and Other Communications
- 1.5 Staff Training and Professional Development
- 1.6 Board Member Training
- 1.7 State and Federal Coordination

Task 2 - Transportation Improvement Program (TIP)

This task covers the development, monitoring and management of the Transportation Improvement Program which implements transportation projects through federal, state and local funding programs.

- 2.1 TIP Development
- 2.2 TIP Management
- 2.3 Annual Project Listing and Obligation Report

Task 3 - General Development and Data Collection/Analysis

This consists of general planning activities, data collection, socioeconomic projections, mapping services, orthophotography, travel demand/traffic forecasting, development review, and local assistance.

- 3.1 Traffic Counting and Reporting
- 3.2 Population and Land Use Data Collection
- 3.3 Travel Demand Model Maintenance
- 3.4 Software Upgrades
- 3.5 Highway Functional Classification Review and Update
- 3.6 GIS Data Development, Database Management and Analysis
- 3.7 Development Review
- 3.8 Planning Consultation & Local Transportation Planning Assistance

Task 4 - Transportation Planning

This includes the development and monitoring of the long-range Metropolitan Transportation Plan (MTP), travel forecasting, coordinating with the state's long-range transportation plan and other studies. It also includes corridor studies and other sub-area studies.

- 4.1 Metropolitan Transportation Plan (MTP)
- 4.2 Safety Analysis and Planning
- 4.3 Safe Routes to School
- 4.4 ITS- Intelligent Transportation Systems Planning
- 4.5 Land Use/ Transportation Integration
- 4.6 Committee Meetings
- 4.7 Regional Transit District

Task 5 - Special Studies and Miscellaneous Activities

This task covers transportation planning activities that do not fall under the categories above.

- 5.1 Regional Leadership Consortium
- 5.2 Transportation Asset and Safety Management Plan/Performance Measure Implementation
- 5.3 Participatory Mapping
- 5.4 Short Range Transit Plan
- 5.5 Las Cruces-El Paso Commuter Rail Study

APPENDICES

- Appendix A - Budget Summary by Task
- Appendix B - Mesilla Valley Metropolitan Planning Area Map
- Appendix C - UPWP Adoption Resolution
- Appendix D - Traffic Count segments
- Appendix E - UPWP amendment summaries

I. INTRODUCTION

This Unified Planning Work Program (UPWP) is a mechanism for listing and organizing the Mesilla Valley Metropolitan Planning Organization's transportation planning activities that will be undertaken during the time period covered. This document was developed in accordance with the Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) that was signed into law by President Obama on December 4, 2015 federal regulation 23 CFR 450 and FTA Circular 8100.1C.

A. MVMPO General Overview

The Mesilla Valley Metropolitan Planning Organization (MPO) has been in existence since 1982, originally under the name Las Cruces MPO. The MPO was created under a Joint Powers Agreement (JPA) signed by the City of Las Cruces, Doña Ana County, and the Town of Mesilla. The JPA was most recently updated in 2013. The JPA designates the City of Las Cruces as the fiscal agent for the MPO. The MPO is supported by a permanent full-time staff of an MPO Officer, two planners, a senior planning technician and two part-time co-ops.

B. Transportation Planning

The MPO is a multi-jurisdictional agency responsible for transportation planning in Las Cruces, Mesilla and central Doña Ana County. Federal regulations¹ require the designation of an MPO to carry out a coordinated, continuing and comprehensive transportation planning process for urbanized areas with a population of more than 50,000. The Mesilla Valley MPO annually establishes project priorities for consideration by the New Mexico Department of Transportation (NMDOT) when programming transportation funds. The MPO is also responsible for planning all aspects of the transportation system, including roads, freight, bicycle and pedestrian facilities, and public transit.

Refer to Appendix B for a map of the Mesilla Valley MPO Planning Area.

C. Governance, Boards, and Committees

The MPO operates under the guidance of a Policy Committee which is comprised of nine elected officials plus the NMDOT District One Engineer. The elected officials are three City of Las Cruces Councilors, three Doña Ana County Commissioners, and three Town of Mesilla Trustees. The Policy Committee makes decisions to plan for the future transportation needs of the regions. The Policy Committee has two advisory committees: the Technical Advisory Committee (TAC), which makes recommendations to the Policy Committee regarding technical issues, and the Bicycle and Pedestrian Advisory Committee (BPAC) which provides recommendations for the planning of bicycle and pedestrian facilities within the MPO area.

¹ 23 USC 134(d).

D. Unified Planning Work Program Requirements

A Unified Planning Work Program (UPWP) must be developed by each MPO in cooperation with the state and public transportation operators² which identifies the work of the MPO over a one or two year period. The development of the UPWP is the joint responsibility of the MPO, State DOT, other state departments, public transportation operators and other planning and implementation agencies. The UPWP must identify work by major activity and task including those that address the planning factors in 23 CFR 450.306(a) which are listed in section G, below. Other requirements are that a discussion of planning priorities facing the metropolitan planning area must be included. This UPWP meets all federal requirements and covers a two year period.

The UPWP developed by an MPO must include:

- a description of the work to be accomplished;
- who shall perform the work for an activity/task;
- a schedule for completing the activity/task;
- resulting products of the activity /task;
- proposed funding by activity/task;
- a summary of the total amounts and sources of federal and matching funds³;
- identification of any incomplete work elements/activities carried over from previous fiscal years; and
- a summary of the work program that shows federal share by type of fund, matching rate by type of fund, state and/or local matching share and other state of local funds.

E. The UPWP Development Process and Opportunities for Public Input

The MPO staff develops the work program and budget for the next upcoming period in accordance with the following schedule. (The items may be accomplished earlier but no later than the listed dates. Dates may vary by a few days.)

May 1 st Even Years	1 st Draft of UPWP to NMDOT Transp. Planning & Safety Div. (NMDOT TPSD), RoadRUNNER Transit, and South Central RTD
May 1 st Even Years	Proposed UPWP is posted online for Public Review and Comment. Begin 30 day public comment period.
May 31 st Even Years	MPO & NMDOT TPSD meeting on Draft UPWP
June 1 st - June 15 th	MPO staff revise proposed UPWP if necessary
Mid-June Even Years	Policy Committee votes on Approving UPWP Opportunity for Public Comment at meeting
July 1 st Even Years	MPO submits approved UPWP to NMDOT TPSD
Aug 1 st Even Years	NMDOT TPSD submits UPWP to FHWA-NM Division and FTA-Region VI for Review
Sept 1 st Even Years	FHWA-NM Division & FTA-Region VI comments on UPWPs to NMDOT TPSD
Sept 8 th Even Years	NMDOT TPSD submit final UPWPs (with changes, if any) to FHWA-NM Division and FTA-Region VI
Oct 1 st Even Years	Effective Date of UPWP - Beginning of Federal Fiscal Year

² 23 CFR 450.308(c)

³ 23 CFR 450.308(c)

The public may participate in the development of the UPWP in several ways. One way is to attend MVMPO's Policy Committee meetings which are held on a monthly basis and are open to the public. To learn more about these meetings, please contact Mr. Andrew Wray at (575) 528-3070 or email at awray@las-cruces.org. The public can also review the draft document during the 30-day public comment period. During this time, an electronic copy of the UPWP will be posted on the MVMPO website at <http://mesillavalleympo.org/>. Additionally, information in the *MVMPO Public Participation Procedures* can also be found at <http://mesillavalleympo.org/>.

Amendments to the UPWP are required periodically to accommodate new tasks, award of funding grants and changes in work priorities. Amendments are scheduled, if needed, on a quarterly basis with the approved UPWP amendment submitted to NMDOT TPSD on the last day of each Federal Fiscal Year Quarter (December 31, March 31, June 30 & September 30). Opportunities for public comment on UPWP amendments are available at any board meeting at which the item will be discussed. Agendas for all Policy Committee meetings are posted online at <http://mesillavalleympo.org/>.

F. Funding Sources for Transportation Planning Activities

Transportation planning efforts in the metropolitan area are financed primarily through federal funds. (FHWA Section 112 funds, FHWA State Planning and Research (SPR) grant funds, FTA Section 5303 funds.) Funds from local jurisdictions provide the required matching funds to receive the federal funds. Local funds also provide additional funds for transportation planning purposes. Occasionally, state funds or grants are used for general transportation planning. Special federal planning grants for specific programs are also utilized when the MPO is awarded these types of funds.

G. Planning Factors Under Federal Law

The newest transportation bill, Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94) continues the planning factors identified by the previous transportation bill Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The planning factors as stated in MAP-21 are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local *planned* growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

H. Planning Priorities for the Metropolitan Planning Area

The MVMPO planning priorities are established in its Metropolitan Transportation Plan, known in this iteration as Transport 2040.

Transport 2040 Goals:

1. Integrate land uses with well-connected transportation systems to develop an economic environment that provides timely access to a wide-range of jobs, services, education, and recreational opportunities.
2. Balance the built and natural environments to promote physical activity, social interaction, and the sustainable use of resources.
3. Provide a variety of transportation choices that serve all users through developing safe, reliable, and convenient transportation modes.

II. WORK PROGRAM TASKS

The MPO's work program tasks are described in this section and are organized as shown below. Funding sources for all tasks are included in Appendix A.

Task 1 - Program Support and Administration	
1.1	Program Management and Administration
1.2	UPWP and Quarterly and Annual Reporting
1.3	Public Participation Plan and Title VI Plan and Monitoring (includes Environmental Justice)
1.4	Website and Other Communications
1.5	Staff Training and Professional Development
1.6	Board Member Training
1.7	State and Federal Coordination
Task 2 - Transportation Improvement Program (TIP)	
2.1	TIP Development
2.2	TIP Management
2.3	Annual Project Listing and Obligation Report
Task 3 - General Development and Data Collection/Analysis	
3.1	Traffic Counting and Reporting
3.2	Population and Land Use Data Collection
3.3	Travel Demand Model Maintenance
3.4	Software Upgrades
3.5	Highway Functional Classification Review and Update
3.6	GIS Data Development, Mapping and Database Management
3.7	Development Review
Task 4 - Transportation Planning	
4.1	Metropolitan Transportation Plan (MTP)
4.2	Safety Analysis and Planning
4.3	Safe Routes to School
4.4	ITS - Intelligent Transportation Systems Planning
4.5	Land Use/Transportation Integration
4.6	Committee Meetings
4.7	Planning Consultation & Local Transportation Planning Assistance
4.8	Regional Transit District
Task 5 - Special Studies, Plans, Projects and Programs	
5.1	Regional Leadership Consortium
5.2	Transportation Asset and Safety Management Plan/ Performance Measure Implementation
5.3	Participatory Mapping
5.4	Short Range Transit Plan

5.5	Las Cruces-El Paso Commuter Rail Study
-----	--

Task 1 - Program Administration and Management

This Task consists of activities necessary for the administration, management, and operation of the MPO. This includes basic overhead, administrative costs, UPWP development, budget and financial management, annual and quarterly reports, general public participation, and public information.

Estimated Cost for Task 1 (includes all subtasks) =

FY 19	FY20	Total
\$76,780	\$77,271	\$154,050

1.1 Program Support and Administration

This task encompasses general administration and oversight of the MPO. Included in this task are: staff meetings, day-to-day MPO activities, review and revisions (if needed) of Metropolitan Transportation Board Bylaws and other similar administrative activities. This includes monitoring MPO progress in meeting scheduled deadlines in various state and federal policies, procedures and regulations.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products:

Reimbursement Invoices are due the 25th day of the month following each FY quarter.

1.2 UPWP - Unified Planning Work Program and Quarterly & Annual Reporting

Monitor and revise, if necessary, the current UPWP. Develop the following UPWP for the next fiscal period. Prepare quarterly reports on the progress of main tasks and an annual report at the end of each Federal Fiscal Year.

Responsibilities: MPO staff and other agencies as necessary. For development of the next UPWP, RoadRunner Transit, and NMDOT will be involved.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Quarterly Reports	X			X			X			X			X			X			X			X		
Annual Perf. & Expen. Rpt.			X											X										
1 st Draft UPWP (FY 2019-18)																	X							
Revised UPWP to Policy Committee																					X			
Amend. UPWP (if needed)			X			X			X			X		X		X			X		X			X

1.3 Public Participation Plan and Title VI Plan and Monitoring

Implement the *Public Participation Plan for the Mesilla Valley MPO* and monitor progress. Conduct surveys, online surveys, hold workshops and focus groups, utilize visualization techniques, and employ other methods to disseminate information and gather public input in the transportation planning process. Review the *Public Participation Procedures* (revise if necessary) prior to the development of the Metropolitan Transportation Plan.

Implement the *MVMPO Title VI Plan (contained within the PPP)* and monitor environmental justice issues. Assure that all communications and public involvement efforts comply with the plan. Prepare the Annual Title VI Report (refer to page 4 or *Title VI Plan*). Review the *Title VI Plan* prior to the quadrennial Federal Certification Review and prepare revisions if necessary. Resolve all complaints in accordance with the *Title VI Plan*.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Annual Title VI Report			X												X									
Update Public Participation Plan																						X	X	X
Rev Title VI Plan/Quad Rev	This does not occur in the fiscal period of this UPWP																							
Resolution of Complaints	This task occurs if and when a complaint is filed.																							

1.5 Website and Other Communications

Produce the *Intersections* E-newsletter, maintain and update the MPO website and use other methods to disseminate information.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Intersections E-Newsletter	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Establish social media presence for MTP revision		X	X																					
Website Maint & Update	This is an ongoing activity.																							

1.6 Staff Training and Professional Development

Staff will attend meetings, workshops, webinars, and conferences designed to enhance their technical and professional skills and promote coordination between the MPO and other professional staff and stakeholders.

Responsibilities: MPO staff.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Representative Conferences, Training and Workshops

Attendance is dependent upon review of conference course/session offerings, conference costs, travel costs, conference location, employee work schedules and work load, etc. and may be subject to change. Other workshops and conferences may be attended by staff depending on funding availability and course offerings.

- ITS America
- Assoc. of Metropolitan Planning Organizations (AMPO) Conference
- American Planners Association (APA) Conference
- NM APA
- Smart Growth conference
- National Highway Institute (NHI) and National Transit Institute (NTI) courses
- Transportation Research Board (TRB) Conference
- VISUM modeling training
- a socioeconomic modeler's conference
- a pedestrian-bicycle planning seminar
- webinars hosted by APA, ITE and other agencies

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
MPO Quarterly Mtgs			x			x			x			x			x			x			x			x
Other Training	The schedule is dependent upon course offerings and staff work load.																							

1.7 Board Member Training

Board member training and workshops to educate policy board members and possibly other committee members as to their roles and responsibilities regarding the transportation planning process. Training subjects will include the topics listed below and others that become issues on state and national transportation issues.

Listing:

- Performance Measures Overview
- Agency Coordination in MVMPO region
- NMDOT Policy and Procedures Manual
- MTP update: Financial Plan, Current Conditions, Strategy Toolboxes
- Transit Performance Measures
- Role of local agencies in Transportation Planning Process
- TIP Policies and Procedures
- Safety Performance Measures
- Environmental Justice

Responsibilities: MPO staff.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)											FFY 2020 (Oct 1, 2019 - Sept 30, 2020)												
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Board and committee member training	x	x	x	x	x		x	x	x		x	x	x	x	x	x	x		x	x	x		x	x

1.8 State and Federal Coordination

Staff will promote coordination among the Mesilla Valley MPO, other state MPOs, and State and Federal Transportation agencies.

Responsibilities: MPO staff, State and federal agencies.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)											FFY 2020 (Oct 1, 2019 - Sept 30, 2020)												
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Organ Mountain Desert Peaks National Monument transportation network (BLM)																								
Statewide MPO Quarterly			X			X			X			X			X			X			X			X
NMDOT D1 Coordination meeting	X	X	X	X	X		X	X	X		X	X	X	X	X	X	X		X	X	X		X	X
Other as needed	As needed											As needed												

1 st Q. Report	
2 nd Q. Report	
3 rd Q. Report	
4 th Q. Report	
End of Year Report – Supplemental, if needed	

Task 2 - Transportation Improvement Program (TIP)

This task covers the development, monitoring, and management of the Transportation Improvement Program (TIP) which implements transportation projects through federal, state, and local funding programs. The TIP spans a period of six years with the first four years constituting the federal TIP and the 5th and 6th year serving as informational years. The TIP must be fiscally constrained therefore; the total amount of funds programmed does not exceed the total amount of funding available.

Estimated Cost for Task 2 (includes all subtasks) =

FY 19	FY20	Total
\$19,195	\$19,318	\$38,513

2.1 TIP Development

Develop and adopt a list of projects to be funded with federal transportation funds and regionally significant projects funded with state or local funds. TIP development includes entering project information in the NMDOT eSTIP online reporting tool.

Responsibilities: All agencies through the TAC (Technical Advisory Committee), which is responsible for the development of the TIP with MPO staff input and facilitation.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Review TIP Policies & Proc.	X																							
TIP Proj. Proposals Subm.		X	x																					
1 st Draft FY 2020-2025 TIP					X																			
TIP for Public Review							X	X																
Policy Committee Aprv. FY 2020-25 TIP									X															
TAP Call for projects					x																			

2.2 TIP Management

Monitor the progress of projects in the TIP and their progress toward the timely obligation of funds. Revise the TIP to accommodate increased or decreased funding, to delay or advance projects as progress monitoring dictates. Revisions fall into two categories: TIP Administrative Modifications which are minor revisions and TIP Amendments which require approval by the Policy Committee. TIP management includes entering project information in the NMDOT eSTIP online reporting tool.

Responsibilities: MPO staff manages the TIP and processes TIP Administrative Modifications. TIP Amendments are processed upon recommendation and analysis of the TAC and BPAC. Local leads on TIP funded projects brief advisory committees on progress.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Progress Rpt fr Agencies	X	X	X	X	X	X	X	X					X	X	X	X	X	X	X					
TIP Admin. Modifications	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Quarterly TIP Amend.		X			X			X			X			X			X			X			X	
TIP for Public Review						X																		
Policy Committee Aprv. FY 2018-21 TIP							X																	
Existing project updates	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X

2.3 Annual Project Listing and Obligation Report

In accordance with 23 CFR 450.332 the MPO shall prepare an annual report (no later than 90 days following the end of the program year) of the status of projects in that program year's TIP and the status of the obligation of the funds programmed in that year.

Responsibilities: MPO staff, NMDOT and other agencies as needed.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
1 st Draft Annual Proj Listing		X												X										
Final Annual Proj. Listing			X												X									

1 st Q. Report	
2 nd Q. Report	
3 rd Q. Report	
4 th Q. Report	
End of Year Report – Supplemental, if needed	

Task 3 - General Development and Data Collection/Analysis

This consists of general planning activities, data collection, socioeconomic projections, mapping services, orthophotography, travel demand/traffic forecasting, development review, and local assistance.

Estimated Cost for Task 3 (includes all subtasks) =

FY 19	FY20	Total
\$187,304	\$188,489	\$375,793

3.1 Transportation System Data Collection and Reports

Collect and process traffic data for routine monitoring of the transportation network, report data to NMDOT and conduct special traffic counts as needed. Counts are collected on all major roads in the MVMPO region for a total of approximately 600 count locations. (See Appendix E for count locations and cycle) Major Thoroughfare sections are counted once every three years and a sampling of local streets are counted on a ten-year cycle. All counts are reviewed to confirm they meet the Highway Performance Monitoring System standards of FHWA and the NMDOT.

Data collection is conducted system-wide as well as targeted locations and includes traffic counts, directional volume data, vehicle classification, bicycle counts, pedestrian counts, and intersection turning movements. Data is archived and logged into the traffic counts database and shared with local agencies for use in transportation planning activities. The Traffic Counts Program operates servers to receive traffic data from member agencies' ITS networks (including NMDOT-ITS). All reports and analyses are made available to member agencies and the general public. Historically, the traffic volume information gathered by MVMPO has been distributed via an annual static Traffic Flow Map. In future, MVMPO Staff intends to investigate the potential development of a dynamic web portal to distributed traffic volume data. Funds are managed each fiscal year to maintain a reserve of funding that allows for the timely replacement of the traffic counting vehicle (approx. every 5-6 years) and counter machines (approx every 10-15 years).

Special Notes: add as needed

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Conduct Traffic Counts	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Special traffic counts	Per local agency request																							
Quarterly Transmittal	X			X			X			X			X			X			X			X		
Annual Traffic Flow Map							x												x					
Develop bike lane reporting	x	x	x	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	x
Transit passenger reporting	X			X			X			X			X			X			X			X		
Develop dynamic web portal																								

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)											FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08
As needed																							

3.5 Highway Functional Classification Review and Update

Review the current Highway Functional Classification and revise if necessary. Major changes to the Highway Functional Classification occur approximately 2-3 years after each US Decennial Census in accordance with federal procedures. However, new roadways and changes in roadway utilization sometimes require revisions to the system; these are conducted on an as-needed basis.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)											FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08
Functional Class Revisions	As needed.																						

3.6 GIS Data Development, and database management and analysis

Provide Geographic Information Systems (GIS) coverages and data in support of transportation planning within the metropolitan planning area. This includes GIS analytical and cartographic support for the MTP, TIP, ITS and CMP, system-wide, subarea and corridor technical studies, and maintaining systems maps.

Responsibilities: MPO staff and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)											FFY 2020 (Oct 1, 2019 - Sept 30, 2020)												
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
GIS Data Collection & Maint	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Update Google Transit Feed	As needed																							
Dynamic web portal	TBD																							

3.7 Development Review

The MPO will assist local agencies with reviews of development plans and traffic forecasts as requested. Plans will be reviewed for consistency with the MTP, TIP, and other pertinent planning documents and plans. MPO staff is a member of the CLC Development Review Committee (DRC).

Forecasts requested by developers must be brought to the attention of the MPO through one of the agencies. Furthermore, the MPO will not perform a Traffic Impact Analysis (TIA)

or Traffic Impact Study (TIS) for developers. Developers may obtain information the MPO has already compiled or collected.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)										FFY 2020 (Oct 1, 2019 - Sept 30, 2020)												
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08
Development Reviews	As needed																						
DRC	Committee meetings scheduled weekly																						

1 st Q. Report	
2 nd Q. Report	
3 rd Q. Report	
4 th Q. Report	
End of Year Report – Supplemental, if needed	

Task 4 - Transportation Planning

This includes the development and monitoring of the long-range Metropolitan Transportation Plan (MTP), travel forecasting, coordinating with the state's long-range transportation plan and other studies. It also includes the Congestion Management Process (CMP), Intelligent Transportation Systems (ITS) planning, safety analyses, and other short to medium range planning activities.

Estimated Cost for Task 4 (includes all subtasks) =

FY 19	FY20	Total
\$76,780	\$77,271	\$154,050

4.1 Metropolitan Transportation Plan (MTP)

The Metropolitan Transportation Plan (MTP) forms the basis for all transportation planning and projects within the metropolitan planning area. The current MTP for the Mesilla Valley MPO is known as Transport 2040. The MTP covers all modes of transportation that may serve the current and future needs of the region. The plan conforms to federal regulations as set forth in 23 CFR 450. The MTP is updated every five years and may be amended, if necessary, as required.

Responsibilities: MPO staff serves as the lead. The development of the MTP is a cooperative effort by the MPO and its member agencies, NMDOT, and area transit agencies, with coordination and input from several other agencies such as: FHWA, FTA, "land use" planning agencies (i.e. municipal planning departments, US Bureau of Land Management, NMSU, local governments, and other agencies as necessary

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Public involvement meetings	X	X			X	X									x				X					
Staff research/ writing			X	X			X	X	X	X	X	x												
90% Draft MTP													X	X										
1 st Draft Public Review															X									
Final Draft Public Review																			X					
Public Comment Period																			X	X				
Policy Committee Approve MTP																				X				
MTP Amendments	Amendments are processed as necessary.																							

4.2 Safety Analysis and Planning

Develop, research, and analyze data to assist member agencies and the public with understanding crash information and transportation planning issues, including Performance

Measures required under the FAST Act, confronting the metropolitan region and identification of safety issues related to the transportation network. Explore the development of methodologies to estimate future crash data as well as economic impacts of crashes. This subtask includes maintaining consistency with the *NMDOT Comprehensive Transportation Safety Plan (CTSP)* and providing assistance to local member agency and health organization planning efforts and health impact assessments.

Responsibilities: MPO serves as lead in cooperation with NMDOT Transportation Planning and Safety Division and the UNM Division of Governmental Research

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Annual Crash Report							X	X										X	X					
Review NMDOT PM targets	X												X											

4.3 Safe Routes to School

The MPO participates in the Safe Routes to School Coalition in the Mesilla Valley led by the Las Cruces Public School District. The MPO adopted the Safe Routes to School Action Plan.

Responsibilities: Acts as participating member in coalition activities.

Source of Funds: FHWA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Amend SRTS Action Plan	As necessary.																							
Walk and Roll to School Day; Bike to School Week	x							x					x						x					
SRTS steering committee	X	X	x	X	X	x	X	X				x	X	X	x	X	X	x	X	X				x

4.4 Intelligent Transportation Systems (ITS)

ITS uses integrated systems to improve transportation safety, mobility, and traveler knowledge through the use of innovative technologies. The MPO coordinates the programming and deployment of ITS infrastructure and is responsible for maintaining the *Regional ITS Architecture* and updating the *ITS Implementation Plan*.

The MPO will collect data to monitor system-wide and link-based performance to investigate recurring and nonrecurring congestion. The CMP uses performance data to determine the cause and severity of congestion in the region. The CMP is used at various levels of planning and operational analyses such as the MTP, TIP and development of individual projects. The CMP is integrated into the metropolitan planning process and provides comprehensive information on the performance of the transportation system so residents, elected officials, and agencies can make informed decisions based on congestion levels and location appropriate strategies. This is an ongoing core activity of the MPO.

Responsibilities: MPO serves as lead in coordination with member agencies, regional transit providers and NMDOT.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds.

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Amend Reg. ITS Arch.	As necessary.																							
CLC Traffic Management System Plan	TIGER grant pending																							

4.5 Land Use/Transportation Integration

The core policy of the Metropolitan Transportation Plan is to “achieve sustainability through coordinated Land Use-Transportation Planning”. Thus, the objective is to coordinate the expansion of the transportation system with regional land use planning. MPO staff will work on on-going basis with regional planning partners to influence decisions that implement this policy.

Responsibilities: MPO staff

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Planning consultations																								

4.6 Committee Meetings.

Public meetings of the MVMPO and its advisory committees are the foundation of the MVMPO Transportation Planning Process. The MVMPO is directed by the Policy Committee. Monthly meetings of the Policy Committee are held to review and take action on various transportation issues in the urban area. The Policy Committee has established two advisory committees. The Technical Advisory Committee (TAC) is made up professionals from member governments and other agencies that are regional planning partners for the transportation system. The TAC also serves as the Transportation Asset and Safety Management (TASM) Leadership Committee. The Bicycle and Pedestrian Facilities Advisory Committee is made up of citizens interested in bicycle and pedestrian issues and staff from the CLC, DAC, TOM, and NMDOT. Both committees provide advice to the Policy Committee and allow for more public participation.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Policy Committee Meetings	X	x	x	X	x		X	x	x		x	x	X	x	x	X	x		X	x	x		x	x
TAC Meetings	x	x	x	x	x	X	X	x	x		x	x	x	x	x	x	x	x	X	x	x		x	x
TASM Leadership committee		X			X			X			X			X			X			X			x	
BPAC Meetings	x			x		x	x	x		x	x		x			x		x	x	x		x	x	
Pub Mtg FY 2018-2021 TIP						X	X																	
Review Pub. Part. Proc.	This is done prior to start of MTP development and as needed.																							

4.7 Planning Consultation and Local Transportation Planning Assistance

The MPO will assist local agencies with the development of the transportation element of their comprehensive plans and other planning documents. The level of MPO involvement is dependent upon available resources.

MPO staff will assist local agencies with progressing capital improvement projects funded in the TIP through the project development process, certification process, and the process for the obligation of funds.

This subtask also includes routine, cooperative planning efforts with NMDOT, FHWA, FTA, other federal agencies, municipalities, transit agencies, natural resource agencies, and other similar agencies.

Responsibilities: MPO staff and other agencies as necessary.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Transp. Elem. for Plans	As requested and as MPO resources allow.																							
Capital Project Assistance	As requested and as initiated by the TIP coordinator.																							
RoadRunner Transit Assistance																								
Liaison to Roadrunner Transit Advisory Board	X			X			X			X			X			X			X			x		

4.8 Regional Transit District

MPO staff will provide local assistance to MPO members that are also members of the SCRTD. Staff will attend SCRTD Board meetings and lend technical assistance as required.

Responsibilities: MPO staff

Source of Funds: FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Board meetings	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	x	x
GIS support for SCRTD	As needed																							
Other technical assistance	As requested																							

1 st Q. Report	
2 nd Q. Report	
3 rd Q. Report	
4 th Q. Report	
End of Year Report – Supplemental, if needed	

Task 5 - Special Studies and Miscellaneous Activities

This task covers transportation planning activities that do not fall under the categories above.

Estimated Cost for Task 5 (includes all subtasks) =

FY 19	FY20	Total
\$23,840	\$24,005	\$47,845

5.1 Regional Leadership Consortium

The MPO is a planning partner with other regional agencies in the Sustainable Communities Grant through the EPA, partnering with USDOT and HUD. The Viva Doña Ana regional project focuses on three specific aspects of Doña Ana County: people, places, and prosperity. These three areas will be addressed throughout the Viva Doña Ana planning efforts, and will help build a better quality of life for Doña Ana County residents. This project will provide a complete picture of the issues related to living in Doña Ana County, growing the region, and thriving as a community. The Viva Doña Ana project will also provide strategies, actions, and tools to continue to improve your quality of life.

Through the Viva Doña Ana project, the region will work together during public meetings, working sessions, community discussion groups, and other collaborative settings to address people, places, and prosperity.

With the conclusion of the project, the regional leadership consortium intends to continue its collaboration. The MPO will remain a partner organization to benefit regional planning.

Responsibilities: Doña Ana County, MPO staff, CLC, Town of Mesilla, El Paso MPO staff, South Central Regional Transit District, South Central Council of Governments, Coloñias Development Council, City of Sunland Park, and Tierra del Sol.

Source of Funds: FHWA, FTA, Local Funds for Match, Local Non-Matching Funds

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)										FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09	
Participate on Regional Leadership Consortium	On going										On going														
Public events	As needed																								

5.2 Performance Measure Implementation

As part of FAST Act implementation, MPO Staff shall continue to develop performance measures as required by FHWA and FTA. Safety and Transit Asset Management performance measures have already been adopted by the MPO. This work task is to develop and implement further performance measures as required. Currently impending are performance measures related to Bridge and Pavement Conditions and System Performance (Travel Time Reliability/CMAQ).

Responsibilities: MPO staff serves in cooperation with NMDOT Planning and Safety Division.

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Adopt MPO Performance Measures	As needed.																							

5.3 Participatory Mapping

Investigate the use of participatory mapping as a tool for engaging the public in the transportation planning process. Participatory Mapping is an approach using mobile GIS tools to gather spatial data using the public. This will involve selecting an urban and a rural community within the MPO Planning Area. Estimated contractor cost \$50,000 over FY 19 and FY20.

Responsibilities: MPO staff

Source of Funds: SPR, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)													
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08
Selection of NGO partner	Timeline TBD									Timeline TBD													
Community Selection																							
Data collection and analysis																							

5.4 Short Range Transit Plan

The MPO completed a Short Range Transit Plan for RoadRunner Transit in 2015. Several recommendations from that plan have been implemented. Staff, possibly with consultant assistance, will revise that plan with an emphasis on greater coordination with NMDOT Park and Ride and the South Central Regional Transit District.

Responsibilities: MPO staff, SCRTD staff, NMDOT Transit and Rail, contracted consultant

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

PRODUCT	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)									FFY 2020 (Oct 1, 2019 - Sept 30, 2020)														
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09
Public meetings	X	x																						
Draft SRTP					X																			

5.5 Las Cruces- El Paso Commuter Rail Study

Participate and contribute to the efforts of the South Central Regional Transit District to explore the feasibility of regional commuter rail.

Responsibilities: SCRTD, MPO staff, EPMPO, contracted consultant

Source of Funds: FHWA, FTA, Local Funds for Match

Main Products and Schedule by Month

WORK ITEM	FFY 2019 (Oct 1, 2018 - Sept 30, 2019)												FFY 2020 (Oct 1, 2019 - Sept 30, 2020)											
	10	11	12	01	02	03	04	05	06	07	08	09	10	11	12	01	02	03	04	05	06	07	08	09

1 st Q. Report	
2 nd Q. Report	
3 rd Q. Report	
4 th Q. Report	
End of Year Report – Supplemental, if needed	

Appendices

Appendix A – Budget Summary - Financial Resources Available

Fiscal Year 2019 (Oct. 1, 2018- September 30, 2019)	Program Support and Administration	Transportation Improvement Program	General Development and Data Collection/ Analysis	Transportation Planning	Special Studies, Plans, Projects, and Programs	Subtotal	Program Totals
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00		
FHWA 112 (85%) SPR	\$49,726.80	\$12,431.70	\$124,317.00	\$49,726.80	\$12,431.70	\$248,634	
						\$0	
LOCAL (112) MATCH(15%)	\$8,474.04	\$2,118.51	\$21,185.11	\$8,474.04	\$2,118.51	\$42,370	\$291,004
CLC	\$5,279	\$1,320	\$13,198	\$5,279	\$1,320	\$26,397	
DAC	\$3,076	\$769	\$7,690	\$3,076	\$769	\$15,380	
MESILLA	\$119	\$30	\$297	\$119	\$30	\$593	
FTA GRANT 5303(80%)	\$14,863.03	\$3,715.76	\$33,441.82	\$14,863.03	\$7,431.52	\$74,315	
CLC (5303)MATCH(20%)	\$3,715.76	\$928.94	\$8,360.45	\$3,715.76	\$1,857.88	\$18,579	\$92,894
TOTAL	\$76,780	\$19,195	\$187,304	\$76,780	\$23,840	\$383,898	\$383,898
(PERCENT OF 112)	20%	5%	50%	20%	5%	100%	
(PERCENT OF 5303)	20%	5%	45%	20%	10%	100%	
PERCENT TOTAL	20%	5%	49%	20%	6%		
Fiscal Year 2020 (Oct. 1, 2019- September 30, 2020)	Program Support and Administration	Transportation Improvement Program	General Development and Data Collection/ Analysis	Transportation Planning	Special Studies, Plans, Projects, and Programs	Subtotal	Program Totals
FUNDING SOURCE	41.11.00	41.12.00	41.13.00	41.14.00	41.15.00		
FHWA 112 (85%) SPR	\$50,000.00	\$12,500.00	\$125,000.00	\$50,000.00	\$12,500.00	\$250,000	
						\$0	
LOCAL (112) MATCH(15%)	\$8,520.60	\$2,130.15	\$21,301.50	\$8,520.60	\$2,130.15	\$42,603	\$292,603
CLC	\$5,308	\$1,327	\$13,271	\$5,308	\$1,327	\$26,542	
DAC	\$3,093	\$773	\$7,732	\$3,093	\$773	\$15,465	
MESILLA	\$119	\$30	\$298	\$119	\$30	\$596	
FTA GRANT 5303(80%)	\$15,000.00	\$3,750.00	\$33,750.00	\$15,000.00	\$7,500.00	\$75,000	
CLC (5303)MATCH(20%)	\$3,750.00	\$937.50	\$8,437.50	\$3,750.00	\$1,875.00	\$18,750	\$93,750
TOTAL	\$77,271	\$19,318	\$188,489	\$77,271	\$24,005	\$386,353	\$386,353
(PERCENT OF 112)	20%	5%	50%	20%	5%	100%	
(PERCENT OF 5303)	20%	5%	45%	20%	10%	100%	
PERCENT TOTAL	20%	5%	49%	20%	6%		

MPO APER Budget Summary by Line item PL Funds

FFY19 Budget Summary by Line Item							
Line Item	Budgeted	Q1	Q2	Q3	Q4	Actual	Percentage actuals differ from budgeted*
Personnel	220424						-100.00%
Benefits	40190						-100.00%
Travel	8192						-100.00%
Maint & Service Agreements	2835						-100.00%
Vehicle Repair & Maintenance	1170						-100.00%
Fuel	585						-100.00%
Professional Technical Service	1170						-100.00%
Postage and Freight	500						-100.00%
Advertising	1756						-100.00%
Print & Copy Fees	2925						-100.00%
Purchased Services General	16567						-100.00%
Membership and Dues	2575						-100.00%
Audio/Magazine Periodical/Book	117						-100.00%
Supplies General	1815						-100.00%
Software	687						-100.00%
Minor Equipment	2340						-100.00%
Other (please specify)	0						
TOTAL	\$291,004	\$0.00	\$0.00	0	0	0	-100.00%
*if any line item differs from budgeted amount by more than 20%, provide a narrative explanation below							

Explanation: N/A- UPWP not budgeted at this level of detail. See APER Budgeted Task Summary

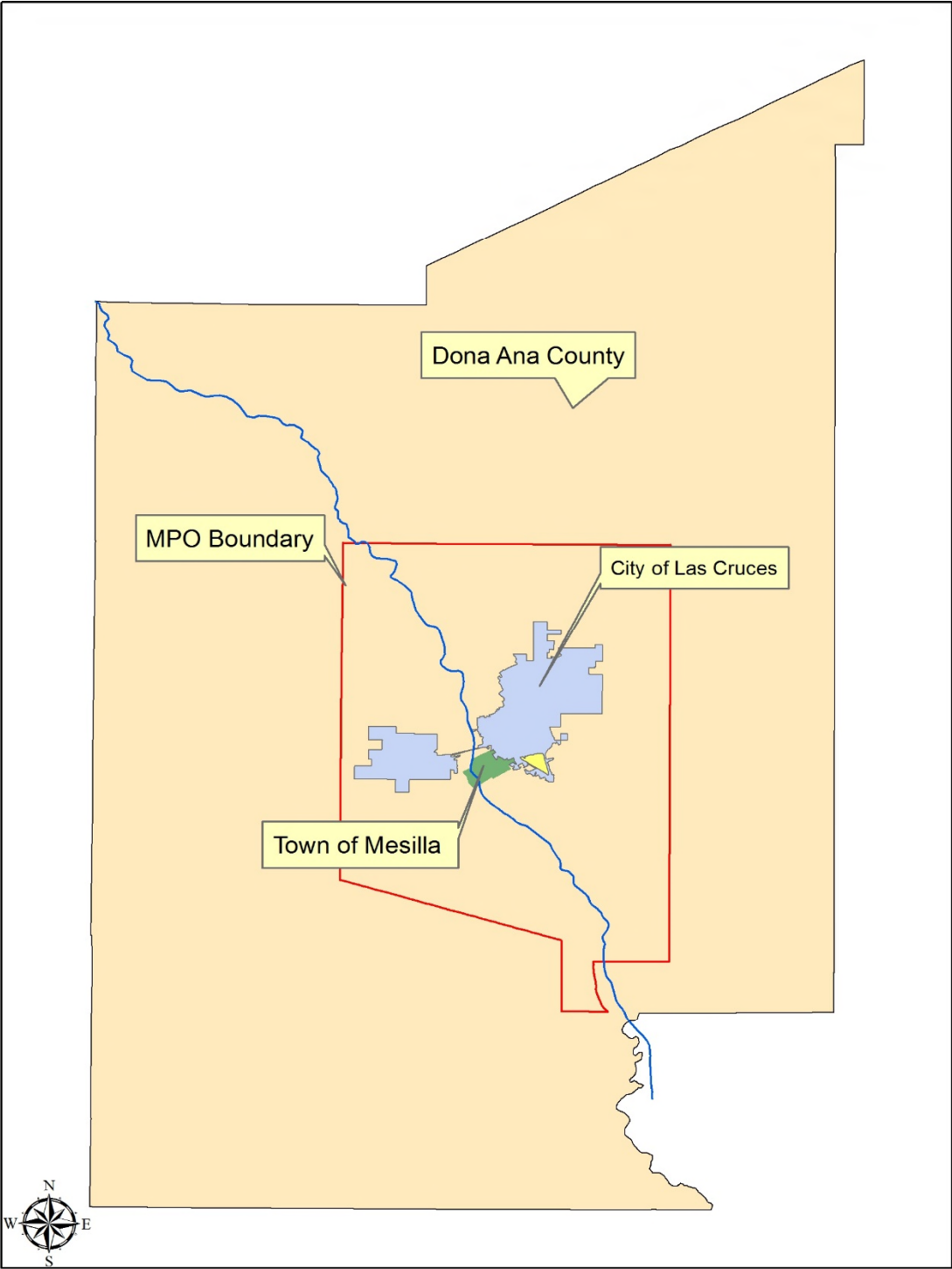
FFY20 Budget Summary by Line Item							
Line Item	Budgeted	Q1	Q2	Q3	Q4	Actual	Percentage actuals differ from budgeted*
Personnel	224000					0	
Benefits	41000					0	
Travel	4500					0	
Maint & Service Agreements	4000					0	
Vehicle Repair & Maintenance	500					0	
Fuel	300					0	

Professional Technical Service	3000					0
Postage and Freight	56					
Advertising	1500					0
Print & Copy Fees	150					0
Purchased Services General	75000					0
Membership and Dues	1823					0
Audio/Magazine Periodical/Book	0					0
Supplies General	1200					0
Software	150					0
Minor Equipment	1500					0
Other (please specify)	0					0
TOTAL	\$292,603					0

*if any line item differs from budgeted amount by more than 20%, provide a narrative explanation below

Explanation:

Appendix B – Mesilla Valley Metropolitan Planning Area Map



Appendix C – UPWP Adoption Resolution

And

Amending Resolution

Appendix D

Traffic Count Cycles

Traffic counts are conducted on a three year cycle. As of adoption, 2018, the program is currently in Cycle Two. Tables will be updated to 2018 format as counts are conducted in calendar years 2019 and 2020.

Cycle three- Calendar Year 2018

2018 Cycle 1 Traffic Counts Archive List						
Roadway	TIMS's Number	From Point	To point	Speed Limit	2018 NMDOT adjusted AADT	2018 MPO adjusted AADT
ADDINGTON	22948	NM 28	End	35	300	297
ALAMEDA	11899	Main	Lohman	30	8186	
ALAMEDA	11904	Picacho	McClure	35	9707	9398
AMADOR		17th	Valley	35	10367	
AMADOR	8682	Alameda	Main	35	6668	
AMADOR		Campo	Mesquite	35	8449	
AMADOR	8679	Melendres	Alameda	35	10084	
AVENIDA DE MESILLA	16781	Calle del Norte	I-10	30	9327	9041
AVENIDA DE MESILLA	18617	I-10	Valley	35	15690	
AVENIDA DE MESILLA	6302	Valley	Main	35	9385	9192
BATAAN MEMORIAL EAST		Mesa Grande	Porter	35	1574	
BATAAN MEMORIAL EAST		Roadrunner	Rinconada	35	4715	
BATAAN MEMORIAL EAST		Sonoma Ranch	Mesa Grande	35	1716	
BATAAN MEMORIAL EAST		Weisner	NASA	45	103	
BATAAN MEMORIAL WEST		Roadrunner	Rinconada	35	3182	
BATAAN MEMORIAL WEST		Sonoma Ranch	Mesa Grande	35	1398	
BOUTZ	16439	Stern	Valley	35	3847	3818
BOUTZ	16443	Valley	Main	35	5262	
BOWMAN	16317	Conway	Capri	30	456	
BRAHMAN	18233	Arroyo	El Centro	35	1271	
CALLE ABUELO		Sonora Springs	Calle Jitas	30	299	
CALLE DEL NORTE	23788	Snow	Paisano	40	2114	2048
CALLE DEL SUR	22939	Calle Segunda	NM 28	25	971	961
CALLE LAS LOMAS	18235	Del Rey	La Reina	35	2115	
CAMPO	16507	El Paseo	Arizona	35	4286	
CAMPO	16511	Lohman	Amador	35		
CARVER	16612	NM 28	NM 478	30	2381	2037
CHURCH (P)		Las Cruces	Lucero	25	5226	
CORTEZ	16683	Wilt	Davis	25	616	626
COURT		Mesilla	Alameda	25	384	
DEL REY	16568	Bataan Memorial West	Mars	35	12320	12810

DEL REY	22942	La Reina	Thorpe	35	1717	1792
DEL REY	16569	Mars	Settler's Pass	35	10614	
DON ROSER	18241	University	Terrace	35	4580	
DONA ANA	16629	Carlton	Engler	40	3615	3562
DONA ANA		Dona Ana School Rd	Thorpe	40	2050	
DRIPPING SPRINGS	17589	Sonoma Ranch	Soledad Road	40	3139	
EL CAMINO REAL	16767	Armstrong	San Ysidro	35	2337	
EL CAMINO REAL	16765	Elks	Thorpe	35	3936	
EL CAMINO REAL	16768	San Ysidro	Taylor	35	2015	2486
EL CAMINO REAL	16769	Taylor	Dona Ana Sch Rd	40	1528	1608
ELKS	19354	Hatfield	Taylor	35	4607	4635
ELKS	19355	Taylor	Dona Ana Sch Rd	40	1661	1643
ENGLER		Sonoma Ranch	Las Colinas	35		
ESPINA	16332	Boutz	Idaho	35	4673	4576
ESPINA	16331	Farney	Boutz	35	6981	6446
ESPINA	16333	Idaho	Lohman	35	4340	3962
ESPINA	16338	Las Cruces	Hadley	25	924	936
ESPINA	16335	Lohman	Amador	25		
FAIRACRES		Aries	Picacho	40	1253	
FORT SELDON		Tel High	I 25	35	1773	
GLASS RD	22919	Paisano	Hwy 292	35	1024	
GLASS RD	16622	Snow	Paisano	25	317	311
GRIGGS	16538	Alameda	Water	25	1039	1374
GRIGGS	16539	Water	Church	25		
HADLEY	16588	17th	Valley	35	2882	2844
HADLEY		Church	Mesquite	30		
HADLEY	16607	Hermosa	Walnut	30	4050	4063
HADLEY	16604	Mesquite	Espina	25	1078	1063
HANGER LAKE	18245	Bataan Memorial West	Englehardt	35	234	
HILLRISE	16391	Curmutt	Executive Hills	25	838	
IDAHO	16365	El Paseo	Mesquite	35	9333	
IDAHO	16367	Espina	Solano	35	8301	7664
IDAHO		Idaho/Walnut Intrsectn.	Triviz	25	2359	
IDAHO	16369	Lee's	Idaho/Walnut Intersecti	25	6650	6644
IDAHO	16368	Locust	Lee's	25	6324	6282
IDAHO	22926	Solano	Locust	25	5648	
JORNADA	18252	Engler	Peachtree Hills	30	2502	
LAS ALTURAS	23800	Cholla	Mission Bell	45	6720	6134
LOCUST	16362	Montana	Idaho	35	3129	3182
LOCUST	16359	University	Wyoming	35	6585	6782
LOCUST	16360	Wyoming	Missouri	35	5467	
LOHMAN		Alameda	Main	35	6668	
LOHMAN		Del Monte	Walnut	35	14323	14316

LOHMAN		Main	Campo	35	7147	
LOHMAN	8694	Solano	Del Monte	35		
LOHMAN	25938	Walnut	Walton	35	21334	
LOPEZ	18078	Valley	Dona Ana Rd	35	1089	
MADRID	16553	Evelyn	Anita	25	2156	2212
MAIN	9193	Carver	Watson	35	11676	11649
MAIN	23952	Conway	University	35		
MAIN	9211	Idaho	Wyatt	35	14612	
MAIN	9197	Union	Conway	35		
MAIN		Watson	Union	40	13099	
MALL	16421	Idaho	Telshor	35	1717	1765
MARS	16567	Del Rey	Venus	25	1494	1526
MCCLURE	16709	Highland	Alameda	25	2462	2395
MELENDRES	16533	Amador	Organ	35		
MELENDRES	16532	El Molino	Amador	35	1992	2017
MELENDRES	16529	Main	El Molino	30	2482	
MESA GRANDE		Bataan Memorial West	Engler	35	6771	
MESA GRANDE	16689	Engler	Peachtree Hills	35	4946	
MESQUITE	16558	Amador	Hadley	25	2257	2288
MISSOURI	16381	Locust	Gladys	35	16016	
MISSOURI	16404	Telshor	Echo Lane	30	2598	2527
MISSOURI	16384	Triviz	Don Roser	30		
MORNING STAR		Roadrunner	Sonoma Ranch	45	1391	
MOTEL	18789	I-10	Amador	35		
MULBERRY	16730	Calle Sosa	Evelyn	25	1517	1508
MULBERRY	16728	Solano	Calle Sosa	25	1752	2367
NASA	18963	Bataan Memorial West	Rincon	45	2517	2580
NM 226 (Berino Road)		Hwy 28	Hwy 478	30	1159	
NM 228 (Mesquite Road)		Hwy 478	Stern	45	3262	
NM 28		Afton	Hwy 189	50	1790	
NM 28		Harlacker	Hwy 192	50	1936	
NM 28		Pajaro	Apodaca	50	3134	
NM 478	9173	Berino	Hwy 189	55	3385	
NM 478	9177	Hwy 189	Hwy 192	55	3214	
NM 478	18786	Hwy 192	Snow	55	3729	3677
PEACHTREE HILLS		Porter	Holman	35	927	
PICACHO		Shalem Col. Tr	Roadrunner Lane	45	9557	
PICACHO HILLS	18964	Puertas de Esperanzas	Picacho	30	4120	3995
QUAIL RUN	16741	Las Alturas	Shadow Run	30	596	594
RINCONADA	34863	Bataan Memorial West	Settlers Pass	35	4167	
RINCONADA		Sonoma Ranch	Bataan Memorial East	35	4664	
ROADRUNNER LN	7592	Picacho	Burke	30	1174	
SNOW	22949	NM 359/Calle de Norte	Glass	25	348	

SNOW	9940	Union	Calle del Sur	35	715	
SOLANO	11861	Amador	Griggs	35		
SOLANO	11863	Idaho	Lohman	35	14517	
SOLANO		Lohman	Amador	35		
SOLANO	11870	University	Wyoming	35	6444	
SONOMA RANCH		Sonoma Springs	Calle Jitas	35	8303	
SONORA SPRINGS		Sonoma Ranch	Calle Abuelo	35	1025	
SOUTHWIND	17619	Myles	Burke	35	1523	1550
SPITZ	18191	Lenox	Suzanne	25	2874	2961
SPRUCE	16685	Campo	Mesquite	35		
SPRUCE	16686	Mesquite	Solano	35	13786	12864
SPRUCE	16587	Walnut	Triviz	35	12005	
STERN	20952	Salopek	San Francisco	45	4270	5742
STEWART	16339	El Paseo	Espina	25	3155	3113
SUNLAND	18462	La Reina	Creek	25	431	418
TASHIRO		Motel	Valley	35	5025	
TAYLOR	16621	Dona Ana	El Camino Real	35	2525	2275
TELSHOR		Commerce	Del Rey	35	14980	
TELSHOR	18852	Foothills	Lohman	35		
TELSHOR	18846	Missouri	Idaho	35	20004	
TELSHOR	18855	Spruce	Commerce	45	16036	
THORPE		Barela	El Camino Real	35	4393	
TRIVIZ	16452	Entrada del Sol	Griggs	35	8632	8573
TRIVIZ	11918	Griggs	Hadley	35	10444	10265
TRIVIZ	11917	Nevada	Entrada del Sol	30	10157	10170
TRIVIZ	11921	San Acacio	Main	35	6767	6751
UNIVERSITY	20764	Bowman	Main	35	5035	
UNIVERSITY	20765	Main	Valley	35	6545	
UNIVERSITY	20771	Solano	Locust	35	9970	10220
US 70		Holman/Dunn	Weisner	65	18557	
US 70		NASA	Organ	60	7997	
US 70		Roadrunner	Rinconada	65	32175	
US 70		Sonoma Ranch	Mesa Grande	65	35550	
VALLEY	7780	Engler	Lopez	40	6434	
VALLEY	20966	Hoagland	Mayfield Lane	35	8602	
VALLEY	18788	McClure	Hoagland	35	9438	
VALLEY	7776	Picacho	McClure	35	9752	
VALLEY		Swartz	Engler	40	7241	
VALLEY	16582	Thorpe	Shalem Colony Tr	55	3184	
VALLEY	7812	University	Main	35	7833	
WALNUT	16372	Hadley	Seldon	35	5525	
WALNUT	16371	Lohman	Griggs	35	7993	
WATER (M)		Griggs	Las Cruces	25	3774	

WEISNER	18454	Lisa	Arroyo	40	1723	1694
WILT	16745	Aldrich	Cortez	25	62	62
WYOMING	16376	Solano	Locust	25	780	795

Cycle one- Calendar Year 2019

2019 Cycle 2 Traffic Counts Archive List						
Roadway	TIMS's Number	From Point	To point	Speed Limit	2019 NMDOT adjusted AADT	2019 MPO adjusted AADT
ALAMEDA		Amador	Griggs	30	7921	
ALAMEDA	11905	Hoagland	Three Crosses	35	9862	9840
ALAMEDA	11901	Lohman	Amador	30	5379	5327
ALAMEDA		McClure	Hoagland	35	7974	
AMADOR		Mesquite	Espina	35	10072	
ARMSTRONG	1884	Dona Ana Rd	El Camino Real	35	1010	921
BATAAN MEMORIAL EAST		Del Rey	Roadrunner	35	2888	
BATAAN MEMORIAL EAST		End	Del Rey	35	7883	
BATAAN MEMORIAL WEST		Dunn	Weisner	45	1218	
BATAAN MEMORIAL WEST		Mesa Grande	Porter	45	2518	
BATAAN MEMORIAL WEST		Porter	Holman	45	1021	
BATAAN MEMORIAL WEST		Rinconada	Sonoma Ranch	45	3230	
BATAAN MEMORIAL WEST		Weisner	NASA	45	196	
BOUTZ	16438	NM 28	Stern	25	1941	1741
BOWMAN	22932	Capri	University	25	1085	1044
BRAHMAN	18232	US 70	Arroyo	35	601	561
CALLE DEL NORTE	8730	Fairacres	Snow	40	1740	1557
CALLE DEL NORTE	25857	Paisano	NM 28	35	2400	2216
CALLE DEL SUR	16795	Calle del Oeste	Calle Segunda	20	1166	1158
CALLE DEL SUR	16794	Snow	Calle del Oeste	20	237	235
CALLE JITAS		Sonoma Ranch	Calle Abuelo	25	3574	
CAMINO DEL REX	16572	Main	Desert	25	1178	1257
CAMPO	16514	Amador	Las Cruces	30	6639	6672
CAMPO	16510	Colorado	Lohman	30	4888	4973
CAMPO	16505	Hadley	Picacho	30	6136	6214
CARLTON	16578	Dona Ana Rd	El Camino Real	25	1956	
CONWAY	16321	Bowman	Main	25	1379	1293
DON ROSER	18242	Idaho	Mall	35	3218	3115
DON ROSER	11923	Missouri	Idaho	35	5714	5524
DON ROSER		Terrace	Missouri	30	4468	
DONA ANA		Dalrymple	Carlton	40	4720	3809
DONA ANA	16330	Engler	Lopez	40	2699	2719
DONA ANA		Harvey Farm	Fort Seldon	40	839	
DONA ANA	16633	Thorpe	Harvey Farm	40	1119	1134
DONA ANA SCH.	18111	El Camino Real	Elks	25	875	711
DUNN	16715	Aldrich	Cortez	35	634	612

EL CAMINO REAL	16766	Carlton	Armstrong	35	4551	4101
EL CAMINO REAL	20965	Main	Spitz	35	4077	3822
EL CAMINO REAL	22915	Spitz	Carlton	35	6045	5751
ELKS		Dona Ana Sch. Rd	El Camino Real	40	1792	
ELKS	19351	Main	Valley View	35	13494	13089
ELKS	19353	Valley View	Hatfield	35	6763	6383
ENGLER		Elks	Del Rey	35	3421	
ENGLER		Jornada	Mesa Grande	35	2456	
ESPINA	25971	Stewart	University	25	6088	5985
EVELYN	16697	Mulberry	Madrid	25	758	754
EVELYN	16695	Spruce	Mulberry	25	1852	1832
FAIRACRES	22917	Calle Del Norte	Aries	35	1481	1368
FARNEY	16351	El Paseo	Espina	25	2692	2701
FARNEY	16350	Hixon	El Paseo	25	1953	1913
FOOTHILLS	18128	Lohman	Roadrunner	30	5506	5346
GRIGGS	16545	Walnut	Triviz	30	4385	4285
HADLEY	16605	Espina	Solano	25	1799	1628
HADLEY	16606	Solano	Hermosa	25	4231	4086
HADLEY	16589	Valley	Mesilla	30	2311	2550
HILLRISE		Executive Hills	Roadrunner Cr	25	632	
HILLRISE	16390	Telshor	Curnutt	25	1919	1715
HOAGLAND	16556	Highland	Alameda	25	6518	6644
HOLMAN	16554	Bataan Memorial West	Peachtree Hills Rd	35	5762	5442
IDAHO	16690	Don Roser	Telshor	25	1033	
LAS ALTURAS	23795	Johnson	Tellbrook	45	1311	1119
LAS ALTURAS	23803	Mission Bell	University	45	6855	5861
LAS ALTURAS	23797	Tellbrook	Cholla	30	6015	5149
LAS CRUCES	17520	Alameda	Water	25	1820	1818
LAS CRUCES	17521	Church	Campo	25	2972	2781
LOHMAN		Campo	Mesquite	35	10035	
LOHMAN		Espina	Solano	35	11978	
LOHMAN		Mesquite	Espina	35	10255	
LOHMAN		Paseo de Oate	Sonoma Ranch	35	10395	
LOHMAN	31728	Roadrunner	Paseo de Oate	35	15993	
LOHMAN	16003	Walton	Telshor	35	26111	27709
MADRID	16550	Solano	Desert	35	4582	4837
MAIN	9203	Boutz	Idaho	45	8811	8684
MAIN	31954	Camino Del Rex	Lenox/Temple	45	22654	21669
MAIN	23954	El Paseo	Lohman	35	14870	14614
MAIN		Farney	Boutz	45	10202	
MAIN		Griggs	Las Cruces	15	2528	
MAIN	9223	Las Cruces	North Roundabout	15	2819	2928
MAIN	9217	Lohman	Amador	25	8141	8577

MAIN	4148	Solano	Camino Del Rex	45	25894	25512
MAIN	4152	Temple	Elks	45	22149	21876
MARS	16566	Venus	Roadrunner	25	1018	916
MESQUITE	16561	Hadley	Spruce	25	1736	1768
MESQUITE	16546	Idaho	Amador	25	1716	1560
MESQUITE	16563	Spruce	Madrid	25	1828	1660
MISSOURI	16378	Solano	Locust	35	13071	12609
MONTANA	16435	Pecos	Locust	25	1360	1337
MOONGATE	17925	Bataan Memorial West	Arroyo	35	1260	1277
MOONGATE	18259	El Centro	Dragonfly	35	492	461
MOTEL	8420	Amador	Roadrunner Lane	40	14946	14292
MOTEL	8410	Calle del Norte	Glass (C-270)	45	3588	3493
MOTEL	8411	Glass (C-270)	I-10	45	4967	4807
MULBERRY	16731	Evelyn	Triviz	25	930	901
NM 192 (Mesquite Road)		NM 28	NM 478	40	2184	
NM 226 (Berino Road)		NM 478	Stern	45	1771	
NM 28		Apodaca	Union	45	4596	
NM 28		Calle de Parian	Calle del Norte	35	8082	
NM 28		Calle Del Sur	Calle de Parian	35	7012	
NM 28	6290	NM 192	Snow	45	2651	2700
NM 28	16772	Union	University	35	5114	5043
NORTHRISE		Del Rey	Roadrunner	35	13384	
NORTHRISE		Riconada	Sonoma Ranch	35	5609	
PAJARO	16610	NM 28	Main	30	812	755
PASEO DE ONATE		Lohman	End	25	2042	
PICACHO	24387	Alameda	Main	25	14187	13676
PICACHO	4100	I-10/US70 Interch	Picacho Hills Drive	55	3224	3086
PICACHO	16685	Main	Campo	35	12565	11754
PICACHO		Melendres	Alameda	35	17249	
PICACHO	4126	Valley	Melendres	35	20914	20475
QUAIL RUN	16742	Shadow Run	Condor	25	402	416
ROADRUNNER LN		Hadley	Picacho	35	3181	
ROADRUNNER LN	7592	Motel	Hadley	35	2316	2390
ROADRUNNER PKWY	16614	Lohman	Golf Club	35	17305	16582
ROADRUNNER PKWY	22944	Mission	Morningstar	35	9949	9538
SEDONA HILLS		Calle Abuelo	Pagosa Hills	30	398	
SEDONA HILLS		Sonoma Ranch	Calle Abuelo	30	625	
SEVENTEENTH	18450	Amador	Hadley	30	4288	4115
SEVENTEENTH	18451	Hadley	Picacho	30	3543	3407
SHALEM COLONY TR	17617	Old Picacho	Valley (NM 185)	35	1655	
SHALEM COLONY TR	20975	US70	Old Picacho	35	1973	1943
SNOW		Apodaca	Union	40	846	703

SNOW	8859	NM 28	Apodaca	40	655	703
SNOW	20976	Calle del Sur	NM 359	40	897	728
SOLANO		Hadley	Spruce	35	13706	
SOLANO		Madrid	Main	35	11505	
SOLANO		Spruce	Mulberry	35	14518	
SONOMA RANCH		Calle Jitas	Northrise	35	8877	
SONOMA RANCH		Dripping Springs	Centenial H.S.	35	6511	
SONOMA SPRINGS		Golf Club	Sonoma Ranch	35	1963	
SPITZ	18190	El Camino Real	Lenox	25	4421	4310
SPITZ	18189	Three Crosses	El Camino Real	35	6792	7026
SPRUCE	16591	Solano	Walnut	35	15093	14417
STERN	20953	Broadmoor	Salopek	35	3943	4130
STERN	16054	San Francisco	Union	35	5287	4529
STEWART	16340	Espina	Locust	25	4773	4670
STEWART	16342	Payne	Triviz	25	1105	1561
TAYLOR	16619	Northwind	Valley	35	2130	1921
TELLBROOK	17620	Las Alturas	Ocotillo	35		
TELSHOR	18855	Lohman	Spruce	35	14522	14747
TERRACE	11879	University	Telshor	30	1312	
THORPE		Strange	Dona Ana Rd	35	4972	
UNION	11872	Main	Stern	35	12040	11323
UNION	8860	Snow	NM 28	35	520	537
UNION	18144	Stewart	University	35	16202	15274
UNIVERSITY	7298	Espina	Solano	35	14915	14669
UNIVERSITY	16313	Triviz	I-25 Bridge	40	27065	25643
US 70		Brahman	NASA	65	12638	
US 70	26383	Del Rey	Roadrunner	55	45057	47235
US 70	23786	Organ	San Augustine Pass	65	8433	8069
US 70	32007	Weisner	Brahman	65	14568	15332
VALLEY		Bridle Path	Thorpe	55	4535	
VALLEY		Hadley	Picacho	35	18589	
VALLEY	25888	Main	Boutz	40	12343	11747
VALLEY	7780	Mayfield Lane	Swartz	40	7692	8408
VALLEY	20968	Shalem Colony Tr	Harvey Farm	55	2924	3201
VALLEY		Taylor	Bridle Path	55	4552	
WALNUT	22927	Idaho	Nevada	30	7198	7322
WALNUT	16370	Nevada	Lohman	30	9223	9369
WALNUT	22929	Seldon	Spruce	30	5819	5697
WATER (M)		Amador	Griggs	25	5034	
WATER (M)		Las Cruces	Lucero	25	4651	
WEISNER	18453	US 70	Lisa	35	2296	2115
WYATT	16506	Main	El Paseo	30	1759	1776

Cycle two - Calendar Year 2020

2020 Cycle 3 Traffic Counts Archive List						
Roadway	TIMS's Number	From Point	To point	Speed Limit	2020 NMDOT adjusted AADT	2020 MPO adjusted AADT
AIRPORT FRONTAGE	16050	Crawford	Picacho (US 70)	45	285	284
ALAMEDA		Griggs	Las Cruces	35	7421	
ALAMEDA		Las Cruces	Picacho	35	8338	
AMADOR		Compress	Melendres	35	15687	
AMADOR	8696	Espina	Solano	35	11313	
AMADOR	8684	Main	Campo	35	8607	
AMADOR	8669	Motel	Westgate	35	8297	8109
AMADOR		Valley	Compress	35	13598	
AMADOR		Westgate	17th	35	8807	
APODACA	16611	Snow	NM 28	35	838	786
BATAAN MEMORIAL EAST		Dunn	Weisner	45	1463	
BATAAN MEMORIAL EAST		Porter	Dunn	45	669	692
BATAAN MEMORIAL EAST		Rinconada	Sonoma Ranch	35	2733	
BATAAN MEMORIAL WEST		Del Rey	Roadrunner	35	9761	
BATAAN MEMORIAL WEST		I-25 Interchange	Del Rey	35	11087	10145
BOUTZ	16446	El Paseo	Espina	35	14873	14294
BOUTZ	16647	Espina	Solano	35	15597	13536
BOUTZ	16444	Main	El Paseo	35		
BRAHMAN	18234	El Centro	Rincon	35	269	244
BROWN	16516	Valley	Melendres	35	705	693
CALLE ABUELO		Calle Jitas	Northrise	35	111	123
CAMPO	16506	Arizona	Colorado	35	5908	6561
CHOLLA	16055	Stern	Las Alturas	35	4594	4634
CHURCH (P)		Amador	Griggs	25	4932	
CHURCH (P)		Griggs	Las Cruces	25	5071	
CORTEZ	16682	Porter	Wilt	25	688	674
CRAWFORD	23158	North Frontage	Zia	35	316	314
CRAWFORD		Venture	Mountain Vista	35	600	
DEL REY	31467	Engler	La Reina	35	4210	4508
DEL REY	31462	Settler's Pass	Engler	35	10840	
DESERT WIND WAY	18647	La Reina	Azteca	25	1304	1315
DONA ANA	16631	Lopez	Taylor	40	4047	3975
DONA ANA	16632	Taylor	Dona Ana Sch Rd	40	3081	
DONA ANA SCH	18110	Dona Ana	El Camino Real	40	2061	2000
DUNN	16714	Cortez	Bataan Memorial East	35	944	880

EL CAMINO REAL		Dona Ana Sch.Rd.	Elks	40	3167	
EL PASEO	11889	Boutz	Idaho	35	15336	15139
EL PASEO	20927	Idaho	Wyatt/Campo	35	12967	12656
EL PASEO	11885	University	Boutz	35	11044	10829
EL PASEO	11897	Wyatt/Campo	Main	35	11751	11539
EMERALD	18440	Bataan Memorial West	Jade	25	2057	2093
ENGLER	17927	Valley	Dona Ana	35	2480	
ESPINA	16337	Amador	Las Cruces	25	1463	1510
ESPINA		Hadley	Virginia	25	183	178
ESPINA	16330	University	Farney	35	6112	
FARNEY	16349	Main	Hixon			
FOOTHILLS	18127	Telshor	Lohman	35	10125	
FORT SELDON		Dona Ana/Leasburg	Tel High	45	1874	2189
GOLF CLUB		Mission	Sonoma Ranch	25	1864	
GOLF CLUB		Roadrunner	Mission	25	2619	2934
GRIGGS	16543	Solano	Walnut	25	2588	
HADLEY	16585	Motel	17th St	25	2206	2224
HADLEY	16580	Roadrunner Lane	Motel	25	131	131
HADLEY		Walnut	Triviz	30	1190	1189
HOAGLAND	16555	Carlyle	Highland	25	6617	
HOAGLAND	16554	Valley	Carlyle	35	6276	
IDAHO	16363	Main	El Paseo	35	10398	
IDAHO	22924	Mesquite	Espina	35	9540	
JORNADA	18254	Bataan Memorial West	Engler	35	1431	
LA REINA	18256	Del Rey	Sunland	35	3266	
LOCUST	16361	Missouri	Montana	25	3480	
LOHMAN		Nacho	Roadrunner	35	22127	
LOHMAN		Telshor	Nacho	35	19230	
MADRID	16429	Alameda	Main	35	6059	
MADRID		Anita	Triviz	25	4099	
MADRID	16552	Debra	Evelyn	25	3457	
MADRID	16551	Desert	Debra	25	3669	
MADRID	22931	Main	Solano	35	7148	
MAIN		Chestnut	Madrid	35	15473	
MAIN		Madrid	Solano			
MAIN	9225	North Roundabout	Picacho	35		
MAIN		Pajaro	Carver	45	8184	
MAIN	4140	Picacho	Chestnut	35	14932	
MAIN	9221	Amador	Griggs	25	3506	
MAIN	9199	University	Valley	35	11486	
MAIN	9203	Valley	Farney	45	10662	
MAIN		Wyatt	El Paseo	35	11797	

MCCLURE	16708	Carlyle	Highland	25	4029	
MCCLURE	16709	Highland	Alameda	25	3519	
MCCLURE	16707	Valley	Carlyle	25	3409	
MESA	16764	Bataan Memorial West	Peachtree Hills	35	784	
MESQUITE	16564	Madrid	Solano	25	1682	
MISSION		Roadrunner	Golf Club	30	866	
MISSOURI	16386	Don Roser	Telshor	35	13737	
MISSOURI	16382	Gladys	Triviz	35	14433	
MONTANA	16436	Locust	Gladys	25		
MONTANA	16434	Solano	Pecos	25	1362	
MOONGATE	18258	Arroyo	El Centro	35	1418	
MOTEL		Picacho	Tashiro	25	7865	
MOTEL	8426	Roadrunner Lane	Picacho	35	11534	
NM 189		Hwy 28	Hwy 478	45	2855	
NM 227 (High Valley Rd)		Hwy 478	Stern	40	4412	
NM 28		Addington	Pajaro	45	2811	
NM 28	6289	Berino Rd	Afton	50		
NM 28	23824	Esslinger	Harlacker	45	1923	
NM 28		Snow	Addington	45	2671	
NM 478	9185	Addington	Pajaro	55	5938	
NM 478		Snow	Addington	35		
NORTHRISE		Roadrunner	Rinconada	35	10304	
NORTHRISE		Sonoma Ranch	Calle Abuelo	35	2214	
PEACHTREE HILLS		Mesa	Porter	30	1007	
PICACHO		17th	Valley	35	16867	
PICACHO	24381	Motel	17th	35	12962	
PICACHO	25307	Picacho Hills Dr	Shalem Colony Tra	45		
PICACHO		Roadrunner Lane	Motel	45	14468	
PORTER	16737	Aldrich	Cortez	25	462	
PORTER	16740	Bataan Memorial West	Central	25	3989	
PORTER		Central	Peachtree Hills	25	2308	
PORTER	16739	Cortez	Bataan Memorial East	25	2117	
ROADRUNNER PKWY	16616	Golf Club	Mission	35	9303	
ROADRUNNER PKWY		Morningstar	Northrise	35	11386	
ROADRUNNER PKWY	16618	Northrise	Bataan Memorial East	35	10542	
SOLANO	11864	Boutz	Idaho	35	9911	
SOLANO	11859	Griggs	Hadley	35	13654	
SOLANO	11857	Mulberry	Madrid	35	13980	
SOLANO	11868	Wofford	Boutz	35	6843	
SOLANO		Wyoming	Wofford	35	5781	
SOLEDAD CANYON RD		Dripping Springs	Alma	45	2002	

SONOMA RANCH	118441	Bataan Memorial West	Las Colinas	35	9911
SONOMA RANCH		Centennial H.S.	Lohman	40	8385
SONOMA RANCH	18442	Las Colinas	Engler	35	7223
SONOMA RANCH		Lohman	Sonora Springs	35	12334
SONOMA RANCH		Northrise	Bataan Memorial East	35	12784
SPITZ	18192	Suzanne	Jasmine	25	2668
STEWART	16341	Locust	Arrowhead Dr.	25	6301
TAYLOR	16620	Valley	Dona Ana	35	3359
TAYLOR	18859	El Camino Real	Elks	35	2574
TELSHOR	18848	Idaho	Mall	35	18318
TELSHOR		Mall	Foothills	35	22725
TELSHOR	11879	University	Missouri	35	11677
TERRACE	16688	Telshor	Don Roser	30	952
THORPE	18782	Dona Ana	Barela	35	5574
THORPE		El Camino Real	Del Rey	35	6924
THORPE		Valley	Strange	35	3063
THREE CROSSES	11906	Alameda	Spitz	35	9424
THREE CROSSES	11908	Dalrymple	Alameda	35	5711
TRIVIZ		Hadley	Spruce	35	10387
TRIVIZ	11916	Idaho	Nevada	30	10027
TRIVIZ	16451	Missouri	Idaho	30	12255
TRIVIZ	11920	Mulberry	San Acacio	35	11294
TRIVIZ		Spruce	Mulberry	35	10607
TRIVIZ	11909	University	Missouri	30	6303
UNION	8862	NM 28	Main	35	3501
UNION	11873	Stern	Stewart	35	13266
UNIVERSITY	20767	El Paseo	Espina	35	16964
UNIVERSITY	20773	I-25 Bridge	Telshor	35	16836
UNIVERSITY	16006	Locust	Triviz	35	20848
UNIVERSITY	20771	NM 28	Bowman	35	4315
UNIVERSITY	17587	Telshor	Sonoma Ranch	35	
UNIVERSITY	7294	Valley	El Paseo	35	13077
US 70	4158	Elks	I-25 Bridge	35	
US 70		Mesa Grande	Porter	65	36877
US 70	24375	Porter	Holman/Dunn	65	
US 70		Rinconada	Sonoma Ranch	55	
VALLEY	7828	Amador	Hadley	40	17732
VALLEY	26377	Ave de Mesilla	Amador	40	20624
VALLEY		Boutz	Ave de Mesilla	40	13874
VALLEY	20967	Lopez	Taylor	35	5552
VOYAGER		Thurmond	Sienna	25	758
WALNUT	22928	Griggs	Hadley	30	974

WATSON	22911	NM 28	Watson Place	25	862	
WATSON	17926	Watson Place	Main	25	2043	
WESTWIND	16625	Northwind	Valley	30	1145	
WYOMING	16377	Locust	Gladys	25	1734	

Appendix E – UPWP Amendment Summaries

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METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE
DISCUSSION FORM FOR THE MEETING June 13, 2018**

AGENDA ITEM:

7.1 Roundabout Facility Presentation

DISCUSSION:

The MPO staff will give a brief discussion, based on the FHWA Workshop: “Designing for Pedestrians”, focusing on roundabouts and their ability to: reduce pedestrian crashes; and provide safety benefits for both pedestrians and motor vehicles.