MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee which was held December 13, 2017 at 1:00 p.m. in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.

MEMBERS PRESENT:  Trent Doolittle (NMDOT)
                    Trustee Linda Flores (Town of Mesilla)
                    Councillor Gabriel Vasquez (CLC) (arrived 1:17)
                    Commissioner Benjamin Rawson (DAC)
                    Commissioner Isabella Solis (DAC)
                    Councillor Gill Sorg (CLC)

MEMBERS ABSENT:     Mayor Nora Barraza (Town of Mesilla)
                    Councillor Jack Eakman (CLC)
                    Commissioner John Vasquez (DAC)
                    Trustee Carlos Arzabal (Town of Mesilla)

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

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

1. CALL TO ORDER / PLEDGE OF ALLEGIANCE (1:05 PM)

Flores: Okay I'm going to call this meeting to order because I think it's already past 1:00 actually. We'll start with the Pledge of Allegiance.

ALL STAND FOR THE PLEDGE OF ALLEGIANCE.

2. CONFLICT OF INTEREST INQUIRY

Flores: Okay and then we'll move along to the part where I ask does any Committee Member have a known or perceived conflict of interest with any item on the agenda, and if so that Committee Member may recuse themselves from voting on a specific matter. If they feel they can be impartial we will put their participation up to a vote by the rest of the Committee.

Sorg: None.

Flores: Okay. I'm seeing a bunch of heads shaking "no." Okay.
3. **PUBLIC COMMENT**

Flores: So then we'll move on to public comment and I don't see anybody in the public to make a comment.

4. **CONSENT AGENDA**

Flores: So we'll move on to the consent agenda, and I will point out that in addition to the minutes, some of our resolutions we have put onto the consent agenda. So it doesn't look like anybody has a problem with that. Commissioner Rawson.

Rawson: Move approval of the consent agenda.

Flores: Okay. Do we have a second?

Solis: Second.

Flores: Second by Commissioner Solis. And all in favor.

MOTION APPROVED UNANIMOUSLY.

Flores: Okay. Great.

5. **APPROVAL OF MINUTES**

5.1 * August 9, 2017
5.2 * September 13, 2017

- VOTED ON VIA THE CONSENT AGENDA

6. **ACTION ITEMS**

6.1 Resolution 17-09: A Resolution Amending the MVMPO meeting calendar for year 2018

Flores: So then we'll move to action items, 6.1, Resolution 17-09: A Resolution adopting the Mesilla Valley MPO meeting calendar for the calendar year. We would've put this on the consent agenda, but there were some issues with the City of Las Cruces I think, so over to you.

Wray: Thank you Madam Chair. If everyone will please turn in their packets to page 83, that's where we have the draft calendar for 2018. As Madam Chair said, there are a couple of changes that staff has proposed into the 2018 calendar. Historically the Technical Advisory Committee always meets on the first Thursday of the month, Policy Committee the second
Wednesday, and the Bicycle and Pedestrian Facilities Advisory Committee meets on the third Tuesday. In the main that is still the routine followed, that we're proposing for the 2018 calendar but there are three changes that I would like to draw the attention of the Committee. The first change is in February of 2018. Staff proposes moving the February Policy Committee meeting to February the 7th instead of the usual second Wednesday. That's to avoid a conflict with the City of Las Cruces Council having a joint work session scheduled for that second Wednesday.

The second change is also again to the Policy Committee. That is to the November Policy Committee meeting, request to move it to the November 7th date. That is to avoid conflict with the Board of County Commission meeting scheduled for that day due to the Veterans' Day holiday that next week. The Board meeting shifts to the next week and we have historically had problems with making quorum that day. And then lastly staff proposes moving the November BPAC to the 13th of November to minimize conflicts with Thanksgiving. In the event we did not end up having a difficulty making quorum, this past November there was a lot of concern on the part of the BPAC membership, and so we're requesting that the meeting be shifted ahead a week. And those are the three changes from the usual routine for the MPO meetings and I'll stand now for any questions.

Sorg: Madam Chair.

Flores: Councillor Sorg.

Sorg: Thank you Madam Chair. There's a little confusion here. You said the February Policy Committee meeting would be on the 7th. That's what it says here.

Wray: Yes.

Sorg: And you're going to move it to where?

Wray: To the 7th. It would usually be on the, I guess the 14th.

Sorg: Well the policy workshop for the City Council is on the 7th, according to my calendar.

Wray: That isn't …

Sorg: Course, that is in the morning only though.

Wray: That's not the information that we had. The information we got was that there would be a direct conflict with a City Council event on the 14th of February next year.
Sorg: Okay.

Wray: Maybe the information we got was in error but that's the information we were given.

Sorg: Just hang on. Councillor Vasquez wants to know where we’re meeting. So we’re going to meet on the 14th? No, on the 7th.

Wray: Yes.

Sorg: Oh, I see. Okay. Yeah, when I saw the policy workshop I assumed that was at the same time you planned to have this meeting. It's not. It's in the morning only. So it's 1:00, same time?

Wray: Yes.

Sorg: Okay.

Wray: All the times we proposed leaving the same.

Sorg: So ...

Wray: I guess I did not say that so.

Sorg: So what you have here is what you want to change to.

Wray: To, yes. The ...

Sorg: It's written down in the packet, right?

Wray: Yes. The draft calendar that we have in the packet is the full proposal.

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

Flores: Okay. Thank you. All right. So anybody else have any issues? Then can I have a motion to approve?

Doolittle: So moved.

Flores: Do I have a second?

Rawson: Second.

Flores: Okay. That was seconded by Commissioner Rawson. And all in favor?
MOTION APPROVED UNANIMOUSLY.

Flores: Okay. And I'll just point out and remind everybody now that January's is going to be at the County.

Rawson: Madam Chair.

Flores: Commissioner Rawson.

Rawson: On that note, I'll let staff know I will not be here for that meeting on the 10th of January.

Flores: All right.

6.2 Resolution 17-10: A Resolution Amending the 2018-2023 Transportation Improvement Program (TIP)

Flores: So we'll move on to 6.2, Resolution 17-10: A Resolution amending the 2018-2023 Transportation Improvement Program, the TIP.

Wray: Thank you Madam Chair. On page 85 of the packet is the beginning of the discussion for the TIP amendments. There are a series of TIP amendments. This is the first amendment cycle for the new 2018-2023 TIP that this Committee approved in June of this year.

There is one NMDOT project. I'll start with that one. That is LC00340, that's in Federal Fiscal Year 2020. This is a brand-new project of a bridge replacement. This project had a previous existence in the El Paso MPO until it was discovered that the bridge in question actually is within the Mesilla Valley MPO and so this is just a process of bringing that new project into the Mesilla Valley MPO TIP.

The remaining projects are all RoadRUNNER Transit projects. I'll begin with TL00100. This is actually, just a second, might be easier to follow along on, yes, on page 90 there's the Exhibit A for the resolution, probably easier to follow along here. But this is adding in the remainder of the Federal Fiscal Year 2018 apportionment for the transit operating funding. TL00110 for transit revenue rolling stock, again that is adding in the remainder of the Federal Fiscal Year 2018 apportionment. TL00120 is capital equipment, again adding in the Federal Fiscal Year 2018 apportionment. TL00130 is the maintenance and operations center. That is in an out year. That's in one of the informational years, 2022 and it is amending the out year estimate. And then TL00140 is the 5339 funds. The Committee may remember at the beginning of this year we split out the 5339 funds from the remainder of the rolling stock project due to changes on the federal level as to the match amounts, and that distinction is maintained in the current TIP and again, that is adding in the remaining
of the Federal Fiscal Year 2018 apportionment. I'll stand now for any
questions.

Flores: Any questions? Okay. That being the case, can I hear a motion?

Doolittle: So moved.

Flores: Do I see a second?

Sorg: Second.

Flores: Okay. Seconded by Councillor Sorg. So let's move on to, 6.3 was part of
the …

Wray: Madam Chair. We didn't vote.

Flores: Consent, oh, I'm sorry. Okay. So all in favor?

MOTION APPROVED UNANIMOUSLY.


6.3  * Resolution 17-11: A Resolution Supporting the NMDOT Safety
Targets for FFY2018

- VOTED ON VIA THE CONSENT AGENDA

6.4 Resolution 17-12: A Resolution Supporting the RoadRUNNER
Transit Asset Management Targets

Flores: So we'll move on to 6.4, Resolution 17-12: A Resolution supporting the
RoadRUNNER Transit Asset Management Targets. I think we discussed
this. We discussed this.

Murphy: Okay, Madam Chair. Item 6.4 is a resolution supporting the
RoadRUNNER Transit asset management targets. We did have it on the
agenda for November as a discussion item but due to the cancellation and
some of the timelines up in Santa Fe we're going to do the presentation
and have the vote on it in one meeting now. Similar to the resolution that
you approved on the consent agenda for the FHWA safety targets, this
comes from the Federal Transit Administration, or FTA side of USDOT
and it's the same portion of pursuing the national goals within the surface
transportation authorization. I'm going to run through a presentation that
the Transit and Rail Division had developed explaining what the goals
meant and then I'll speak to the local goals as adopted by RoadRUNNER
Transit.
So the transit asset management rule came about in Code 49, CFR 1625 and it requires a two-year implementation time which we're about halfway through it, and it applies to all recipients and sub-recipients that own/operate/manage capital assets. This includes RoadRUNNER Transit. It's said it's come back from the surface authorization known as the FAST Act, previously the MAP-21, and this looks towards the goal of infrastructure condition and the FTA is looking that transit agencies maintain their equipment in a state of good repair and we'll probably hear that term throughout the years when TIP amendments come through. They want agencies to adopt a business model that uses the conditions of the assets to guide the prioritization of funding.

TAM defines a state of good repair. The targets help support that. It requires the grantees to develop a transportation asset management program, establishes measures, it puts on reporting requirements to the agencies and the FTA will provide technical assistance. Further on this, it does ask that the MPO take action on supporting an agency's goals.

Flores: Could I just stop you right there ...

Murphy: Yes.

Flores: Just to note that Councillor Vasquez has come in. So go ahead.

Vasquez: And I apologize. I was at a Forest Service meeting in Silver City so, trailer turned over on the highway unfortunately.

Flores: Okay.

Vasquez: Thank you.

Murphy: And for the Councillor's information I'm Tom Murphy for the MPO.

Okay. So the benefits of transit asset management is improved transparency and accountability to the public. We hope to optimize capital investments and maintenance decisions. More of the decisions become data-driven and we have safer service that we provide to the public. And since we're not Tier 1 I deleted these slides but according to the size of the transit agency they're put into different tiers by FTA. RoadRUNNER Transit meets requirements of a Tier 2 provider. They're required to develop an individual plan. They need to provide their performance targets to us, which is what this action is centering around, and they need to coordinate with the State and the MPO with the selection of the performance. And I believe we did have staff involved, working with RoadRUNNER staff in selecting their targets.

So that takes an inventory of their capital assets, four different types of assets that they need to report on the condition of those assets,
describe their analytical process or decision-making tools, and then they'll have project-based prioritization of their investments.

NMDOT also has target implementation on their side. They're developing a group plan to include all Section 53 sub-recipients. So in our area this would capture the Regional Transit District so that they would not report to the MPO, they would report through the State DOT. And I'll allow you to read that. I'm not sure all that applies here.

Okay. So they're required to develop targets for revenue vehicles. What that means are the vehicles, or the buses and vans that they use to transport their customers. So in RoadRUNNER's instance it's the larger buses and the smaller Dial-A-Ride vehicles.

They need to report also on their non-revenue vehicles. Those include the staff vehicles that they use to transport drivers to and from their assignments. And then facility and facility-related equipment, so they'll need to start accounting for the measures of their maintenance facilities like the garage, the bus stops, the transit center that they maintain.

Sorg: Madam Chair.

Flores: Councillor Sorg.

Sorg: I'd like to request that Mr. Murphy, don't use any acronyms because we have a new person here that doesn't know some of these at least.

Murphy: Okay. Yes, I will try. I thought I'd been doing a good job but, okay. And I guess ULB there on the slide, that stands for useful life, no idea on the "B." But I think that's explained on a couple slides down. So it's minimum Useful Life Buses. So this chart shows the different estimated lifespans for the different types of vehicles that the agencies run and they have different categories. The ones that RoadRUNNER particularly have in their fleet would be the heavy-duty small bus which has a minimum life of 13 years and then they also have light-duty small bus cutaways and modified van which constitutes their fleet of Dial-A-Ride vehicles, and that Dial-A-Ride is the service that they use to transport senior citizens and riders that due to a physical or mental disability are unable to ride the regular route system. And those have the minimum life of seven years.

The goal that RoadRUNNER wishes to adopt is have 0% of their heavy-duty fleet older than 14 years, so they'll go up to the minimum life but not much further, and then 0% of their light-duty fleet to be older than ten years. And then their second goal was to have the average fleet age not exceed seven years for heavy-duty vehicles and five years for light-duty. There are other targets that they have yet to finalize and they're still working on those. Those include mainly the facility ones, the maintenance facility, the transfer facility, and the bus stops around town. But at this
point the Transit and Rail Division of New Mexico DOT wanted us to move forward with what they have had adopted.

So we are asking for a positive vote on this resolution to support the RoadRUNNER Transit Asset Management. And with that I'll stand for any questions.

Flores: So seeing no questions. Do I hear a motion?

Doolittle: So moved.

Flores: Okay. Do I hear a second?

Sorg: I'll second it.

Flores: Okay. That's seconded. So all in favor?

MOTION APPROVED UNANIMOUSLY.

Flores: Any nays? No. Okay. So it passes. So where are we at now?

6.5 * Resolution 17-13: A Resolution Adopting the 2017 Annual Listing of Obligated Projects

- VOTED ON VIA THE CONSENT AGENDA

6.6 * Resolution 17-14: A Resolution Amending the FFY17-FFY18 Unified Planning Work Program (UPWP)

- VOTED ON VIA THE CONSENT AGENDA

7. DISCUSSION ITEMS

7.1 Committee Training

Flores: So we moving to discussion items, 6.6? Oh, actually I would like to add a friendly amendment to 6.3 and just note that on page 98 we're missing an "e" from that resolution, on whereas, the second whereas, injuries per one million, we just missed the "e." There's like a hyphen before you put the "e" there. So just a friendly amendment on that. It was on one of our consent agenda items, Resolution 17.11 so I just forgot to mention that. It's the second whereas. We're just missing the whole word "one" hundred million vehicle miles traveled. Just noting that. And on the minutes, on page 21 through 23, we need to just say "approved," not "proved" for I think that was on your comment, on Sorg's comment on page 21-23, line 35.
Murphy: On line 34, yeah.

Flores: Or 34. Yeah. And that was it. Sorry.

Murphy: Okay. Staff has made note of those.

Flores: Okay. So I think we're moving down to discussion items, 7.1: Committee Training which was Dominic. Are we there yet?

Murphy: Yes Madam Chair. I'd like to introduce Dominic Loya. He's our Senior Planning Technician. He oversees the student co-ops that we have conduct the traffic count program and he's going to give you a presentation that goes over the background, the data that we collect, and the ways which we wish to use it.

Flores: So did everybody receive one of these for his presentation? Okay great. Thank you.

Loya: Good afternoon Madam Chair, Ladies and Gentlemen of the Policy Committee. As Mr. Murphy said, I'm Dominic Loya. I'm the Senior Planning Technician here. Part of my duties are to manage the traffic counts program and so a few of the things we do here, and please feel free to stop me at any time if you have a question. I prefer to answer them right away. So one of the main work products that we do is the traffic flow map. This shows all of the annual average daily traffic, and it's weekday traffic within our area. And the people that use this are everybody from Public Works here at the City to Public Works in the County, as well as we have private entities that request information from us all the time.

So there are two types of traffic counts that are done. The first, the ones that we actually do are short duration, they're 50-hour counts. You'll see those out on the road and we'll get into those here in a minute, and the data we collect is the volume, the classification, and the speed. And we'll discuss each one of these in turn.

Now what you're seeing here in this picture, this is a permanent count station which is managed by NMDOT and if you look in the road right around here you can see where the actual sensors are. Some of these you can see, some of them you can't because they've been paved over, but anytime you see a white box like this, that's a permanent counting station. Now what these do is they provide us with factors so that we can normalize all of our data. They provide us with seasonal factors which allow us to normalize between a February count and say a July count. They also provide daily factors so that whatever day we start the count whether it's a Monday, Tuesday, or Wednesday we can normalize the data so that it all can be compared.

So what you're seeing here, these are the boxes you'll see out on the road. We use IRD boxes. There are many different kinds. These just
happen to be the ones we use. Now when you see them out on the road
this is what you're going to see. You'll see two tubes and you'll see a box
chained off to the side. This happens to be on Farney Road. This is a
count we just took recently and basically what happens, a car hits the first
tube, lets us know that there's a car, wheelbase. It hits the second tube,
lets us know what type of car it is, whether it's a car, truck, how many
axles. It's done on the axles, so.

Now when we download the data this is what it looks like. And if
you look here across the top, what you're seeing is the different types of
classification and down the side you'll see the times that it was collected
at, and we collect in 15-minute intervals. So when we process this data
we put it into a sheet like this. So when we have a data request this is
part of what we send out. And we'll go ahead, and this particular count is
Lohman, Telshor to Nacho. It was done this year. And we'll go through
each part of the sheet, which is also the sheet that you have in front of
you, and we'll break it down here in a minute. This is the bottom of the
sheet, what it looks like as well, where we have our volume. Now the
handout you have in front of you is the exact same count that I have here
on the screen. So what we're looking at is simply the different types of
vehicles which is our classification across the top, and then we have our
times that these were taken at. So if it's in a one it's a motorcycle. If it's a
12 it's a multi-axle truck with trailer. The vehicle types, what we do, this is
part of the data we've started collecting, we're looking at how many
passenger vehicles which are one to three versus how many commercial
vehicles, four to seven, these are the buses, trucks. And then we look at
how many different trucks with trailers are driving on our roads.

The next part, if you look right to the right there's a little box. This
box is where our annual average daily traffic is. So the box is broken
down, first one, this is how many strikes we had on the box, and we've
had channel 1 and channel 2 traffic. All that is simply east or west, or
north or south. It's the two lanes of the road. And this is how many strikes
were on each one and then we have the seasonal factor. Again, this is
how we adjust so that we can normalize the data as well as the daily
factor and then the average annual daily factor, which is our constant. It
allows us to adjust to a 24-hour period. And then we have right here is the
ADT. So this one, for this, and this is still the same count here, is 19,230
cars per day is our average. And then we can break it down even further.
This is class one to four, regular vehicles on the road, and this is any type
of heavier vehicle on the road. And then we have our percentages of non-
truck traffic which is 84% in this case, and then we have our truck traffic
which is 15.6, and this is Lohman, Telshor to Nacho. So this is that little
intersection right off Telshor.

Next we have the road rating and this is simply, and we'll get into
this, I'll show this in a second. In this area the road condition is a nine, it's
pretty good. There's a sidewalk there. We do rate the sidewalks as well.
And then we have, there is a bike lane there which will be rated as well as
the road. So if the road is poor and there's a bike lane, the bike lane will be poor as well.

Here's the different types of ratings for the roads. Obviously if it's a new road it's going to get a 10. If they've just resurfaced it, it'll probably get a nine or a 10 depending on how much work was done on it. As you can see the ratings go down the worse the road gets. So we have the one here on the other side that's washed out, has a bunch of problems with it. Within the MPO we've not seen a one yet. We have had a couple threes and fours.

So moving on, if you go to the far right side of the paper, this is traffic volume, and this is by 15 minutes. And what you're looking at is, it's over a 24-hour period. So we're looking at to see where our peak volume is, which in this case on this count happens to be at 1:45 in the afternoon where we had 356 vehicles go, and it's only 1.88% of the total. If you look through here, the volume though, we can tell a few things about it: How smooth it is, if we're getting a regular flow along it.

And we'll go ahead and move on. We're going to go ahead and do some comparisons here. These are both arterials. We've got Lohman, Telshor to Nacho and then University, Locust to Triviz. So this is how the data, we can normalize the data. We look at, we have total traffic here and we see that there's a fairly decent-sized difference in total traffic. Yet when we go down to the AADT, Lohman, Telshor to Nacho's 19,230 and adjusted here, it's 20,848 per day is our average. Now one thing, because University has the university on it, we only count when school is in session. Any road that is near a school is only counted during that time because that's what the normal traffic is for it. So we would not count University during the summertime because it would not be normal traffic on University.

So now we can look at this and we look at the volumes, okay. So we have, basically we have lunchtime or late lunch for our peak volume for Lohman, Telshor to Nacho and we have our peak volume for University at 5:00 when people are going home. So we do get variations in the peaks. Now if you look at the university one thing we can tell is when classes are in session because you'll see a peak right before classes start, people are going to class, and then you'll see a drop-off as we go. So throughout the day we can look at this and go, "Okay. We know there's class at 9:30 in the morning because there's a little peak."

Now we're going to go ahead and move on to the speed data and when it's requested. What you're going to see is just this here and it's the same thing, across the top here we've got the different speeds and then down the side we have the times that this happened at in 15-minute comparisons. In this case, this was a two-box count which is why you only see ones down the side. If it was a single-box count it'd be one, two of each timeframe. And then here on the right side we see how many people are within the speed limit and then over the speed limit. Here at this
intersection there's only 4.82% that are one mile an hour over the speed limit. We have other segments which are much worse.

So we're going to go ahead and take a look now at two different sections of Solano which is a minor arterial. The first section is Solano, Boutz to Idaho and that's within the road diet section of Solano. And then we have Solano, Mulberry to Madrid. This is the five-lane section of Solano. So we look at it, we're going to go ahead and look, our ADTs are fairly close. We've got fairly even across the board everything here. Now what gets interesting, and we can look at the traffic volumes as well. Same thing, we're going to have different peak times. This one is Solano, Mulberry to Madrid happens to be late afternoon, people are going home, where Solano, Boutz to Idaho happens to be at 1:00. Now when we get to the speed, posted speed limit on Solano is 35 miles an hour. Solano, Boutz to Idaho which is the road diet section, we only have 2.97% over, so 3% are over the speed limit. And we only have less than 1% over ten miles an hour. We look at Mulberry to Madrid, 74% of people are over the speed limit of which 20% are ten miles an hour or more. So this is one of the ways we can use the data. We can compare sections to see what's going on and see if there's a recommendation that might need to be made.

Sorg: You asked for questions during ...

Loya: Yes sir.

Sorg: Madam Chair. Okay. What I'm really curious about is whether this information is shared with the LCPD and do they use it if it's shared?

Loya: Madam Chair, Councillor Sorg. At this time it is not shared with the LCPD. We are looking ...

Murphy: Madam Chair, Councillor Sorg. We are working on ways to convert and that's one of Dominic's upcoming projects, is to convert all this data into .shv files which we then can share easily across the different jurisdictions here. On various occasions we've let them know that we've had some of this information available but they've never really come back to ask us for it. Public Works or Transportation, Willie Roman has frequently requested this data and we do provide it freely upon request.

Sorg: Freely what?

Murphy: Upon request.

Sorg: So how does Willie use it?
Murphy: I believe he uses it when he's doing a traffic study if he's trying to see if there needs to be a change in the speed limit or if he needs to adjust the signal timing for any of the traffic lights.

Sorg: So change in the speed limit. That's interesting. So when they find that a higher percentage are going over the speed limit, do they raise the speed limit then? I don't think so. I'm just kidding.

Flores: Actually ...

Sorg: But ...

Flores: Mr. Doolittle would like to make a, respond to that question I believe. Go ahead. Are you finished?

Sorg: Yeah. I just wanted to ask, I just wanted to make a comment, that was it. That it would seem to me that our police traffic control in the Police Department would find this information very useful to be more efficient. While they're wasting their time on those places that have a low percentage over the speed limit and spending a little more time on those places that have a high percentage over the speed limit. Anyway, I'll let Mr. Doolittle speak.

Doolittle: Thank you Madam Chair. So, I was just going to make a comment. So for instance if Solano were ours and we had this information we would certainly consider raising it from 35 to 40 miles per hour but it's not just, and I would assume Willie would be the same way. You don't just go arbitrarily do it based on one study. You would have to look at driveways, accident history, those kinds of things. But Mulberry to Madrid on Solano, just based on this data, at least if it were our roadway, if we were to do something like this along US-70 for instance, on Picacho and we had this kind of data, we would certainly consider raising it to 40, looking at other items but this information would show 40 miles per hour is probably reasonable.

Sorg: In other words, as long as there's no more crashes than, in other words not an increase in crashes, but yeah. Okay.

Doolittle: Because one of the things, for instance on this one, if you have the speed limit at 30 and the majority of the people are driving at 40, you will frequently see an increase in rear-end accidents ...

Sorg: Yeah.
Doolittle: Because you get someone driving too fast catching up to someone that's 35, so in all honesty a 40 mile per hour speed limit may actually be safer than 35.

Sorg: Yeah.

Doolittle: Just based on traffic ...

Sorg: Got you.

Doolittle: Volume and speed.

Sorg: Got you. Thank you.

Flores: Councillor Vasquez.

Vasquez: Thank you Madam Chair. A couple of quick questions, one related to Councillor Sorg's question, but the Las Cruces Police Department often conducts targeted enforcement in speed problem areas and I believe a lot of those are reported by neighbors and obviously motorists who, for example like on Elks seem to have chronic issues with speeders. Do you know if the Las Cruces Police Department verifies or uses this data in conjunction with their targeted enforcement activities for, some of them are for speeding but other ones are for other driving violations?

Murphy: Madam Chair, Councillor Vasquez. I think we do need to do a better job of informing the Police that we do have this data available and certainly if they wish to have it, we will make it available. But we do need to do outreach to make them aware that we have it.

Vasquez: Thank you Madam Chair. And one more quick question. You mentioned the duration of at least the mobile speed measurement tests that you do. Is this for 50 hours? Is that correct?

Loya: Madam Chair, Councillor Vasquez. That is correct. It is 50 hours. Actually, this is what's coming down from the New Mexico DOT, is that we're moving to a 50-hour count system. So what it does is they're looking 48 good hours. So it gives them basically a range to play with, so that if within the first hour of the count there's something wrong, they can just move the count a little bit or if in the last couple hours, so it gives them a good idea so that they can then move it on to Federal Highway.

Vasquez: Okay. And what is the average cost to deploy that study for, on average, just maybe for one street for 50 hours?
Murphy: Madam Chair, Councillor Vasquez. This is a normal part of our work program. We do slightly under 200 counts every year, rotated around the region. We have Mr. Loya that devotes 20%, 25% of his time to crunching the numbers on this, overseeing it, sometimes aiding our two student co-ops that actually go out on the streets and place them. So we get about, to get to a conclusion on it, we get about 200 counts for $15,000 a year.

Vasquez: That seems more economical than what I thought you were going to say. So within your budget year, do you have predetermined locations of where you're going to deploy that technology, or do you do that as the year progresses?

Murphy: Madam Chair, Councillor Vasquez. You and I are going to have to have a sit-down, welcoming you to the Committee. We have an appendix in our Unified Planning Work Program where we have our three, we have all the counts that we do on a rotating basis into three different cycles, and that is Appendix E of our Unified Planning Work Program. So each calendar year we do a different cycle and then every third year we begin that cycle anew. As new streets are constructed or if we decide the counts on two adjacent sections are close, and been close together, we may add or subtract counts through that time period. But we pretty much keep it around 600 segments that we are responsible for.

Vasquez: Thank you. And the reason I was asking is just to see if there was opportunities to use this very useful data at the request of a department like the Las Cruces Police Department as they enter in these enforcement activities, to verify that there are issues there and to see if there was any wiggle room to be able to use some of those 200 counts that you have budgeted for specific maybe enforcement or other types of studies. Because data like this I know is very valuable and I appreciate your comments about sharing it a little bit more. Thank you. Thank you Madam Chair.

Flores: Okay. Go ahead.

Loya: So some of the data uses as we've seen before were the traffic flow map. We also use it to calibrate the model that we have as well as it's used for the Federal Highway reporting which is directly linked to vehicle miles traveled and it's also directly linked to funding. And then the next thing that'll be, because the safety performance measures are coming online, this will also be used in that as well as for freight monitoring. A few things we're looking at doing starting this next year, we're looking at putting up a map of where people are speeding, how much they're speeding, as well as moving on with the classifications, also for the freight monitoring, as to where people are driving and what types of vehicles are there. And if there are any other questions I'll go ahead and stand for questions now.
Flores: Councillor Sorg.

Sorg: Thank you Madam Chair. I just have one simple question. Is anybody else having trouble reading the numbers off this paper here, like I am? Yeah. That's all.

Loya: I do apologize. We had to shrink it down because if we hadn't, it would be like 15 pages.

Flores: Anyone else? Thank you so very much, Mr. Loya.

Loya: Thank you Madam Chair.

7.2 NMDOT update

Flores: Okay. And so next we have New Mexico DOT updates. Mr. Doolittle.

Doolittle: Thank you Madam Chair. I will be very brief. Update on North Main, those of you that have driven through recently, we've actually switched traffic back over to the northbound side, so that project is moving along very well now that we've got the majority of the utility work finished. So we're doing some demolition on the southbound, beginning to reconstruct it, basically exactly like we did on the northbound side there at Solano and Three Crosses. I again am encouraged by the way traffic is flowing through there. I know those of you that travel through there probably would disagree with me but in general it is actually moving along much better than we expected, especially with the work that's going on with the old Country Club, with the development that's going there and all the differing traffic controls. But we're very pleased with that project right now. We still appear to be on schedule so we should be finished with that project sometime next summer.

I want to give a quick update on our two capital outlay projects. We did some sidewalk and curb and gutter work in Tortugas. I know that's actually not in the City limits, it's actually in the County. If you haven't had a chance to drive through there, it's really a nice little project, allows some pedestrian access to the Pic Quik and the Family Dollar there at the corner of Watson and Tortugas. And believe it or not, I actually live in that area. I drove through there, because of the curb it kind of shrunk that roadway down just a little bit and traffic's actually slowing down through there. We had a lot of complaints from the citizens, that people drive through there too fast. So it really is a really nice project.

Flores: So where did you narrow the road with the curb?

Doolittle: On Tortugas, basically from Main to Stern Drive.
Flores: Okay.

Doolittle: So South Main at Watson and Tortugas at the corner of 478. The other capital outlay project is there on Thorpe Road at Dona Ana. We did some more sidewalk work, kind of expanding from the gas station and the interchange there headed west, another really nice project. Again, capital outlay so those are 100% State-funded. We didn’t have a whole lot of money but that was designed internally and put out to bid, but really nice projects for the two communities.

These are a little bit out of your area but I just wanted to bring them up just so you’re aware. New Mexico 136 which is the Santa Teresa port of entry headed north to the Texas state line, that’s a $47 million project. We’re overlaying that section of roadway with concrete basically due to the heavy loads accessing the Union Pacific rail yard and I-10. We just started construction on that about six or eight weeks ago so it’s real early in its infancy, doing some pavement to level it out. But that’s a big project that I’m sure you’ll hear a lot about as we move forward. It’s just really addressing the increased traffic that we’re seeing at the border.

Sorg: Mr. Doolittle. Is that also known as the Domenici Highway? Or is that the different one?

Doolittle: Madam Chair. No, that’s correct. It is …

Sorg: Okay.

Doolittle: The Pete Domenici Highway. Valley Drive, for those of you that remember, we put that project out to bid a few months ago and bids came in at about 60% over engineer’s estimate so we modified the contract time, we had a quality review, an independent quality review of the plans, made a few small changes but in general they didn’t find anything big. That project is going to be re-bid I believe next Friday. So once we get bid tabs we’ll work with the City because they have some money involved in that project because of the utility work. But I will keep you all updated on our progress on that one as we move forward. If we do award that project, I would expect construction to start probably early summer, May or June. But we won’t know for sure until we get a contractor on board.

I don’t believe I have any other projects I need to give an update but I’ll stand for any questions.

Flores: Questions? Did you?

Vasquez: Yes Madam Chair. Just one quick question. On North Main, have you had any reports out of the usual with pedestrian safety in that area, if
you're going south on North Main I've noticed a lot of pedestrians walking through the actual construction zones and obviously there's no sidewalk there yet or infrastructure for them to do that. But I've seen it a couple times and nearly saw a couple people maybe get hurt. Has that been reported or is that an issue that you know of?

Doolittle: Madam Chair, Councillor Vasquez. I haven't heard anything at all about pedestrians, good or bad. But I'll certainly try to find out. Do you recall, is there a given time of the day or location that we're having that, that you saw them doing that?

Vasquez: I been seeing usually throughout the afternoon but it seems that, I don't know if they're using it probably as a shortcut because maybe they don't want to go through the, I'm guessing the Albertson's parking lot or another place like that. But I do see them on the construction site quite often in the dirt, while they're moving dirt around right on that corner there, and just wondering if there was a preestablished kind of route for pedestrians that might usually use that route, for them to be rerouted somewhere else.

Doolittle: Madam Chair, Councillor. I'll look into that. We're required, if we had pedestrian access prior to, to provide access even if it's through a detoured pedestrian access. But I'll look into that.

Vasquez: Thank you Madam Chair.


Rawson: Madam Chair, Mr. Doolittle. I want to thank you for the work that you've done over there on Tortugas Drive. I've had many constituents come talk to me about that and it was a very quick project as well. So even though it was one lane for a little while, you guys moved that along very quickly. Really appreciate that.

Doolittle: Very good. Thank you.

Flores: Thank you.

Sorg: Madam Chair. Mr. Doolittle. Going back to the interchange there at Main and Solano, first of all I got to ask the question, the names of the streets now that things are changed around is, what are you going to call the street that actually connects up to Main on the north side? It used to be Spitz. Is it going to continue to be Spitz or is it going to be Three Crosses?

Doolittle: Madam Chair, Councillor. It's going to remain Spitz. If you recall, Three Crosses originally came out and tied into that intersection that used to be
signaled by McDonald's. But now Spitz will tie in directly to Three Crosses and then that intersection will be realigned ever-so-slightly so Spitz will actually tie into North Main.

Sorg: It would seem to me that Three Crosses is the straight through and you have to turn off of Spitz to get onto Three Crosses, and that continues on to Main Street. Maybe not. You haven't decided yet, that's fine. I don't care.

Doolittle: Madam Chair ...

Sorg: I just want to know how to call these streets when I talk about them.

Doolittle: Okay.

Sorg: Yeah.

Doolittle: I'll look into that, but you're ...

Sorg: Okay.

Doolittle: You're right. It should be already designated in the plans because we'll have to construct the street signing ...

Sorg: Signage, yeah.

Doolittle: At the intersection itself. So I'll ...

Sorg: Okay.

Doolittle: Find out and I'll e-mail you.

Sorg: Okay. Well that's fine. There is one other thing. I find that avoiding Main Street is a good thing. So I happen to be able to travel on Spitz to what would be Three Crosses, what I'm calling Three Crosses now, and then taking Three Crosses that little short distance to Main Street, and then I either go straight on Solano or I turn down Main to the south. And then coming back the other way, Solano to Main, I notice the left green arrows on Solano and what I'm calling Three Crosses is very long timing and there's very few cars that make a left turn off those two streets onto Main, going either way. And I notice every time I go there we wait three, four, five, maybe more seconds without any traffic going through the intersection whatsoever because it's on a green arrow.
Doolittle: Okay. I will look into that. My guess, very similar to the presentation that Dominic gave is they would time those. Since we don't have the detectors ...

Sorg: Yeah.

Doolittle: It's on a loop, they would time those on peak hour flows.

Sorg: Okay.

Doolittle: So we'd need to go through there when there's peak flow.

Sorg: Yeah. Which I avoid, I must admit, yeah.

Doolittle: But I'll look into the timing as well, especially now that we've just recently within the past week switched traffic.

Sorg: Switched.

Doolittle: So they'll tweak those a little bit over the next ...

Sorg: Yeah.

Doolittle: Week or so as we watch traffic go through there.

Sorg: And I want to repeat, like I've said before, or at least one new member here that hasn't heard this. I don't understand how the 18-wheelers keep traveling through City, through all this construction for years now, and avoid going down to the intersection of 25 and 10, if they're going to continue on 70, either way, either direction. It just doesn't make sense. Is there any way we can encourage all truck traffic to stay on the interstates instead of going through the City? It just drives me crazy when I think, "Oh, they're going to make those turns and they're cutting off traffic, they need," actually coming here today I saw one 18-wheeler go up on the curb down on Picacho and Main just to make the turn, he's so long. You know, you have a sign out there, I saw it, but it doesn't really catch anybody's eye on I-10 for example.

Doolittle: Well and the other thing that we've discussed that continues to cause a problem is anybody who uses any kind of GPS, Googlemap ...

Sorg: Yeah.

Doolittle: Anything like that, if you plug in "Deming to Alamogordo" it tells you to take US-70.
Sorg: Yeah.

Doolittle: Because it's the shortest distance. If we could find a way to ...

Sorg: Change Google.

Doolittle: Change that one line, I think a lot ...

Sorg: Yeah.

Doolittle: Of our folks who just are traveling through town would do something differently.

Sorg: And then finally, last but not least, it's just a request. Now it's the end of the year and observing interstates 10 and 25, mostly 10 though, the Highway Department leaves the weeds grow until they go to seed and dry up before they go out there and mow them down. I know you're short of money. I'm just requesting that we somehow get them controlled or mowed down before they get to the point where they go to seed, at least. That's all. Thank you Madam Chair.

Flores: Anyone else? All right.

8. COMMITTEE AND STAFF COMMENTS

Flores: So now we'll move to Committee and staff comments. Anyone on the Committee would like to make a comment? Councillor Vasquez.

Vasquez: Just to make a quick comment. Well it's good to join you all. I look forward to serving on the Committee with you and learning a little bit more. Councillor Sorg tells me there's a Bible I must study, or an encyclopedia. And so perhaps I'll have some downtime on the holidays and a lot of coffee. But, so please be patient and bear with me and thank you for that, especially if I ask some pretty novice questions. But I'm, these are the types of things that often, as Councillor Sorg was mentioning, you notice and you gripe about, and kind of excited to have a seat at the table and to voice my concerns as well. But thank you very much for having me here today and again I apologize for being late.

Flores: Anyone else? Okay. I'd like to welcome ...

Sorg: One last thing.

Flores: Okay.

Sorg: The ...
Flores: For the fifth time Councillor Sorg.

Sorg: The agenda. We had, what, one, two, three, four, five, I lost track, six different resolutions. Did we actually ...

Flores: Some of them were, I noted in the beginning that some of these resolutions were on the consent agenda. For example ...

Sorg: Oh, 6.5 ...

Flores: 6.3, 6.5, and then the last one.

Sorg: 6.6, yeah.

Flores: 6.6, although ...

Sorg: Okay. I understand.

Flores: We did reference them so ...

Sorg: Okay. Thank you. Thank you.

Flores: Yeah. That's why. So like I said I'd like to welcome Councillor Vasquez to our Committee and remind everybody that the next meeting we have will be at the County. So please remember that. Don't be like me and show up at the wrong place and go, "Why isn't anybody here?" So I hope everybody has a good Christmas. And that's it. Oh, I'll remind everybody and invite them, too we have the, what are they called, on New Year, on Christmas Eve, we light the luminarias. So everybody's invited. Consider yourself personally invited to that. So thank you. And thank you for coming.

9. PUBLIC COMMENT

10. ADJOURNMENT (2:01 PM)

Flores: Do I need to say we're adjourned? Okay. We're adjourned.

Chairperson