

1                   **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**  
2                   **POLICY COMMITTEE**

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4   The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning  
5   Organization (MPO) Policy Committee which was held September 5, 2018 at 1:00 p.m.  
6   in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.

7  
8   **MEMBERS PRESENT:**   Mayor Nora Barraza (Town of Mesilla)  
9                               Trent Doolittle (NMDOT)  
10                              Councilor Jack Eakman (CLC)  
11                              Commissioner Kim Hakes (DAC)  
12                              Commissioner Isabella Solis (DAC)  
13                              Trustee Stephanie Johnson-Burick (Town of Mesilla)  
14                              Councilor Gabriel Vasquez (CLC)  
15                              Councilor Gill Sorg (CLC)

16  
17   **MEMBERS ABSENT:**   Commissioner Benjamin Rawson (DAC)  
18                              Trustee Carlos Arzabal (Town of Mesilla)

19  
20   **STAFF PRESENT:**     Tom Murphy (MPO staff)  
21                              Andrew Wray (MPO staff)  
22                              Michael McAdams (MPO staff)

23  
24   **OTHERS PRESENT:**    Becky Baum, RC Creations, LLC, Recording Secretary

25  
26   **1.     CALL TO ORDER (1:04 PM)**

27  
28   Eakman:   Ladies and gentlemen of the Mesilla Valley Metropolitan Planning  
29               Organization. We do have a quorum today. Thank you all for being here  
30               and thank you especially for allowing this meeting to take place one week  
31               early. I truly appreciate that. Those of us who enrolled at the Domenici  
32               Conference can better enjoy it now.

33  
34   **2.     PLEDGE OF ALLEGIANCE**

35  
36   Eakman:   At this time would you join me in the Pledge of Allegiance?

37  
38   ALL STAND FOR THE PLEDGE OF ALLEGIANCE.

39  
40   **3.     CONFLICT OF INTEREST INQUIRY**

41  
42   Eakman:   I'm to ask everyone if there is a conflict of interest with anything on the  
43               agenda.

44  
45   Sorg:       No.

1 Solis: None.  
2  
3 Vasquez: None.  
4  
5 Eakman: Please declare.  
6  
7 J-Burick: None.  
8  
9 Barraza: None.  
10  
11 Eakman: None. Thank you.  
12  
13 **4. PUBLIC COMMENT**  
14  
15 Eakman: Is there anyone here for public comment? I'm getting help here. Hearing  
16 none.  
17  
18 **5. APPROVAL OF MINUTES**  
19  
20 **5.1 August 8, 2018**  
21  
22 Eakman: The minutes of the August 8th meeting were distributed. Are there any  
23 additions or corrections to those minutes and if not, would anybody feel  
24 comfortable making a motion to approve?  
25  
26 Barraza: Mr. Chair. I'd be happy to make a motion to approve the minutes of  
27 August 8, 2018.  
28  
29 Solis: Second.  
30  
31 Eakman: Very good. We have a motion by Mayor Barraza and a second by  
32 Commissioner Solis. Mr. Wray, would you poll the board?  
33  
34 Wray: Yes, Mr. Chair. Mayor Barraza.  
35  
36 Barraza: Yes.  
37  
38 Wray: Mr. Doolittle.  
39  
40 Doolittle: Yes.  
41  
42 Wray: Commissioner Solis.  
43  
44 Solis: Yes.  
45  
46 Wray: Commissioner Hakes.

1  
2 Hakes: Yes.

3  
4 Wray: Trustee Johnson-Burick.

5  
6 J-Burick: Yes.

7  
8 Wray: Councilor Sorg.

9  
10 Sorg: Yes.

11  
12 Wray: Councilor Vasquez.

13  
14 Vasquez: I'll abstain.

15  
16 Wray: Mr. Chair.

17  
18 Eakman: Yes. The minutes are approved as distributed.

19  
20 MOTION APPROVED.

21  
22 **6. ACTION ITEMS**

23  
24 **6.1 Resolution 18-06: A Resolution Amending the 2018-2023**  
25 **Transportation Improvement Program (TIP)**

26  
27 Eakman: We have one action item. Who will be discussing that from staff?

28  
29 Wray: That would be me, Mr. Chair. Andrew Wray, for the record.

30  
31 Eakman: Please go forward.

32  
33 Wray: I would like to direct the attention of the Committee to page 17 in the  
34 packet. There are four TIP amendments requested by the New Mexico  
35 Department of Transportation for your consideration this afternoon.

36 First one is LC00110. It's in Federal Fiscal Year 2017. Currently it  
37 is the Doña Ana County Project of El Camino Real at the intersection of  
38 Doña Ana School Road. It is a safety improvement project. The proposed  
39 amendment is to move it into Federal Fiscal Year 2019. I'd also like to  
40 note for the Committee that we now have a new column in the table for  
41 performance measure justification. This is going to be a permanent fixture  
42 for all TIP information going forward. I'll go ahead and read the statement  
43 by DOT into the record: "The project has been identified as a safety issue  
44 by Doña Ana County and this project is to address the safety concerns."

45 The second amendment requested by NMDOT is LC00271. This is  
46 a bridge replacement at the outfall channel just to the east of the recently

1 concluded Solano and Main Street project. This is a brand-new project.  
2 To read the statement from NMDOT, "This project will address multimodal  
3 safety in the corridor by widening the bridge over the outfall channel and  
4 upgrading the ADA ramps at the intersection."

5 The third amendment requested by NMDOT is LC00360. This is  
6 for Fiscal Year 2019. This is at the intersection of I-25 and Lohman. This  
7 is a pure landscaping project. Most of the funding you will note is being  
8 provided by the City of Las Cruces for this project and there is no safety  
9 impact expected from this project.

10 The final amendment requested is LC00270. This is to take place  
11 in Fiscal Year 2019. This is the design phase for a potential future  
12 expansion of North Main. This would be Phase 2 design, \$800,000. And I  
13 will stand now for any questions.

14  
15 Sorg: Mr. Chair.

16  
17 Eakman: Commissioner Hakes. Were you first or Councilor, yes. Commissioner  
18 Hakes.

19  
20 Sorg: You can go.

21  
22 Hakes: So on the new bridge and the planning of the Highway 70 intersection  
23 there with the outfall channel. Is that going to go to three lanes in each  
24 direction from two lanes?

25  
26 Wray: I would have to defer to NMDOT staff for that.

27  
28 Doolittle: Mr. Chair. So what we're planning on doing, that bridge replacement will  
29 be constructed to accommodate three lanes of traffic both directions.  
30 Right now we're in discussions with our consultant to actually figure out  
31 what we're going to do, but our initial plan is from Spitz/Three Crosses  
32 past the bridge to actually go ahead and widen all of that to three lanes  
33 only because right now the acceleration lane coming off of Solano onto  
34 US-70 basically chokes down at the new Country Club subdivision. We're  
35 just going to continue that all the way through to provide some  
36 consistency. We have asked our consultant to look at basically from the  
37 bridge to Elks to see if we can accommodate three lanes of traffic in each  
38 direction but if we do through there it will only be through a pavement  
39 pres. and some additional restriping, not through reconstruction. But the  
40 intent is up to the bridge itself it will accommodate the six lanes of traffic,  
41 and if it won't the bridge will be designed for certainly future expansion to  
42 allow that.

43  
44 Hakes: Thank you. One more question. The \$2 million for landscaping, that's a  
45 lot of money for nursery materials so it must be concrete and steel going  
46 in there too.

1  
2 Doolittle: Mr. Chair. I think what we're doing there as Andrew mentioned, there is a  
3 lot of money being provided by the City of Las Cruces. We're also  
4 addressing some of the drainage issues, erosion, and aesthetic issues  
5 with some riprap. If you've been through the Spruce intersection at  
6 Spruce and Triviz, the City along with the Department have done some  
7 landscaping through there, riprap, basically just cleaning up. So it's not  
8 just plants. It's a lot of riprap for erosion control. At Lohman for instance  
9 we've got the concrete curb that kind of creates rundowns where all the  
10 water concentrates and then it creates a lot of real bad erosion. So they're  
11 going to remove that and try to do some water control to slow the water  
12 down. So it's more than just plants it's really kind of cleaning that up and  
13 then addressing the erosion problems we've got at that interchange.  
14  
15 Hakes: Thank you.  
16  
17 Eakman: Mayor Pro-Tem Sorg.  
18  
19 Sorg: Thank you Mr. Chairman and thank you Mr. Wray for presenting all this to  
20 us. I have a simple question. The fiscal years that are presented in these  
21 changes and in the TIP here, are they the Federal fiscal year or the State  
22 fiscal year?  
23  
24 Wray: Mr. Chair. Councilor Sorg. The MPO speaks in the terms of the Federal  
25 fiscal year.  
26  
27 Sorg: Federal. So in other words if I get this straight, Fiscal Year '19 will begin in  
28 October of this year?  
29  
30 Wray: That is correct. October 1st.  
31  
32 Sorg: Okay. Very good. Thank you Mr. Chairman.  
33  
34 Eakman: Councilor Vasquez.  
35  
36 Vasquez: Thank you Mr. Chair. Thank you Mr. Wray for the presentation. A  
37 question regarding the bridge for the amendment LC00271 on Main  
38 Street. You mentioned three lanes of traffic. Does that also include room  
39 for a bike lane and pedestrian walkway, a sidewalk or something similar?  
40 Because I know there are some serious safety issues with that current  
41 bridge. Pedestrians crossing it currently, oftentimes against traffic I think  
42 presents a big, big safety hazard.  
43  
44 Wray: Mr. Chair, Councilor Vasquez. The statement in the performance  
45 measure justification by DOT does use the word "multimodal" but I will  
46 defer to Mr. Doolittle for further explanation.

1  
2 Vasquez: Thank you.

3  
4 Doolittle: Mr. Chair. That is correct. So we are looking, so again the reconstruction,  
5 "reconstruction's" kind of a misleading term, so our intent is to provide for  
6 that three lanes of traffic to include bicycle and ADA improvements. If we  
7 do any pavement work at all federal requirements are we have to address  
8 ADA at the ramps themselves. So we're going to do as much as we  
9 possibly can with the funding but our intent and our plan is, and what we  
10 again have the consultant doing is "What can we fit in the existing  
11 roadway typical section from curb to curb with very minimal reconstruction  
12 up to or past the bridge." But our plan is to try to address both bicycle and  
13 ADA compliant.

14 I will tell you that my biggest concern and part of the reason that I  
15 moved this up is the pedestrian traffic crossing the bridge itself, and  
16 bicyclists for that matter. But if you recall we did a study that basically  
17 went all the way from Spitz/Three Crosses through the interchange at I-25  
18 to the Del Rey intersection. That was the full study. At our last public  
19 meeting ultimately the Department and the consultant had decided that  
20 because of the size of the project we're breaking it up into three phases.  
21 So the first phase is the bridge, the second phase will ultimately be full  
22 reconstruction, new sidewalks, new lighting, basically all new utilities from  
23 Spitz/Three Crosses up to Elks. And then the Phase 3 project which is the  
24 costly one that we'll need to partner with the City will be the reconstruction  
25 of the Elks and US-70 intersection itself. But part of the reason that we  
26 moved this one up is it has very clear safety deficiencies, specifically with  
27 the multimodal and ADA. So that's why we did this project, very  
28 specifically for that reason.

29  
30 Vasquez: Absolutely. So was that, did you rearrange the phases then or was it  
31 simply just bumped up a year and it was still the priority project out of the  
32 three phases that you just mentioned?

33  
34 Doolittle: So ultimately our plan was to look at the entire corridor. We really didn't  
35 know what was going to come of the study but when we got to looking at  
36 the costs those just seem like the reasonable termini for each phase. So  
37 Phase 1 is just past the bridge to include the bridge replacement. Phase 2  
38 would be just east of the bridge to the Elks/US-70 intersection and then  
39 Phase 3 would be the intersection itself. And that's purely based on  
40 logistical termini and costs of the project itself.

41  
42 Vasquez: Okay. And one last question on that project. Is there consideration to  
43 also the pedestrian traffic that's coming from the trail in the outfall  
44 channel? Because I know currently unofficially pedestrians use the  
45 parking lot of the Jiffy Lube to hop off the trail and then onto Main Street. I  
46 don't think that's such a huge safety consideration but in terms of

1 connectivity to be able to get off the trail back onto Main Street, is that  
2 something that at least leaves some room for a path down to the trail or  
3 some type of pedestrian connectivity there?  
4

5 Doolittle: That's correct. We actually did challenge our consultant to look at the  
6 grades because right now it's a pretty steep grade from the top to the  
7 bottom.  
8

9 Vasquez: Yes.  
10

11 Doolittle: But we did ask them to see if there was a way that they connect the trail to  
12 the bike path or sidewalk, whatever we can fit in up top. So the intent is to  
13 connect US-70 to the trail underneath itself with a designated connection.  
14

15 Vasquez: That would be great. I'm sure that especially those businesses there  
16 would appreciate having the opportunity to have walk-in customers.  
17 Hopefully they're coming off the trail in addition to the vehicular traffic, so I  
18 think that'd be great. Thank you Mr. Doolittle. Thank you Chair.  
19

20 Doolittle: Mr. Chair. Real quick if I may just for clarification, so we just had the  
21 kickoff meeting with our consultant about three weeks ago or so to start  
22 the 30% design review so we are in the very preliminary stages. But  
23 basically all of the comments that you all have made today are believe it or  
24 not the same comments that we presented to the consultant to try to  
25 pursue as part of that design.  
26

27 Eakman: Excellent.  
28

29 Sorg: Mr. Chair.  
30

31 Eakman: Mayor Pro-Tem Sorg.  
32

33 Sorg: Councilor Vasquez brought a very good idea of connecting that outflow  
34 channel trail. As you know you can take that trail all the way underneath I-  
35 25 over to Telshor and that might be a connection from west to east to  
36 east to west there and then connecting that outflow channel trail to the  
37 North Main/Highway 70 area would be a good connection. We're all  
38 looking for good connections here, as many as possible. So let us add  
39 that to your list of ideas of making that long connection there. One way to  
40 get across I-25 on a bike, or foot for that matter. Thank you.  
41

42 Eakman: Thank you Mayor Pro-Tem. Mayor Barraza.  
43

44 Barraza: Mr. Chair. Thank you. I just want to say I agree with Commissioner  
45 Hakes regarding that project regarding landscaping, and I just need  
46 clarification I guess. Mr. Doolittle you mentioned about also including the

1 drainage, some runoff drainage on that. But as I'm looking through the  
2 packet on page 25, a letter from Jolene to Andrew on the third bullet it  
3 says, "this project will not directly be impacting the safety targets as it is  
4 for landscaping at the interchange only." So do we need to add the  
5 language "/drainage?" I agree over \$1 million for landscaping is crazy. I  
6 think if constituents saw that they'd probably come and riot here at City  
7 Hall. But I think if you add additional language in there to kind of justify  
8 what else you're doing to the project I think it just would be a better sell;  
9 \$1.95 million for landscaping is outrageous. And of course that's my  
10 opinion. Thank you sir.

11  
12 Eakman: If I might respond.

13  
14 Barraza: Yes sir.

15  
16 Eakman: The City has authorized \$1.2 million to go toward this project and that is  
17 for plants and materials on like half of the intersection, two quadrants of  
18 the four quadrants and that narrowly passed City Council for approval.

19  
20 Barraza: Mr. Chair. I can truly understand and I understand the City is putting in  
21 the majority of it but even \$750,000 going towards landscaping when we  
22 can pave another road or add some sidewalks, bike trails, something like  
23 that I can see us using the money ...

24  
25 Eakman: The amount ...

26  
27 Barraza: More wisely in that direction. But if it's addressing what Mr. Doolittle  
28 mentioned earlier I can understand the cost because cement is very  
29 expensive. Thank you sir.

30  
31 Eakman: I believe all the money coming from NMDOT is drainage and that sort of  
32 thing since the City is supplying all the plantings.

33  
34 Doolittle: Mr. Chair. If I may just clarify a little bit, I think with my wording of  
35 "drainage" it may be a little bit again misconceiving. So we're using  
36 landscaping materials such as landscaping gravel. Riprap is considered  
37 very frequently a landscaping product. So again if you go to the Spruce  
38 interchange you'll see four-, six-inch rock that basically cleans it up, it  
39 prevents weeds from coming through, it is considered in that application a  
40 landscaping product. But because of the size of the rock: 1) it prevents  
41 the weeds from coming through; but 2) it slows the rain as it comes down  
42 the slope, ultimately reducing and frequently eliminating erosion. So when  
43 I say "drainage" that's what I'm talking about, is it eliminates those fingers  
44 of lost sediment. But it is a landscaping project. We're just using  
45 engineering decisions on which type of material to place where to address  
46 some of the problems that we have, not just putting plants to make it look



1 pretty. So "drainage," I think the language that Jolene presented is the  
2 accurate language, but it is substantially more than just putting in plants.  
3 The concrete curb that's there that collects and consolidates the water,  
4 removal of that is part of this work. It's removing some things, that  
5 landscaping didn't work before that we're having to do now. The other  
6 thing that I would mention is any time you start putting in watering  
7 systems, those tend to become very costly as well. So we're including  
8 part of that under this project. The pond that's on the northbound offramp  
9 on your right-hand side that ultimately we haven't done anything with since  
10 we built the interchange, it's very unsightly, has significant erosion  
11 problems. We're going to do some work in there to make it aesthetically  
12 pleasing but it's also going to take care of the runoff that comes into that  
13 pond itself. So I understand that much money when it comes to  
14 landscaping looks pricey but there's a lot more to it than that than just  
15 putting in some plants and some watering systems. So again Mayor I  
16 think the language is correct. Maybe we need to do a better job of  
17 explaining what we're doing but it's really not a drainage project per se.  
18

19 Barraza: Thank you.

20  
21 Eakman: Mayor Pro-Tem.

22  
23 Sorg: Thank you Mr. Chairman. Let me add to the rest of the Committee here.  
24 Make no mistake, this by some in the City thought this was an important  
25 beautification project too, to make it look better. And I will add that we're  
26 looking at all four quadrants in this particular intersection, are we not?  
27

28 Doolittle: That's correct.

29  
30 Sorg: As opposed to the ...

31  
32 Doolittle: University.

33  
34 Sorg: University crossing where the City's only going to do two of the four  
35 triangles shall we call them. And yes, this is something that some in the  
36 City thought it was very important that we put some good-looking things  
37 there, vegetation, plantings like you say, and the rock. And I would  
38 suggest to Mr. Doolittle that we, and I have suggested that to the City  
39 planners too that we consider terracing that slope like having the levels  
40 like that with rock that would hold up the terraces. That's not going to be  
41 cheap either, I know. And so that would help with the erosion and adding  
42 plantings in each terracing would help with that. I've also told our staff too  
43 that we have to keep, when we can do it, keep in mind of stormwater  
44 harvesting there too, that the plantings are watered by our own rainwater  
45 and the extra rainwater that you get when run off of highways and so forth.

1                    So I just wanted to add that. That's the thinking of the City here in this  
2                    project. Thank you Mr. Chair.  
3  
4    Eakman:        Would anyone feel comfortable making a motion to move these changes  
5                    forward?  
6  
7    Hakes:         So moved.  
8  
9    Eakman:        Commissioner Hakes would move. Is there a second?  
10  
11   Solis:          I second.  
12  
13   Barraza:        Second.  
14  
15   Eakman:        Okay. Is there further discussion? Hearing none would you poll the  
16                    board?  
17  
18   Wray:          Madam Mayor.  
19  
20   Barraza:        Yes.  
21  
22   Wray:          Mr. Doolittle.  
23  
24   Doolittle:      Yes.  
25  
26   Wray:          Commissioner Solis.  
27  
28   Solis:          Yes.  
29  
30   Wray:          Commissioner Hakes.  
31  
32   Hakes:         Yes.  
33  
34   Wray:          Trustee Johnson-Burick.  
35  
36   J-Burick:       Yes.  
37  
38   Wray:          Councilor Sorg.  
39  
40   Sorg:          Yes.  
41  
42   Wray:          Councilor Vasquez.  
43  
44   Vasquez:       Yes.  
45  
46   Wray:          Mr. Chair.

1  
2 Eakman: Yes. Thank you so much.

3  
4 MOTION APPROVED UNANIMOUSLY.

5  
6 Eakman: And to be very clear I interchanged this with the University/I-25  
7 intersection. I was not taking into consideration Lohman and I'm going to  
8 have to look at our record to see if we've actually approved that as a City  
9 Council. I don't remember that.

10  
11 Sorg: Yes. We did.

12  
13 Eakman: Well if you can show me when, okay. Thank you. Very good. We'll air it  
14 here in public for you.

15  
16 **7. DISCUSSION ITEMS**

17  
18 **7.1 Truck Route Map (proposed Metropolitan Transportation Plan (MTP)**  
19 **amendment)**

20  
21 Eakman: We have some discussion items now. Very good Mr. Murphy. Would you  
22 take over?

23  
24 Murphy: Thank you Mr. Chair. The MPO is currently in the middle of an  
25 amendment request to the Metropolitan Transportation Plan. The last  
26 time we did an MTP update we included the truck route map as part of  
27 that MTP adoption. We have received a request from the City of Las  
28 Cruces to amend the truck route map so we are going through the formal  
29 MTP amendment process. We had a public meeting at the beginning of  
30 August with the Technical Advisory Committee. We are currently in the  
31 midst of a public comment period for that and then ultimately hope to wrap  
32 that up with a vote at this Committee in October for the revisions. But in  
33 the meantime I wanted to present to you the information that we presented  
34 at the TAC meeting and we presented to the BPAC and we have out for  
35 public comment.

36 So the City came to us, formally requested that we remove Main  
37 from Picacho to Lucero, Main from Amador to Church/Water, Water from  
38 Lucero to Main, and Church from Lucero to Main from being published on  
39 our truck route map. When we sent out the initial notification for that  
40 amendment process we did receive an email from the Chairman of the  
41 BPAC who informed us that there were truck prohibition signs on  
42 Melendres itself and suggested that we add that to the amendment.  
43 It was early in the process so we added that change to the amendment  
44 request.

45 So here's the truck route map that we have published as part of the  
46 MTP and this is available on the website. Please don't strain too hard to

1 look at it, I'm going to zoom into the appropriate place here shortly. But as  
2 you can see in the general map area, the general darker lines are roads  
3 that the MPO have identified as more appropriate for truck traffic. I don't  
4 think the color shows up real well but there are three facilities on the map  
5 that are signed as prohibited for trucks: Alameda north of Picacho,  
6 Mesquite Street from Spruce to Amador are prohibited by the City for truck  
7 traffic. Additionally the County has prohibited truck traffic on Dripping  
8 Springs Road up through Baylor Canyon Road. They adopted that  
9 prohibition by resolution and that's indicated on our map.

10 So what the City has requested is these highlighted areas formerly  
11 known as "the racetrack" or still known as "the racetrack," the  
12 Church/Water/Main Street in there is just, in support of their downtown  
13 redevelopment efforts they wanted us to cease advertisement or  
14 encouragement of use of those roadways for trucks. They're not asking  
15 for us to identify them as prohibited to truck traffic. They just wanted them  
16 kind of grayed out similar to you would see like McFie or Armijo Street on  
17 the map, not prohibited but not encouraged. And then additionally through  
18 our initial outreach we came to add Melendres Street to that. As of note  
19 we are aware that the EBID headquarters or maintenance yard is on  
20 Melendres south of Amador and there's some concern about would that  
21 affect their operation. Discussion through the TAC is that without the  
22 prohibition it doesn't do it but when there would be a truck prohibition that  
23 normally looks at your 18-wheelers, things with four axles or more which  
24 were deemed inappropriate with their deeper residential, lower volume  
25 areas.

26 We consulted back into our traffic count database where we have  
27 historical classification and we count how many trucks have been using  
28 each of those facilities, and we gathered that from the last several times  
29 we have conducted counts. And as you can, contrasting last two rows on  
30 this page the total trucks with the ADT you would note that none of them  
31 seem to have really significant truck traffic on them. They're all in the, with  
32 the exception I guess Main from the roundabout to Picacho, they would all  
33 come in under 10% of truck traffic. But again without a prohibition on  
34 trucks, just a discouragement this does not seem to present an issue  
35 either. So here again this is the zoomed-in map again with the truck  
36 counts superimposed on those roadways.

37 So this constitutes an amendment to our MTP. It requires at least  
38 one public meeting which we satisfied through having it as a discussion  
39 item at the TAC meeting. We opened it up, I think we're at day 30 but  
40 we're going to exceed that so that we get recommendations from the TAC  
41 to you before your October meeting. With that I'll stand for any questions.

42  
43 Eakman: Are there questions of Mr. Murphy? Yes, Councilor Vasquez.

44  
45 Vasquez: Thank you. Thank you Chair. Mr. Murphy, so this proposed amendment  
46 is for prohibition or discouragement?

1  
2 Murphy: Mr. Chair, Councilor Vasquez. This proposed amendment is to not  
3 encourage but not prohibit. So they would be grayed out. Someone  
4 looking at it would not view it as "Okay, this is where I need to take my  
5 truck." They would just see that it was not a suggested recommendation  
6 to them but if they were ...  
7  
8 Vasquez: So you wouldn't have the signage then that said no trucks allowed?  
9  
10 Murphy: There would not be signage, no.  
11  
12 Vasquez: And how would somebody planning a truck route, a company or an  
13 individual, have access to that information that says that would be  
14 discouraged? Where do they look at that to encourage the  
15 discouragement?  
16  
17 Murphy: Mr. Chair, Councilor Vasquez. We publish this map on our website with  
18 everything else. We merely, I guess our intention in publishing it was to  
19 present information to the public. To be honest with you I never had any  
20 expectation that truck companies were saying, "Let's get on the Mesilla  
21 Valley MPO website and see how we need to drive our trucks." But the  
22 City Public Works Department came to us and asked us to amend our  
23 maps to show that.  
24  
25 Vasquez: Okay. So it's more of a technical document for staff and transportation  
26 planning use rather than dissemination or education amongst people who  
27 are actually using that road currently?  
28  
29 Murphy: That is correct. It is more of a staff resource for when a staff member  
30 needs to design a street and says, "Okay, how many trucks do I expect on  
31 this?" "How thick do I need to make that pavement?" That's its main  
32 thing. But in the interest of having transparency we do make all of these  
33 documents available to the public on the website.  
34  
35 Vasquez: Okay. And for clarity regarding the Dripping Springs and Baylor Canyon  
36 Road resolution or ordinance passed by the County is that, that's a  
37 prohibition. Is that correct?  
38  
39 Murphy: Yes sir.  
40  
41 Vasquez: Okay. And when did that go into effect?  
42  
43 Murphy: That went into effect I believe 2013 or 2014 around the time that they had  
44 received money from Federal Central Lands to rebuild that.  
45  
46 Vasquez: Yes.

1  
2 Murphy: The concern was that with the new pavement that it would be viewed as a  
3 truck bypass and the County did not want that to happen. So they passed  
4 the resolution to do the prohibition.  
5

6 Vasquez: And the County if I'm not mistaken also just passed a similar resolution  
7 this year for paving of what was kind of the caliche substrate for the  
8 remainder of Baylor Canyon Road up to Dripping Springs. Is that correct?  
9 So I see trucks on that road all the time, some construction but also a lot  
10 of commercial traffic using it as a bypass. Are you saying it's illegal then,  
11 they could be cited for doing that currently under County, under Sheriff's  
12 jurisdiction?  
13

14 Murphy: I believe they can. I'm not familiar with the exact wording of the resolution  
15 but if it's what I think it would be, it would be up to the Sheriff's Department  
16 to enforce that.  
17

18 Vasquez: Okay. Thank you. Thank you Chair.  
19

20 Eakman: Thank you. Is there more discussion? Yes.  
21

22 J-Burick: Thank you Chair. Tom you mentioned that the public meeting was held.  
23 How many members of the public were in attendance and what was the  
24 feedback that you all received?  
25

26 Murphy: Mr. Chair, Trustee Johnson-Burick. We did not have any members of the  
27 public that showed up specifically for that. We've also had this on the  
28 website for about a month yet we've received no comment on that nor did I  
29 really kind of expect this as it was mentioned before as this is more of a  
30 technical document.  
31

32 J-Burick: All right. Thank you. Thank you Chair.  
33

34 Eakman: Well this is a discussion item today just for our information only, is that  
35 correct?  
36

37 Murphy: That is correct.  
38

39 Eakman: Very good.  
40

## 41 **7.2 Committee training: NMDOT Policy and Procedures Manual**

42

43 Eakman: Would you move on to the next item then?  
44

45 Wray: Thank you Mr. Chair. This afternoon staff is going to give a presentation  
46 to this Committee about the New Mexico Department of Transportation

1 Planning Procedures Manual. This document is currently in the process of  
2 being revised by the DOT. We're giving this presentation to this  
3 Committee today because the MPO section of this document was very  
4 recently completed. But this document is being updated in phases so the  
5 entire document is as of yet not completely revised.

6 With that caveat out of the way the Planning Procedures Manual or  
7 PPM as I will probably be referring to it in the presentation is a document  
8 that is the compilation of federal law and regulations as regards to the  
9 transportation planning process not just in the state of New Mexico but all  
10 the states around the nation will have an equivalent document to this to  
11 clarify the roles of the Federal Highway Administration, Federal Transit  
12 Administration, the MPOs throughout the state, and also in the case of  
13 New Mexico the RTPOs which is the Regional Transportation Planning  
14 Organizations, which are sort of equivalent to an MPO in the rural areas.  
15 New Mexico is a little bit special in having those in this state. The NMDOT  
16 does develop the PPM in consultation with the MPOs. This is something  
17 that we have spoken frequently with them this year at both the March  
18 MPO quarterly and the June MPO quarterly. This was a topic of  
19 conversation and the bedrock of the PPM is in 23 United States Code  
20 Section 134 and 23 Code of Federal Regulations Section 450 Subpart C.

21 Now Metropolitan Planning Organizations are federally-mandated  
22 and state-designated planning agencies in metropolitan areas with  
23 populations over 50,000. The Las Cruces area went over the 50,000 mark  
24 in 1980 and what was at that time the Las Cruces MPO came into  
25 existence in 1984. There are five MPOs within the state of New Mexico:  
26 Our neighbor to the south, El Paso; then the Farmington MPO; ourselves,  
27 Mesilla Valley MPO; the Mid-Region MPO, also known as Mid-Region  
28 COG or Council of Governments; and then the Santa Fe MPO. Now El  
29 Paso MPO and Mid-Region MPO are transportation management areas.  
30 It's slightly different than the situation for the Mesilla Valley MPO. El Paso  
31 and Albuquerque are TMAs by virtue of having over 200,000 population.

32 Small MPOs such as the Mesilla Valley are usually created via a  
33 document known as a Joint Powers Agreement. This is an agreement  
34 between the member jurisdictions of the MPO which creates the financial  
35 framework and organizational framework for the operation of the MPO. In  
36 the case of TMAs, federal law gives more specific detail about the  
37 operation and structure of a TMA since TMAs directly receive federal  
38 funding whereas small MPOs like ourselves do not. So the federal law is  
39 much more specific about the organization and structure of TMAs.

40 MPOs are required by the Planning Procedures Manual to have  
41 bylaws that govern their internal operations and procedures. We have  
42 most recently updated the Mesilla Valley MPO bylaws I believe it was in  
43 2015 was the last time that the bylaws were revised. As far as how the  
44 funding comes down to us: In current practice NMDOT establishes three-  
45 year cooperative agreements with each MPO within the state. We actually  
46 just within the past two months signed our most recent cooperative

1 agreement with NMDOT. And as far as interaction with DOT, staff  
2 interaction usually is pointed to the liaison, in this case Ms. Jolene Herrera  
3 who we are very glad to be able to work with. She's very good to work  
4 with. I will praise her on the record and am not ashamed to do so.

5 The MPO planning process is required by Federal law to address  
6 ten planning factors and I want to especially highlight the final two here  
7 because these two are new as of the FAST Act which went into law in  
8 2015. The two new ones are improved system resiliency and reliability  
9 and Number 10 is to enhance travel and tourism. And if you go up and  
10 read Number 8 you can obviously see the very close correlation between  
11 Planning Factor 8 and Planning Factor 9. Please keep this in mind  
12 because we will be coming back to that particular topic in just a moment.

13 There are a number of work products that are required by MPOs.  
14 In your packet after the discussion sheet for this particular agenda item  
15 there is a table that is within the PPM for your review. That is the  
16 comprehensive list of all of the documents and actions that are required by  
17 the MPO. The list that we have here is more of kind of the key outputs  
18 that MPO staff is expected to produce. Just going through the list here:  
19 The Public Participation Plan, we are required to update that every five  
20 years in conjunction with the MTP; Title VI Plan which I'll go into more  
21 detail in just a moment is required updated every three years; Unified  
22 Planning Work Program every two years; Transportation Improvement  
23 Program which is updated quarterly. This Committee just updated that  
24 document and I will note here at this time that the MPO is required to do  
25 an open call for projects for the TIP every two years and we are at that  
26 time now. We will be publishing an open call for projects sometime within  
27 the next couple of months in the final quarter, final calendar quarter of  
28 2018. The Metropolitan Transportation Plan which is required to be  
29 updated every five years and then the annual listing of Obligated Projects  
30 which we produce every year, and then also the Annual Performance and  
31 Expenditure Report or APER which is also produced every year.

32 Moving into more detail about the Public Participation Plan, this  
33 document defines how an MPO will conduct its public involvement  
34 activities. As the committee is no doubt aware we are currently in the  
35 process of updating the PPP. We have been in the process since April of  
36 this year of doing that. It is currently proceeding through the advisory  
37 committees for their recommendation to this body and we anticipate that  
38 the final draft of the PPP will be before this body at your next meeting in  
39 October.

40 Title VI Plan formerly existed as part of the Public Participation  
41 Plan. Within the past year New Mexico Department of Transportation and  
42 FHWA have come with a new ruling that the Title VI Plan must be updated  
43 every three years rather than every five years so from now and going  
44 forward the Title VI Plan will have to exist as its own separate stand-alone  
45 document. The Title VI Plan basically ensures the MPO's compliance with  
46 Title VI of the Civil Rights Act of 1964 and also has a complaint procedure



1 in case of any violations on the part of the MPO where aggrieved  
2 individuals may seek restitution. Again similarly to the PPP the public  
3 process for the adoption or update however you want to look at it for the  
4 Title VI Plan began in April of this year, is currently proceeding through the  
5 advisory committee process, and we anticipate having it before this  
6 Committee at the October meeting.

7 The UPWP which I'm sure is going to be familiar to everyone here  
8 is the biannual work document that outlines all of staff's work tasks over a  
9 two-year period. The current UPWP was adopted on June 8, 2016 and  
10 was most recently amended on December 13, 2017. Now we did just  
11 recently adopt on June 13th of this year the next UPWP which will go into  
12 effect at the start of the next Federal fiscal year on October 1st of this  
13 year.

14 The Transportation Improvement Program which again this  
15 Committee just amended earlier in this meeting: In general it is a list of  
16 projects that are federally funded or of regional significance within an MPO  
17 area. The TIP is required by federal law to cover four program years. The  
18 State of New Mexico also requires two informational years to be included  
19 at the end of that. The four program years must be fiscally constrained  
20 which means that the funding to carry out those projects must be  
21 demonstrated to be reasonably expected to be available in order for the  
22 project to go onto the TIP. That constraint does not apply to the two  
23 informational years. Two informational years are intended to serve as sort  
24 of a planning phase as it were for jurisdictions to notify the State, "This is  
25 what we're thinking of doing in the future but it does not bear the burden of  
26 fiscal constraint." The most recent TIP, the TIP that we are currently  
27 operating under was adopted on June 14, 2017. Again MPO staff will be  
28 publishing an open call for projects before the end of this calendar year  
29 and we anticipate that the next TIP will be acted upon by this body in June  
30 of 2019.

31 Lastly the Metropolitan Transportation Plan or MTP. This is the  
32 flagship document of all MPOs. It is the long-range transportation plan  
33 that is required to cover a 20-year planning horizon, a 20-year minimum  
34 planning horizon. Federal law requires that MTPs must be updated every  
35 five years and the new requirement from NMDOT is that Public  
36 Participation Plan must be adopted before the commencement of the MTP  
37 public process. They want those two to be tied together going forward.  
38 Now MTPs are required by federal law to be consistent with federal  
39 transportation law and to cite applicable sections of the law to identify the  
40 facilities within the region that function as an integrated transportation  
41 network, especially facilities that serve regional and national purposes; to  
42 consider the ten planning factors as they relate to the 20-year planning  
43 horizon, those are the ones that were on the earlier slide; and also  
44 especially since MAP-21 and the FAST Act to describe how performance  
45 measures and performance targets are being assessed in the  
46 development of the transportation network for the MPO area.

1 As part of the performance management requirements the MTPs  
2 going forward will include a system performance report evaluating the  
3 condition and performance of the transportation system. We're still  
4 working with NMDOT to develop exactly what that is going to look like but  
5 I can assure you that has definitely been a topic of conversation between  
6 the MPOs and the State and NMDOT over the past year and we are  
7 working towards what that is going to look like. Obviously there is some  
8 degree of urgency because not only the Mesilla Valley MPO but the other  
9 MPOs around the state are going to be updating their MTPs in the very  
10 near future as well. Additionally MTPs are required to incorporate  
11 strategies to improve the performance of the existing transportation  
12 facilities and also to include strategies to enhance transportation and  
13 transit. Also and this ties into Planning Factors 8 and 9 as I mentioned  
14 earlier, maintenance has to be considered. Sustainable maintenance of  
15 the facilities has to be considered in the MTP going forward. This is in the  
16 grand scheme of things a relatively new factor that the Federal  
17 Government is expecting us to do but it is a very important one, one that  
18 they are looking at very closely as can be seen from the updated  
19 transportation planning factors. Also the MTP is to consider  
20 implementation of environmental mitigation activities and scenario  
21 planning while not required by the Federal Highway Administration is  
22 strongly encouraged by the Federal Highway Administration and NMDOT.  
23 And also FHWA and NMDOT hope that MPOs will address emergent  
24 issues as they come about.

25 Now the currently adopted MTP for the Mesilla Valley MPO is  
26 Transport 2040 and Metropolitan Transportation Plan Update. This  
27 document was adopted by the Policy Committee on June 10, 2015. That  
28 means that the countdown for adoption of the next MTP is June of 2020.  
29 MPO staff is currently in the early phases of gathering information to  
30 prepare for the first round of public input meetings that we are anticipating  
31 to have. We expect to start those, the first round before the end of 2018  
32 and we anticipate that that will continue on into 2019. And I will stand now  
33 for any questions.

34  
35 Eakman: Great presentation. Thank you Mr. Wray. Councilor Vasquez.

36  
37 Vasquez: Thank you Chair. Thank you Mr. Wray. So many acronyms. I don't know  
38 how you keep it all together in your head.

39  
40 Wray: And it's the only language I speak anymore, Councilor.

41  
42 Vasquez: I could imagine. You'd be probably great at Scrabble or Boggle or one of  
43 those word games. Anyhow, the process you mentioned to open the call  
44 for projects for the TIP, development of the next TIP. Can you explain  
45 how that process works from maybe beginning to end?  
46

1 Wray: Certainly. Mr. Chair. Councilor Vasquez. Sometime in October or  
2 November, not sure exactly what the timeline is going to be there will be a  
3 letter sent out by MPO staff to all of our jurisdictions and will be made  
4 publicly available on the MPO website as our outreach to the public. I will  
5 make a little caveat here because historically we have encouraged  
6 members of the public to bring forward project suggestions to the MPO.  
7 Going forward we're going to have to make a bit of a modification of that to  
8 direct people more directly to their local jurisdictions. Because of the way  
9 that the funding works now and the sort of increased fiscal constraints that  
10 exist it definitely behooves any member of the public who has a project  
11 idea to work directly with their local jurisdiction rather than to come to us  
12 because all we could do is redirect them. So that language is going to be  
13 included in the letter that will be sent out. So we're really looking that the  
14 jurisdictions will work with the public etc. as far as that goes. Once the  
15 letter has been distributed there will be several months before the due  
16 date. We actually were speaking about that this very morning and thinking  
17 preliminarily and please don't hold me to this but we were thinking of  
18 having a due date for the TIP applications to be around the end of January  
19 of 2019. Again that is just preliminary conversation. Once that deadline  
20 has passed, and the reason why we have several months is because we  
21 have to work through the projects ourselves on the staff level and then we  
22 have to take the projects through our advisory committee process in order  
23 to bring them to the Policy Committee for final adoption. That process will  
24 take the time from February until the June deadline when the next TIP  
25 needs to be adopted by this Committee.

26  
27 Vasquez: Very good. Thank you for giving me a better idea of the timeline. In terms  
28 of the actual call for projects historically members of the public that have  
29 participated in this process, do they submit an idea or do they fill out a  
30 formal application and what's contained within that application? Is that  
31 something that a regular person can do or is it a technical document that  
32 requires the expertise of staff or an engineer? How does that work?

33  
34 Wray: Councilor Vasquez. We have never had a member of the public per se as  
35 an individual approach us. We have had organizations within the  
36 community approach us historically. That was several years ago though  
37 when the TIP was managed in a different manner than is allowable under  
38 the current guidelines and regulations. But theoretically it is an application  
39 document, I mean it is a document that is filled out. There are a number  
40 of requirements that are going to have to be filled out. The ten planning  
41 factors that I mentioned in the presentation, those have to be addressed in  
42 every application. The performance targets that have also been adopted  
43 also have to be addressed as part of the TIP applications going forward.  
44 Staff actually is discussing what we are going to have to do to modify the  
45 TIP application because the one that we have used historically is now no  
46 longer going to be adequate to the needs and requirements of the TIP

1 program going forward. But as far as filling out the application we would  
2 expect ultimately that the jurisdictions are going to be the entities filling out  
3 the application if, and I'll just throw it out there because they're the one  
4 that immediately percolated to mind the Chamber of Commerce in the  
5 past has brought TIP projects forward. But under the current guidelines  
6 we would direct the Chamber of Commerce to, in the case of the Chamber  
7 it would be the City of Las Cruces to work with the City to fill out the  
8 application and the City of Las Cruces would then be the sponsoring  
9 agency for the project.

10  
11 Vasquez: Very good. So that kind of clears up who the "public" is in this application  
12 process. So I'm thinking as a way to represent my constituents and do my  
13 job as an elected official through this process it might look something like  
14 citizens have a need, we bring it to the City, the City fills out an  
15 application, and then we submit that through the TIP process. Does that  
16 sound kind of correct?

17  
18 Wray: Yes, absolutely. And I do want to clarify, just because we have never had  
19 an individual citizen bring forward a project, it has been civic organizations  
20 in the past, that by no means precludes if an individual has a project  
21 approaching their local jurisdiction whether it be the City of Las Cruces,  
22 Doña Ana County, or the Town of Mesilla. It's just that now that approach  
23 has to be made through the jurisdiction.

24  
25 Vasquez: Very good. Thank you Mr. Wray. Thank you Chair.

26  
27 Eakman: Thank you. Is there any other discussion on this? Mr. Doolittle.

28  
29 Doolittle: Thank you Mr. Chair. So Andrew I've been involved with the El Paso  
30 MPO and the Mesilla Valley MPO for the past five years and it's frequently  
31 confusing especially to an engineer. I will tell you that this is probably the  
32 most concise consolidated presentation I've gotten. I would ask that you  
33 send it to me, maybe even to the whole Board, because I'd like to stick it  
34 on my tablet so that I've got it with me. I just want to compliment you on a  
35 presentation that I found very beneficial. I've got a huge binder from El  
36 Paso, I've got one from you guys, and when stuff comes up I've got to go  
37 flipping through pages. This is a summary that I think I will use frequently  
38 so I just wanted to compliment you and ask if you would distribute it so  
39 that I can have it handy.

40  
41 Wray: We'll certainly do that and thank you.

42  
43 Eakman: That's a very nice compliment. Mayor Pro-Tem Sorg.

1     Sorg:           Thank you Mr. Chairman. I just have a quick question about one project  
2                   that I'm wondering if it's on the TIP now, and that is the multimodal path on  
3                   Highway 359 from Calle del Norte to Highway 70. Is that on the TIP now?  
4  
5     Wray:           I apologize. It seemed like the microphone cut out there for a second.  
6  
7     Sorg:           It does.  
8  
9     Wray:           Mr. Chair, Councilor Sorg. Are you speaking of the Town of Mesilla  
10                   project on Calle del Norte? Because that one is on the TIP but it doesn't  
11                   go all the way to US-70. That project terminates at the Mesilla ...  
12  
13    Sorg:           No, no, no, no. Did I say 70?  
14  
15    Wray:           Yes.  
16  
17    Sorg:           No, Highway 28 I meant.  
18  
19    Wray:           Okay.  
20  
21    Sorg:           Twenty-eight I meant.  
22  
23    Wray:           Okay. Yes. That project is on the TIP. It terminates though at the Mesilla  
24                   Lateral. It does not proceed all the way to NM 28 because of the right-of-  
25                   way constraints there because Andele's Dog House is on ...  
26  
27    Sorg:           That's right.  
28  
29    Wray:           The south side and then Andele's proper ...  
30  
31    Sorg:           Yes.  
32  
33    Wray:           And then there's just no way to fit ...  
34  
35    Sorg:           Yes.  
36  
37    Wray:           Anything.  
38  
39    Sorg:           That's right.  
40  
41    Wray:           But yes, that project is on the TIP.  
42  
43    Sorg:           Okay. Do you off the top of your head know when it's scheduled?  
44

1 Wray: It was a TAP grant so we're currently in the design portion. Specifically at  
2 the moment we're in the phase where the town of Mesilla is soliciting,  
3 bringing on board their engineer ...  
4

5 Sorg: Okay.  
6

7 Wray: Engineering consultants to perform the work. Their next deadline where  
8 something has to be reported to NMDOT is in May of next year. I don't  
9 know if Madam Mayor wishes to add anything else to that. But that's the  
10 information that I have as of right now.  
11

12 Sorg: Okay. That's fine. Thank you.  
13

14 Barraza: Mr. Chair.  
15

16 Eakman: Yes Mayor.  
17

18 Barraza: Yes. We are in the process of transitioning in our offices right now as  
19 Debbie Lujan, our Public Works Director who was overseeing the project  
20 has resigned. But we have someone on board that is very knowledgeable  
21 and capable so I have tasked him to follow up on that. I know Phase 1,  
22 we're calling it Phase 1 of the project, we're going to be on schedule with  
23 that and on Phase 2 where the Town of Mesilla has to come up with a  
24 match of \$82,000 we have put on our ICIP task legislators for help on the  
25 funding for that. So definitely our goal is to stay on track with it, continue  
26 our work with DOT and get the project going.  
27

28 Sorg: If I may, are you saying there is no NMDOT funding for this project?  
29

30 Barraza: It's all through the TAP.  
31

32 Sorg: The TAP money then.  
33

34 Wray: Mr. Chair, Madam Mayor, Councilor Sorg. The TAP funding is ultimately  
35 federal funding but it goes through the State. What Madam Mayor is  
36 referring to is the required Town of Mesilla match.  
37

38 Sorg: Match.  
39

40 Wray: The match. Mr. Murphy kindly provided me with the site on the New  
41 Mexico eSTIP information. The funding is all built into Federal Fiscal Year  
42 2019 so the federal fiscal year that we are about to enter into. But the  
43 process has been underway since Ms. Lujan and I attended an orientation  
44 meeting back in July 2017. This process has been going on since the  
45 award of the TAP grant and the total funding of the project is \$850,000.  
46

1     Sorg:           Thank you Chairman.

2  
3     Eakman:       Thank you Mayor Pro-Tem Sorg. Well thank you Mr. Wray for that  
4                   presentation. I really appreciate it. If there's no further comment on that.  
5

6               **7.2    NMDOT update**

7  
8     Eakman:       I'll ask for Mr. Doolittle and the NMDOT update.  
9

10    Doolittle:    Thank you Mr. Chair. I really don't have much this month. We haven't  
11                   had any significant changes to our projects.

12                   Valley Drive for instance all the traffic control's pretty much the  
13                   same. We're still working a lot underground so it may not look like we're  
14                   doing anything but we're slowly getting to the surface.

15                   We continue to work on our two guard rail safety projects, the one  
16                   on Organ over the pass and then the one on I-10 between Las Cruces and  
17                   El Paso. But other than that Mr. Chair I really don't have anything specific  
18                   unless somebody has any questions for me.  
19

20    Eakman:       Are there any questions of Mr. Doolittle? Mayor?

21  
22    Barraza:      Mr. Chair.

23  
24    Eakman:       Yes.

25  
26    Barraza:      Yes. I understand you all went for bid on the University project for Phases  
27                   B, C, and D? Am I correct?  
28

29    Doolittle:    Mr. Chair, Madam Mayor. I'll have to check on that. Those RFPs are  
30                   handled out of the design region not the district so I'll have to check on  
31                   that for you.  
32

33    Barraza:      Okay. I didn't realize either until we were up in Roswell last week for the  
34                   New Mexico Municipal League Conference and a couple of the  
35                   engineering firms, one being Bohannon Huston are the ones that  
36                   mentioned that to me. That's how I was aware of that. So okay. Thank  
37                   you.  
38

39    Eakman:       Any other questions? Hearing none, thank you so much Mr. Doolittle for  
40                   your report.  
41

42    **8.    COMMITTEE AND STAFF COMMENTS**

43  
44    Eakman:       Are there Committee comments today? Mr. Murphy from your staff, I  
45                   should say. From your staff.  
46

1     Murphy:     For staff comments. Speaking of open call for projects and everything,  
2                   we're currently in the process of accepting project solicitations for TAP or  
3                   the Transportation Alternatives Program and the Recreational Trails  
4                   Program which has a September 28th deadline for your jurisdictions to  
5                   turn in to MPO staff. We have met with City staff and with County staff.  
6                   They have various projects that they intend to submit. Also there is an  
7                   open call for projects with an MPO deadline of November 30th for  
8                   Congestion Management and Air Quality funding. Recently, or this past  
9                   fiscal year Albuquerque changed its air quality status through the EPA  
10                  from "Maintenance" to "In Compliance" thereby freeing up \$10 million  
11                  statewide with which DOT decided to turn around and accept solicitations  
12                  statewide for air quality projects regardless of the air quality designation  
13                  conferred by the EPA. So we've talked briefly with some City staff starting  
14                  those submittals but that is another pot of money that's opened up and  
15                  you may want to talk with your administrative staffs, make sure that they  
16                  have plans to try and bring money to this region. And then I guess I'll  
17                  pause here. I got one more announcement but I'll pause here if there are  
18                  any questions on the open call for projects.  
19

20    Eakman:     Any questions? Then move right ahead Mr. Murphy.  
21

22    Murphy:     Okay. My next announcement: This is going to be my last MPO Policy  
23                   Committee meeting. I have reached my eligibility for retirement through  
24                   the state system and decided that I'm going to see what else is out there.  
25                   And I would like to express my appreciation for being able to work with all  
26                   of you through the past many years and you've made it enjoyable at times.  
27                   And I want to say I do appreciate all of your dedication to transportation  
28                   planning, something that I've devoted my life to. So thank you.  
29

30    Eakman:     Well Mr. Murphy on behalf of our Committee thank you so much for your  
31                   many years of loyal service and excellent service to this MPO Board.  
32                   You've taught us quite a bit in this process. Too bad as elected officials  
33                   we'll turn over, a new board constantly is going to need education. We'll  
34                   look forward to staff to present that to us. Are there any comments to Mr.  
35                   Murphy? Mayor.  
36

37    Hakes:       We also enjoyed it at times.  
38

39    Barraza:     Mr. Chair. Yes. I just want to thank Tom for all the knowledge that you  
40                   have brought forth and the guidance and everything that you have done. I  
41                   know for the Town of Mesilla I think we've been together through your  
42                   whole term through the MPO so those are quite a few years. But I wish  
43                   you nothing but the very best. I don't know if Lisa has retired yet or retiring  
44                   so I wish you both the very best and thank you for all your service.  
45

46    Murphy:     Thank you Mayor.



1  
2 Eakman: Commissioner Solis.  
3  
4 Solis: Yes. Tom I also want to say thank you. I remember when I first started as  
5 a Commissioner you reached out to me and you gave me an education  
6 that just kind of blew my mind. So I just want to thank you for your hard  
7 work and your service. Thank you.  
8  
9 Murphy: Thank you.  
10  
11 Eakman: Councilor Vasquez and then Mayor Pro-Tem Sorg.  
12  
13 Vasquez: Yes. Thank you and good luck Mr. Murphy in whatever you choose to do.  
14 I share Commissioner Solis' thoughts about introducing us into this work.  
15 Transportation Planning is not easy, it's not for everybody. And I know it  
16 takes a lot of technical skill in addition to communication skills to be able  
17 to convey this information so that we can get the best outcomes for  
18 transportation and for people. So I think you've done a tremendous job of  
19 doing that and thank you and sad to see you go.  
20  
21 Murphy: Thank you.  
22  
23 Eakman: Mayor Pro-Tem.  
24  
25 Sorg: Thank you Mr. Chairman. And Tom thank you too and congratulations  
26 and I wish you the best in your future. And just want to comment on the  
27 fact that you've always been there for me whenever I've had a question  
28 and very helpful. So good job. Thank you.  
29  
30 Murphy: Thanks.  
31  
32 Eakman: Trustee Johnson-Burick.  
33  
34 J-Burick: Thank you and I just want to echo what everybody has already said so  
35 thank you so much Tom. And I'm looking forward to running into you in  
36 the future. Thank you for everything.  
37  
38 Murphy: Thank you.  
39  
40 Eakman: Yes indeed. Now we'd like to hear from the rest of your staff on how good  
41 a boss you've been.  
42  
43 Murphy: I think they have to ...  
44  
45 Wray: He's been very good.  
46

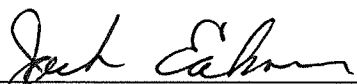
1     Eakman:     Thank you so much. I appreciate that. Are there any comments from the  
2                     Committee Members today? Hearing none.  
3

4     **9.     PUBLIC COMMENT**  
5

6     No public.  
7

8     **10.    ADJOURNMENT (2:07 PM)**  
9

10    Eakman:     We are adjourned.  
11  
12  
13

14       
15     \_\_\_\_\_  
16    Chairperson