



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA, AND MESILLA

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE AGENDA

The following is the agenda for the Mesilla Valley Metropolitan Planning Organization's (MPO) Technical Advisory Committee meeting to be held on **December 6, 2018 at 4:00 p.m.** in the **City of Las Cruces Council Chambers, 700 N. Main**, Las Cruces, New Mexico. Meeting packets are available on the [Mesilla Valley MPO website](http://MesillaValleyMPO.org).

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1. **CALL TO ORDER** _____ **Chair**
2. **APPROVAL OF AGENDA** _____ **Chair**
3. **APPROVAL OF MINUTES** _____
 - 3.1. November 1, 2018 _____ **Chair**
4. **PUBLIC COMMENT** _____ **Chair**
5. **ACTION ITEMS** _____
 - 5.1. FFY 2018-2023 Transportation Improvement Program Amendments _____ **MPO Staff**
 - 5.2. Recommendation to the Policy Committee Endorsing an Application to NMDOT for the Congestion Mitigation and Air Quality (CMAQ) Non-Mandatory Open Call for Projects _____ **MPO Staff**
6. **DISCUSSION ITEMS** _____
 - 6.1. MVMPO Safety Presentation _____ **MPO Staff**
7. **COMMITTEE and STAFF COMMENTS** _____
 - 7.1. City of Las Cruces, Doña Ana County, Town of Mesilla, Las Cruces Public Schools, RoadRUNNER Transit, and SCRTD Project Updates _____ **Jurisdictional Staff**
 - 7.2. NMDOT Projects Update _____ **NMDOT Staff**
 - 7.3. MPO Staff Update _____ **MPO Staff**
8. **PUBLIC COMMENT** _____ **Chair**
9. **ADJOURNMENT** _____ **Chair**

1 **MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION**
2 **TECHNICAL ADVISORY COMMITTEE**

3
4 The following are minutes for the meeting of the Technical Advisory Committee of the
5 Mesilla Valley Metropolitan Planning Organization (MPO) which was held November 1,
6 2018 at 4:00 p.m. in the City of Las Cruces Council Chambers, 700 N. Main, Las
7 Cruces, New Mexico.

8
9 **MEMBERS PRESENT:** Mike Bartholomew (CLC Transit)
10 Sean Barham (LCPS)
11 Michael Garza (DAC Flood Commission)
12 Soo Gyu Lee (CLC)
13 Jolene Herrera (NMDOT)
14 Harold Love (NMDOT)
15 Rene Molina (DAC Eng.)
16 Larry Shannon (Town of Mesilla)
17 Tony Trevino (CLC Public Works)
18 Jennifer Yoder (CLC)

19
20 **MEMBERS ABSENT:** David Armijo (SCRTD)
21 Bill Childress (BLM)
22 Dale Harrell (NMSU)
23 Luis Marmolejo (DAC Planning)
24 Hector Tarrazas, (CLC)

25
26 **STAFF PRESENT:** Andrew Wray (MPO Staff)
27 Michael McAdams (MPO Staff)
28 Debra Fuller (MPO)

29
30 **OTHERS PRESENT:** Cathy Mathews (CLC)
31 Ashleigh Curry
32 Todd Gregory (Las Cruces Public Schools)
33 Tony Trevino (CLC)
34 Albert Casillas (DAC)
35 Larry Nichols (CLC)
36 Steve Pacheco (CLC)
37 Ceci Vasconcellos (CLC)
38 Michelle Belone (CLC)
39 Becky Baum, RC Creations, LLC, Recording Secretary

40
41 **1. CALL TO ORDER (4:00 PM)**

42
43 Love: Okay we're going to call to order the November 1, 2018 meeting of the
44 Mesilla Valley Metropolitan Planning Organization Technical Advisory
45 Committee. We'll start with a roll call to my far right.
46

1 Yoder: Jennifer Yoder with the City of Las Cruces.

2
3 Shannon: Larry Shannon, Town of Mesilla.

4
5 Lee: Soo Gyu Lee, City of Las Cruces.

6
7 Molina: Rene Molina, Doña Ana County.

8
9 Herrera: Jolene Herrera, NMDOT.

10
11 Garza: Michael Garza, Doña Ana County Flood Commission.

12
13 Bartholomew: Mike Bartholomew, City of Las Cruces RoadRUNNER Transit.

14
15 Barham: Sean Barham, Las Cruces Public Schools.

16
17 Love: And I'm Harold Love, New Mexico DOT, and also Chairman of the
18 Technical Advisory Committee.

19
20 **2. APPROVAL OF AGENDA**

21
22 Love: Next item number two approval of the agenda. Looking for a motion to
23 approve.

24
25 Garza: Motion to approve.

26
27 Bartholomew: Second.

28
29 Love: Approved and seconded. All in favor.

30
31 MOTION PASSES UNANIMOUSLY.

32
33 Love: Motion carries.

34
35 **3. APPROVAL OF MINUTES**

36
37 **3.1 October 4, 2018**

38
39 Love: Next item, approval of the minutes. Looking for a motion to approve.

40
41 Shannon: Motion to approve.

42
43 Bartholomew: Second.

44
45 Love: All in favor.

1 MOTION PASSES UNANIMOUSLY.

2
3 Love: Approved.

4
5 **4. PUBLIC COMMENT**

6
7 Love: Item number four, public comments. Not seeing any.

8
9 **5. ACTION ITEMS**

10
11 **5.1 FFY 2018-2023 Transportation Improvement Program Amendments**

12
13 Love: Then we will move on to item number five, action items, 5.1, the 2018-
14 2023 Transportation Improvement Program Amendments. MPO staff.

15
16 ANDREW WRAY GAVE HIS PRESENTATION.

17
18 Wray: Actually I have a question for Mr. Bartholomew on that. I note on the page
19 21 there we have 19 appearing before 18, is that flipped in the table?

20
21 Bartholomew: I believe it's, I think it's correct, it's just that these are Fiscal Year '18 and
22 Fiscal Year '19 funds that we're going to apportion or obligate in this fiscal
23 year and I think I just put '19 first for some reason on that.

24
25 Wray: Okay. Thank you very much Mr. Bartholomew.

26
27 ANDREW WRAY CONTINUED HIS PRESENTATION.

28
29 Wray: Was it the build grant or was it the other one that the City applied for?

30
31 Bartholomew: This was a build grant.

32
33 Wray: Okay. The build grant that the City received to construct ...

34
35 Bartholomew: Excuse me. This was a State of Good Repair. We haven't heard on the
36 build.

37
38 ANDREW WRAY CONTINUED HIS PRESENTATION.

39
40 Love: I have a question. Is the system expanding or are you maintaining
41 currently what you have?

42
43 Bartholomew: As part of our short-range transit plan one of the implementation parts
44 was to expand hours of service into the evening, then we're planning on
45 expanding service in January, the weekdays, till 10:30 p.m. Currently
46 ends at 7:00 p.m. Short-range plan does have future plans to add Sunday

1 service and longer hours on Saturday as well but we're waiting for that to
2 be funded.

3
4 Love: And we're looking to take action on this, correct?

5
6 Wray: Yes Mr. Chair.

7
8 Love: So I'm looking for a motion to approve these program improvements with
9 transit.

10
11 Bartholomew: I'll move that we approve with removing the project PL00150 from
12 consideration.

13
14 Herrera: I second.

15
16 Love: All in favor.

17
18 MOTION PASSES UNANIMOUSLY.

19
20 Love: Motion approved as amended.

21
22 **5.2 Transportation Alternatives Program and Recreational Trails**
23 **Program Application Recommendations**

24
25 Love: Next item, 5.2, Transportation Alternatives Program and Rec Trails
26 Program Application Recommendations.

27
28 Wray: Thank you Mr. Chair. We have four applications that have been submitted
29 by our member jurisdictions for consideration of submission to NMDOT for
30 funding. The first one is the Las Cruces Public Schools for the Safe
31 Routes to School Coordinator. Second one is the City of Las Cruces for
32 the so called Walnut Street Improvement Project. The third one is the City
33 of Las Cruces for the Las Cruces Lateral and Multiuse Trail Project. And
34 the last one is from Doña Ana County for the Elks Drive Connectivity
35 project.

36 I believe we have Las Cruces Public Schools staff here, not sure
37 whether Ms. Curry or Mr. Gregory are going to speak, looks like Ms. Curry
38 will be speaking about this item.

39
40 Curry: Thank you Mr. Wray and Members of the Committee. I'm Ashleigh Curry
41 the Safe Routes to School Coordinator. This grant application is a
42 continuation of what we've been doing since 2008 here in the community.
43 We're involved in all of the elementary public schools doing walking school
44 buses and encouraging kids to walk and ride their bikes to school. And
45 this grant just proposes that we continue that. We are basically asking for
46 the same amount of funding that we've asked in the past with a small

1 increase in stuff, so the incentive items, we're just asked for a small
2 increase because at many more schools than we were in previous years.
3 So I will happily answer any questions anybody has.
4

5 Love: I have a question. How many schools do you currently have participating?
6

7 Curry: We have all 25 schools participate on some level. So all of them
8 participated in International Walk to School Day. We have 18 that have a
9 weekly walking school buses, and we have four that have monthly walking
10 school buses currently. Education is offered to all of the schools and third
11 grade level at the current time.
12

13 Love: Okay. Thank you. Any other questions?
14

15 Bartholomew: I don't have a question for the Las Cruces Public Schools, again just a
16 reminder, maybe a clarification for Mr. Wray, we're hearing these
17 presentations and we're going to be making recommendations, is this just
18 going to be recommended as a package or are we going to be asked to
19 rank or rate or?
20

21 Wray: Mr. Chair, Mr. Bartholomew. This is going to be recommended effectively
22 as a package, although if for whatever reason the TAC declines to
23 recommend one of the projects, that project will still go to the Policy
24 Committee for their consideration of approval, it'll just go with the caveat
25 that the TAC did not recommend that particular project.
26

27 Bartholomew: And how much funds are available in this program in the state?
28

29 Herrera: I can answer that Mr. Chair. So through the transportation alternatives
30 program which Safe Routes to School used to be a stand alone, now it's
31 not, it's just kind of rolled into the larger program. It's about \$6.1 million
32 per year statewide.
33

34 Bartholomew: Okay. Thank you.
35

36 Love: Any other questions? Mr. Wray I think we'll listen through all of them
37 before we vote.
38

39 Wray: Very good Mr. Chair. Thank you. The next project is the Walnut Street
40 Improvement Project, and Mr. Trevino is going to present on that.
41

42 Trevino: Good afternoon Chair, Members of the TAC. So what we are submitting
43 for the NMDOT Transportation Alternatives Program is a bicycle/
44 pedestrian, well I guess I don't know why I'm going over this with you
45 guys, you guys know what the TAP program is, it's the bicycle and
46 pedestrian infrastructure. It's a breakdown of 85.44% from the DOT and

1 14.56% from the city. I'm sorry. I put a presentation together and I
2 probably shouldn't have.

3 Here's the vicinity map for the project. As you can see the starting
4 point for us is on Walnut at the intersection of Hadley. This is going to be
5 at the tie-in point to where the City of Las Cruces got some MAP funding
6 for the same kind of improvements to Walnut, but those ones go from
7 Lohman to Hadley, so this'll extend that current MAP grant that we have.
8 We will go north to Spruce; as we hit Spruce, jump onto Kilmer, east to
9 Poplar, north on Evelyn, and west on Madrid all the way to Solano. What
10 these are going to consist of on Walnut it's going to have a buffered bike
11 lane which is going to be a mill and overlay also. Kilmer, Poplar, and
12 Evelyn are going to be mainly striping projects and Madrid will actually be
13 an overlay and striping project. These are the project scopes for the
14 buffered bike lane. These are all taken from the Active Transportation
15 Plan that was just approved by Community Development about two weeks
16 ago I believe. So what this does, it kind of makes one of the corridors that
17 has been identified as part of the ATP as one of their main focus points for
18 the corridors. We have Walnut which is a buffered bike lane. We have
19 Madrid from Evelyn to Solano to be a buffered bike lane. Evelyn from
20 Poplar to Madrid is going to be just a bike lane. Bike boulevards will be on
21 Kilmer and Poplar and shared bike lane will be on Kilmer and Poplar also.
22 So those would be the shared lane markings and the bike boulevard just
23 kind of indicate what a bike boulevard is. We'll have those sharrows and
24 the markings throughout those. The cost of the project is as shown, \$1.17
25 million for the entire project, so it's a \$999,648 from the DOT and
26 \$170,352 from the City. If you have any questions I'd be happy to answer
27 them. I've got the cost estimate available. I've got the cross sections for
28 Walnut. Anything you guys want to know.
29

30 Herrera: Mr. Chair. I have a question. Thanks Tony for the presentation. I guess
31 my question is for the mill and inlay, are you including the cost for the
32 entire street, for the whole?
33

34 Trevino: Chair, Jolene. Yes. So what it is, we broke it down for our previous
35 meeting so the mill and overlay for the drive lanes is separated out from
36 the mill and overlay for the actual bike lanes. So those are two different
37 bid items along Walnut and Madrid.
38

39 Herrera: Okay.
40

41 Trevino: So if it doesn't go for the full reward we can subtract those out by the line
42 item that's shown.
43

44 Herrera: Okay. Perfect. I need to look at the paperwork again just to make sure
45 that that is very clear in there just in case. Okay. Yes. In the description
46 though because I think anybody who's looking at this, think of it this way,

1 it's probably going to mostly be planners in the room, so when you show
2 me this I'm like, "I don't care. I'm just going to read the words." Sorry but
3 I'm not going to really look through this. So just make sure I guess that it's
4 very clear in your wording that just the City will pay for the driving lanes
5 separate.
6
7 Trevino: Yes, calls out driving lane co-milling and bike lane co-milling. It's on there,
8 line items and quantities.
9
10 Herrera: Okay. Perfect. Great. Thanks.
11
12 Trevino: If there's any questions just give me a shout.
13
14 Herrera: That should be all. Thank you.
15
16 Love: Any other questions? Okay. Thank you.
17
18 Wray: Thank you Mr. Chair. The next project that we have on the list is also from
19 the City of Las Cruces. It is the Las Cruces Lateral Multiuse trail project.
20 We have Ms. Mathews here to speak on that.
21
22 Mathews: Thank you very much. Good afternoon. I'm Cathy Mathews, the
23 Landscape Architect with the City of Las Cruces. And the project we're
24 proposing for the RTP grant is a multiuse path along the Las Cruces
25 lateral, part of the Elephant Butte Irrigation District system from University
26 Avenue near the Convention Center, along the lateral to approximately the
27 intersection of Main Street and Idaho or Avenida de Mesilla. And it would
28 be a shared use path, likely paved in with asphalt plus the crossings,
29 those street crossings that that ditch crosses, and the idea is to provide an
30 off road facility for bicycles and pedestrians. I'd be happy to answer any
31 questions.
32
33 Love: Any questions?
34
35 Bartholomew: Did you have a map of that too?
36
37 Mathews: I apologize Mr. Chair, Members of the Committee. I do not have a
38 presentation, but it's a length of the lateral about 2.9 miles between the
39 Convention Center on University near El Paseo, along El Paseo for a
40 short distance and then behind/to the southwest of Las Cruces High
41 School and then continuing on along private properties to the intersection
42 of Main Street and Avenida de Mesilla.
43
44 Molina: Chair. I've got a question.
45
46 Love: Yes.

1
2 Molina: Thank you. So the question I have is what are you all looking at
3 anticipating at the crossing for example at University and is that included
4 in the cost?
5
6 Mathews: Mr. Chair, Members of the Committee. We did not include the cost of a
7 midblock crossing, a HAWK or something like that, so we did not include
8 the cost in here. So since the Convention Center is at a signalized
9 intersection, likely folks would be crossing University at the intersection,
10 the existing signalized intersection, then they would have to go down, they
11 would have to turn west on the City sidewalk, maybe, I apologize I don't
12 know, maybe a 100 yards, 200 yards, then they could turn on to the
13 pathway and access the trail at that point, signage is included as part of
14 that.
15
16 Molina: Thank you.
17
18 Love: And does this connection, does it connect to an existing trail system that's
19 already in place?
20
21 Mathews: Mr. Chair. On the university's side, there is no existing pathway yet,
22 however the portion of the trail that we're considering is on the MPO
23 proposed bicycle and pedestrian route plan. And at the north end it will
24 connect to improvements made on Main Street as part of that project
25 that's going on to make that more pedestrian and bicycle friendly, so the
26 shared use path that we're proposing will connect with that soon to be
27 existing pathway.
28
29 Herrera: Mr. Chair. I have a question. At the BPAC Committee I asked about a
30 letter from EBID, were you able to get that letter and put it in the
31 application?
32
33 Mathews: Mr. Chair, Members of the Committee. EBID is probably not going to
34 provide us with a letter, however there is an existing Memorandum of
35 Understanding and so I will include that.
36
37 Herrera: Okay.
38
39 Mathews: And also I have started the application for a Right of Use of EBID facilities
40 and I will include that application as well.
41
42 Herrera: Perfect. Thanks.
43
44 Mathews: Thank you.
45
46 Love: Anything else?

1
2 Mathews: Thank you very much.

3
4 Wray: Lastly Mr. Chair we have the Doña Ana County Elks Drive connectivity
5 project. We have Mr. Albert Casillas from Doña Ana County to speak on
6 that.

7
8 Casillas: Good afternoon Chair, Members of the Committee. My name's Albert
9 Casillas. I'm filling in for Samuel Paz who is the planner in charge of this
10 project, so most of the questions if there are any I'll probably defer over to
11 Rene Molina. But if you look on page 144 of your packet you do see the
12 1.15 miles that are being proposed from Columbia Elementary school all
13 the way to Doña Ana Park and that's going to be a multipurpose path
14 that's being proposed. On page 142 you are going to see a commitment
15 from the Board of County Commissioners pretty much guaranteeing that if
16 the award is given that there are going to be funds available to match that.
17 But that's all the information that I have aside from what's included in your
18 packet.

19
20 Love: I have a question. Are you going to be needing any additional right-of-
21 way, especially near the north end of the path as you get closer to Thorpe
22 Road?

23
24 Molina: The response to that is we don't anticipate the need for additional right-of-
25 way. We feel that there's adequate space to fit it in. We are looking at
26 some form of a wall but not a wall system, more of a curbing system that
27 will help us with a differential grade. The differential grade is not
28 exceeding more than two feet. But no we didn't anticipate the need for
29 additional right-of-way.

30
31 Love: Any other questions? Thank you. Now we're looking for a motion to either
32 approve all the applications as a whole or in part.

33
34 Bartholomew: Mr. Chair. I actually have a question that maybe Ms. Herrera can answer
35 a little bit more on too. So the Las Cruces packet, they're looking at about
36 \$1.9 million all together in State funds, so this is going to be competing
37 with everything in the state that's there? Is that correct?

38
39 Herrera: Yes. So basically it's a statewide competitive process. One thing I can
40 say is that the TAP funds are also broken up by population, so
41 Albuquerque and El Paso get their own direct applications. So none of
42 these applications are competing with Albuquerque and El Paso.

43
44 Bartholomew: So that's exclusive of essentially Albuquerque and El Paso metropolitan
45 areas.

1 Herrera: Right. Yes. So the \$6.1 million is for everything else in the state, not
2 Albuquerque and El Paso.

3
4 Bartholomew: Okay. Do they still anticipate there's probably going to be greater
5 demand than there's available funds?

6
7 Herrera: Yes, and we see that every year so really it's just a matter of putting
8 together really good applications. This area has been pretty good about
9 getting funding awarded and I've looked through the applications multiple
10 times and so it seems like every time I see them they get better, so I
11 would say that I have seen all of the applications that are going in for the
12 southern half of the state and these ones are really well written. So I'd say
13 they have a pretty good chance. Of course we can't guarantee funding,
14 but especially the Safe Routes to School coordinator one, that one's been
15 funded every year since I started working here and it's really the only
16 successful program in the state right now, so I can say there's a pretty
17 good shot for these.

18
19 Bartholomew: Okay. Yes, I was just a little concerned when you said that this time they
20 were rolling the Safe Routes to School program in to the whole one, if
21 that's going to get lost as a small project in the mix.

22
23 Herrera: No it shouldn't. That one kind of stands alone. We don't have a whole lot
24 of demand for Safe Routes to School type projects and really so this
25 one's, I mean it is competing with others, but because it's programatic and
26 not infrastructure, it's a little easier to fund those type of projects. There's
27 not preliminary engineering, there's not plans that go into it. It won't get
28 lost.

29
30 Bartholomew: Okay. Thank you.

31
32 Love: Any other questions? Looking for a motion.

33
34 Bartholomew: I move that we recommend the packet of applications to the Policy
35 Committee.

36
37 Garza: Second.

38
39 Love: All in favor.

40
41 MOTION PASSES UNANIMOUSLY.

42
43 Love: Motion passes.

44
45 **5.3 Performance Measure 1: Safety Target Recommendation**

1 Love: Next on the agenda is item 5.3, Performance Measure 1: Safety Target
2 Recommendation.
3

4 ANDREW WRAY GAVE HIS PRESENTATION.
5

6 Shannon: Just had one question. I just want to make sure, are these statewide
7 averages or just averages for our area?
8

9 Wray: Mr. Chair, Mr. Shannon. Yes, that's correct, there are the statewide
10 averages that we're discussing, except for the numbers that are
11 specifically called out as being for the Mesilla Valley area.
12

13 Shannon: Okay.
14

15 ANDREW WRAY CONTINUED HIS PRESENTATION.
16

17 Bartholomew: I just had a clarification on a non-motorized, so that basically involves a
18 pedestrian or a cyclist that had contact perhaps with a motorized vehicle
19 right?
20

21 Wray: Mr. Chair, Mr. Bartholomew. Yes. While I'm sure that there could be
22 some kind of scenario where there is a non-motorized fatality that does
23 not involve a vehicle, most of these numbers are inevitable (*inaudible*).
24

25 Bartholomew: But these were people on a motor vehicle.
26

27 Wray: Well the fatalities are vulnerable users. Yes.
28

29 Bartholomew: Okay. Thank you.
30

31 ANDREW WRAY CONTINUED HIS PRESENTATION.
32

33 Love: So this is an action item we're looking for?
34

35 Wray: Yes Mr. Chair.
36

37 Love: Looking for a motion to accept the Safety Targets as presented.
38

39 Bartholomew: I will recommend that the Safety Target recommendations be forwarded
40 to the Policy Committee.
41

42 Barham: Second.
43

44 Love: All in favor.
45

46 MOTION PASSES UNANIMOUSLY.

1
2 Love: Motion passes.

3
4 **5.4 Performance Measure 2: State of Good Repair Target**
5 **Recommendation**
6

7 Love: 5.4 Performance Measure 2: State of Good Repair.
8

9 ANDREW WRAY GAVE HIS PRESENTATION.
10

11 Herrera: I do have just one comment. Just keep in mind that these numbers are
12 statewide, so this is not for Mesilla Valley MPO specifically. We're on
13 average as the DOT spending about \$62 million a year on our interstate
14 pavement, \$68 million on non-interstate NHS pavements, and down from
15 here, but that's statewide, so it's not really a whole lot of money. So the
16 projections are for if we keep these numbers flat moving forward for the
17 next four years what does the pavement condition look like. Those are the
18 numbers that we use to set our targets is if we kept funding levels at what
19 this slide says for the next four years, what condition is our pavement
20 going to be in and our bridges.
21

22 Wray: Thank you Ms. Herrera.
23

24 ANDREW WRAY CONTINUED HIS PRESENTATION.
25

26 Herrera: Mr. Chair. If I could just make one slight I guess clarification to what
27 Andrew said. So I also sit on the BPAC Committee and really the only
28 metric that's different from what you're looking at today versus what BPAC
29 recommended is the percentage of bridges on the NHS in poor condition.
30 So it's only that one number that's different. We at the BPAC
31 recommended 12% which is the number that we thought it was at, but
32 after Trent Doolittle, the District 1 Engineer and I worked with the bridge
33 engineers, there were actually some bridges that've been replaced
34 recently that we're still showing in poor condition. So once they took those
35 off the list and showed them in their current good condition it dropped the
36 percentage to 8% which is what we're recommending today at this
37 Committee. And that all just happened on Monday of this week, so that's
38 the only difference. All the rest of them are the same as what BPAC
39 adopted or recommended adopting.
40

41 Love: Any other questions or comments? If not, looking for a motion to approve.
42

43 Bartholomew: I move that we recommend State of Good Repair Target statistics/metrics
44 to the Policy Committee.
45

46 Garza: Second.

1
2 Love: All those in favor.

3
4 MOTION PASSES UNANIMOUSLY.

5
6 Love: Motion passes.

7
8 **5.5 Performance Measure 3: System Performance Target**
9 **Recommendation**

10
11 Love: 5.5 Performance Measure 3: System Performance Target
12 recommendation.

13
14 ANDREW WRAY GAVE HIS PRESENTATION.

15
16 Bartholomew: I know Ms. Herrera told me last month but can you remind me what
17 reliable person miles are.

18
19 Herrera: Actually I didn't because I didn't know and I still don't really know a good
20 way to explain that, I mean it's basically how many times; if you take a trip
21 10 times how many times can you reach your destination in a reasonable
22 amount of time, but again there's really no definition for what reasonable
23 is.

24
25 Bartholomew: I'm just suggesting like in our documents and everything if this is
26 something that the public is going to look at too, it might be good to come
27 up with something to define so they have a context. That and the truck
28 reliable.

29
30 Herrera: I 100% agree. Unfortunately we haven't received any kind of guidance
31 really from FHWA on this. I think we're all sort of as a nation, all State
32 DOTs, we've kind of been talking to each other and we're all having sort of
33 a hard time interpreting what some of this stuff is supposed to mean. We
34 all have different methodologies for doing things, so we're not even
35 comparing apples to apples across the state line. So I image with maybe
36 the next transportation bill update we'll have more clarification written in, at
37 least that's what we hope.

38
39 Bartholomew: Okay. Because if I was just a member of the public looking at this I would
40 have no clue what that meant.

41
42 Herrera: Well and I'm a member of the DOT and I still have no idea.

43
44 Bartholomew: How those numbers are derived.

1 Herrera: What that really means. So I 100% understand. We tried our best to
2 make it as sort of user friendly as possible, but some of this stuff is just
3 very complicated and until we really can wrap our brains around it there's
4 no way that we can effectively give it to the public and have them
5 understand just from a sheet of paper. So we're trying. We did our best.
6

7 Bartholomew: Okay. But it's something that has to be said for the requirements.
8

9 Love: Any other comments or questions? Looking for a motion to approve.
10

11 Bartholomew: I move we recommend the System Performance Target Matrix
12 recommendations to the Policy Committee.
13

14 Lee: Second.
15

16 Love: All in favor.
17

18 MOTION PASSES UNANIMOUSLY.
19

20 Love: Motion approved.
21

22 **6. COMMITTEE AND STAFF COMMENTS**

23 24 **6.1 City of Las Cruces, Dona Ana County, Town of Mesilla, Las Cruces** 25 **Public Schools, RoadRUNNER Transit, SCRTD Project Updates** 26

27 Love: Move on to item number 6.1, Committee comments. City of Las Cruces.
28

29 Yoder: City of Las Cruces has no comments at this time.
30

31 Love: Doña Ana County.
32

33 Molina: Thank you. I just would like to report on two projects that have been
34 reported on multiple times here. First one is Soledad Canyon. We are
35 actually out to bid now. Bids close on the 26th of November and we'll
36 make an award soon after, with construction start anticipated for January
37 2019.

38 I don't recall the project number, Doña Ana School Road and El
39 Camino Real, we are actually almost there after seven years nearly. We
40 are hoping to be out to bid within two months. Project will take 60 days
41 once we are in construction. And that will close it out. That's all I have.
42 Thank you very much.
43

44 Love: Town of Mesilla.
45

46 Shannon: I don't have anything at this time.

1
2 Love: Las Cruces Public Schools.

3
4 Barham: Thank you Mr. Chair. I just wanted to highlight the good work that our
5 Safe Routes to School Coordinator's doing. Ms. Curry hosted our
6 International Walk to School event at Mesilla Park on October 11th. It was
7 a huge success. We had a massive turnout, 244 kids walked to school
8 that day and 112 adults walks with them. We even diverted the bus stop
9 so that the children who normally ride the bus to school could participate
10 in the event. So it was a lot of fun.

11 And then finally just a pitch for our Facebook site for Safe Routes to
12 School if you guys don't already follow that, it's a wonderful way to follow
13 the good work that Ms. Curry and her staff are doing that this Committee
14 is very much a part of. Thank you.

15
16 Love: RoadRUNNER Transit.

17
18 Bartholomew: I don't have too much to update from what I provided last month. We're
19 still putting our grants together now for the electric bus, for our new
20 operations and maintenance center with the State of Good Repair funds
21 we got, so we've got a couple of big huge projects and we're kind
22 developing all of our words to go into the grant project application. We're
23 just kind of waiting for trams now to open up so we can submit all of that. I
24 just also wanted to invite anybody that's interested to try out our
25 RoadRUNNER Transit system on Election Day, next Tuesday. We're
26 offering fare free all day on our transit service and we're also offering fare
27 free on Veteran's Day holiday which is November 12th.

28
29 Love: South Central RTD. Not present.

30 31 **6.2 NMDOT Projects Update**

32
33 Love: New Mexico DOT.

34
35 Herrera: Thank you Mr. Chair. We just have two projects. The big one is Valley
36 Drive. Construction is moving along. We got a lot of the City utilities done
37 in that first kind of phase and so I think we're looking at paving here in the
38 next month or so, just be mindful that it's still a long project so watch out
39 when you're driving around there, there's a lot of equipment and traffic.

40 And the other project that we have going on is I-10, we're doing
41 some guardrail replacement. Right now there might be intermittent lane
42 closures, but we'll always have at least one lane open to traffic. So just be
43 aware of orange barrels on I-10 as we do a little bit of guardrail
44 replacement there.

45 The university project, the bid date has moved out to December, so
46 we're looking to open bids in December for that one. Hoping to have

1 construction started in May, I think after the school semester ends. And
2 that's going to be probably a little bit over a year if I remember right for that
3 project. So it's going to be a big one. It's \$42 million and so just I guess
4 we'll keep you updated on when construction's going to start exactly.
5

6 **6.3 MPO Staff Projects Update**

7
8 Love: MPO staff comments.
9

10 Wray: Thank you Mr. Chair. We are very pleased to announce that we have our
11 first four dates for the upcoming MTP public input process. Our kickoff
12 meeting is going to November 29th, 4:30 p.m. to 7:30 p.m. at the Bank of
13 the West lobby. Then we have a following one on December 3rd, again
14 4:30 to 7:30 at Sage Cafe. Then December 10th 4:30 to 7:30 at the
15 Radium Springs Community Center. And then December 13th 4:30 to
16 7:30 at the Vado/Del Cerro Community Center.

17 We have been going through a process of sitting down and talking
18 to our member jurisdictions in the lead up to this first round of public
19 involvement, kind of gage where our judgements are and where they see
20 themselves going over the next five, 10, 15 years. We have not quite
21 finished that process yet. We still have a couple of entities that we would
22 like to speak with before the public involvement, but we cordially extend
23 the invitation to all of you to attend these meetings and speak to us. And
24 of course we will be engaging with the TAC throughout this process. I
25 anticipate some actual discussion items related to the MTP update coming
26 before the TAC in January. That concludes MPO updates.
27

28 **7. PUBLIC COMMENT**

29
30 Love: Move on to item number seven, public comment. Seeing none.
31

32 **8. ADJOURNMENT (5:04 PM)**

33
34 Love: Looking for a motion to adjourn.
35

36 Herrera: So moved.
37

38 Bartholomew: Second.
39

40 Love: All in favor.
41

42 MOTION PASSES UNANIMOUSLY.
43

44 Love: We are adjourned.
45
46

1
2
3
4

Chairperson



METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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

**MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
TECHINICAL ADVISORY COMMITTEE
ACTION FORM FOR THE MEETING OF December 6, 2018**

AGENDA ITEM:

5.1 FY18-23 Transportation Improvement Program Amendments

ACTION REQUESTED:

Review and recommendation for approval to the MPO Policy Committee

SUPPORT INFORMATION:

Email from Aaron Chavarria, NMDOT

DISCUSSION:

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

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

CN	FY	Agency	Project & Termini	Scope	Change	Performance Measure Justification
LC00300	2019	NMDOT	US 70 MP 149.800 to 151.000	Pavement & bridge preservation	Increase bridge preservation funds by \$1.1M Total project cost is \$5,808,000.00	Project will address pavement and bridge condition

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

From: Chavarria, Aaron, NMDOT <Aaron.Chavarria@state.nm.us>
Sent: Wednesday, November 7, 2018 8:04 AM
To: Andrew Wray
Cc: Herrera, Jolene M, NMDOT
Subject: TIP Amendment

Follow Up Flag: Follow up
Flag Status: Flagged

Andrew,

Good morning. Can you open a TIP amendment for the following:

LC00300 – we will be adding \$1.1M of bridge preservation funds (NHPP-NC) FY 2019 to this project through amendment #5.

Thank you,

Aaron Chavarria , P.E.
District One
Technical Support Engineer
Cell: 575-640-6804



METROPOLITAN PLANNING ORGANIZATION

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MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE ACTION FORM FOR THE MEETING OF December 6, 2018

AGENDA ITEM:

5.2 Congestion Mitigation and Air Quality Improvement Non-Mandatory Application Recommendations

ACTION REQUESTED:

Recommendation to the MPO Policy Committee

SUPPORT INFORMATION:

Application from the City of Las Cruces for the ITS Interconnect Implementation Project

DISCUSSION:

The Congestion Mitigation and Air Quality Improvement (CMAQ) is a Federal Aid Highway Program funding source administered by the Statewide Planning Bureau of the New Mexico Department of Transportation (NMDOT). In 2018 NMDOT opened an Open Call for Projects for a statewide competitive process for CMAQ funding for eligible projects.

The City of Las Cruces submitted an application to MPO Staff.

Project applications are due to NMDOT no later than December 30, 2018.



<NAME> RTPO/MPO
PROJECT FEASIBILITY FORM (PFF)
For assistance, contact XXXXX, RPO Planner, at phone number or email

GENERAL INFORMATION

Preparation Date 9/20/18 Project Title: ITS INTERCONNECT IMPLEMENTATION

Requesting Entity: CITY OF LAS CRUCES Governing Body Approval:
YES X NO PENDING

Responsible Charge: SOOGYU LEE Phone: 575-541-2566

PROJECT DESCRIPTION

Project Type (Circle/boldface/underline all that apply):
ROADWAY TRANSPORTATION ALTERNATIVE

Route Number and/or Street Name: category 1

- Lohman from Walnut to Alameda
- S. Main St. from Idaho to Union
- Missouri from Telshor to S. Main St.
- University Ave. from El Paseo to S. Main St.
- Union Ave from University to S. Main St.
- Valley from Avenida de Mesilla to University

Buy America requirement must be met

Project Termini: Beginning Mile point Ending Mile point

Total length of proposed project:

Project Phases to be included in request (Circle/boldface/underline all that apply):
PRELIMINARY ENGINEERING CONSTRUCTION CONSTRUCTION MANAGEMENT & TESTING

NATIONAL PERFORMANCE GOALS

Goals to be addressed (circle/boldface/underline all that apply):

System Reliability | Freight Movement & Economic Vitality | System Connectivity | Infrastructure
Condition Safety | Congestion Reduction | Environmental Sustainability | Reduced Project Delivery Delays

Justification of how this project meets or addresses the goals circled above (use additional pages if necessary):

System Reliability:

When fully connected, ITS technologies has the ability to deliver transformative benefits to road users, transportation agencies, and the industry in general. Safety benefits are well-documented to include the reduction of fatalities and injuries on roadways. Some of the benefits are achieved through the reduction of delay and congestion which impacts crash rates. Through the control the ITS infrastructure the City can manage the system to make necessary changes more

effectively and quickly to respond to the varying dynamics in changing traffic environment. This transfer of critical information and better control of the system reduces crashes and fatalities for all road users as a whole.

Freight Movement & Economic Vitality:

The ITS INTERCONNECT Implementation project (INTERCONNECT) will address the need for better signal coordination, the ability to manage signals remotely from a single location and adapt to changing conditions. Thereby allowing the system to respond to emergency situations, extreme weather events, natural disasters or even large scale activities such as college athletic games and entertainment events. As the project will be inclusive of the entire transportation system, it will improve its reliability for motorists, transit users, pedestrians, cyclists and the safe and efficient transport of freight. The CLC Traffic Control Center has already been equipped with a generator and other emergency preparedness features to ensure the Center's continued ability to respond in emergency situations.

System Connectivity:

The overall project has been phased and to date the traffic management control center, server, and the advanced traffic management software (ATMS) for the Intelligent Transportation System (ITS) have been completed, including the construction of a dedicated traffic management control center. Also completed are two stretches of fiber optic infrastructure and intersection connectivity with the ATMS. This has allowed for the testing of the software and other traffic control center capabilities. The City of Las Cruces (City) is now ready to complete the project of installing all the fiber optic infrastructure, adding conduit where necessary, installing the fiber optic switches and controllers, as well as the detection equipment at all intersections. The funding for the completed sections and the traffic management control center have come from the NMDOT, NM State legislative funding, and City funds. To fully implement the capacity of the ATMS control software, funding for the INTERCONNECT project is critical. Without the fiber optic connections to all intersections across the area, the remaining portions of the CLC Traffic Management Project cannot be designed and implemented disallowing full ITS integration.

The goal of the INTERCONNECT project is to improve the current transportation system for all users by reducing travel times, improving traffic signal coordination, providing real-time traffic advisory information, reducing vehicle emissions, providing intelligent transportation system improvements that will optimize the efficiency of the transportation system, and increase mobility for transportation users throughout the Las Cruces MSA.

Congestion Reduction:

Currently, the level of congestion at some of the major arterial intersections causes delays in the mobility of transportation users. The link below is for the Average Annual Weekday Traffic (AAWDT) volumes, which is based on traffic count data accepted by the NMDOT Traffic Monitoring System (TMS) as the standard in accordance with the New Mexico State Traffic Monitoring Standards (NMSTMS). The map is created by the MVMPO and each year at least one-third of all traffic sections of factor groups, which are grouped by functional classification of collector or better, will be counted. The highest volume roads sections in the Las Cruces area range from approximately 14,000 to over 38,000 vehicles per weekday. Details of the map can be found on this link: <http://mesillavalleympo.org/wp-content/uploads/2016/01/traffic-flow-2015.pdf>.

Crash data were obtained in the project area for last three-year period from the City of Las Cruces Police Department and is further defined in the Benefit Cost Analysis. In 2015, there were a total 4,282 accidents in the Las Cruces MSA.

Other data regarding current transportation issues can be found in the Transport 2040-Metropolitan Transportation Plan Update, and can be found at this link:

<http://mesillavalleympo.org/wpcontent/uploads/2016/01/mtpupdate2015finaladopted.pdf>.

When fully connected, ITS technologies has the ability to deliver transformative benefits to road users, transportation agencies, and the industry in general. Safety benefits are well-documented and include the reduction of fatalities and injuries on roadways. Some of the benefits are achieved through the reduction of delay and congestion which impacts crash rates. Through the control that ITS infrastructure provides, the City can manage the system in such a way to make necessary changes more effectively and quickly and to respond to the varying dynamics in changing traffic environment. This transfer of critical information and better control of the system reduces crashes and fatalities for all road users as a whole.

Environmental Sustainability:

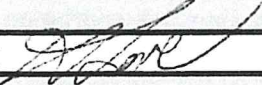
Las Cruces is not a non-attainment area and does not receive Congestion Management Air Quality funds. The City does not routinely collect information on vehicle emissions or vehicle miles traveled, but an estimate of these measures is created every time the Metropolitan Transportation Plan Update – Transport 2040 is updated by the MPO, or every five years. By using these estimates and looking at data from similarly sized cities that do collect emissions information, improving the efficiency of the transportation system is expected to reduce emissions by reducing idling times through improved traffic flow. This project will potentially improve air quality and prevent Las Cruces from becoming a non-attainment area in the future. The reduction in idling times not only has a proven positive effect on air quality, but it also reduces fossil fuel usage. Further data on the environmental improvement attained through the INTERCONNECT project is detailed in the Benefit Cost Analysis.

ITS technologies allow road users to benefit from real-time, multimodal information that ultimately provides opportunities to identify efficient and eco-friendly decisions when choosing traveled routes and deciding between modal opportunities. If congestion is managed and information is made available to road users, there is an opportunity to choose a different route, reschedule a trip, utilize a bicycle, walk, or take advantage of public transportation. These benefits from a reduction of fatalities, injuries, and accidents also has financial benefits associated with the elimination of costs related to those events. The control provided to transportation agencies through well-connected ITS infrastructure provides the tools necessary to manage the facilities more efficiently and results in a savings of fuel, thereby reducing greenhouse gas emissions and reducing the environmental impact overall on air and water quality from pollutants because congestion causes additional delay and emissions. Some specific modifications made possible through ITS technologies include transit priority, signal timing optimization and efficient implementation, responding to incidents, adapting to changing weather patterns, managing corridors, real-time alerts for road users, reducing congestion, and increased road user convenience.

PROJECT COSTS:

Column A			Column B
If project is <u>not</u> phased, complete column A only.			Total Phases No. (1, 2, 3, I, II, III, etc.):
If project is phased, list the amount of funding being currently requested in Column A and complete Column B.			The amount below represents the cost of the entire project and will be greater than Column A.
Project Cost: \$5,000,000			Total Project Cost: \$
Percentage Estimates:			Phased projects are usually large and divided into parts or phases. If you wish to supply any additional
Total Local Match	14.56%	\$728,000.00	

Total Federal Share	85.44%	\$4,272,000.00	information, list comments here:
	100%		

DISTRICT REVIEW:			
By: 	Date: 11/1/18	Recommended: <input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
T/LPA REVIEW:			
By:	Date:	Recommended: <input type="checkbox"/> Yes	<input type="checkbox"/> No

Type district comments here. Box will expand as needed.

Topics to discuss during PFF meetings:

- Is the Tribal/Local Public Agency (T/LPA) familiar with the NMDOT T/LPA Handbook? Has the person in responsible charge attended one of the T/LPA Handbook trainings?
- The Americans with Disabilities Act of 1990 requires public agencies with more than 50 employees to create a transition plan to achieve program accessibility requirements.
 - Does the T/LPA have an approved plan on file with the NMDOT?
 - If the T/LPA has fewer than 50 employees, has NMDOT received an official letter listing employee names and positions (to include part time employees but not elected officials)?
 - T/LPAs with fewer than 50 employees still need an ADA policy. Does the T/LPA have an ADA policy?
- Does the T/LPA have an approved Title VI plan on file with the NMDOT? (Tribal entities are not required to have a Title VI plan).
- Is this project included in any other planning documents? (Comprehensive Plan, ICIP, etc.)
- Is the project within NMDOT ROW? If so, does the district support the project?
 - Are agreements necessary for maintenance and operations? (Lighting agreements, landscaping, etc.)
- Is there a need for proprietary items or brands specific items on this project? If so, PIF/certification is required.
- Does the T/LPA have the minimum match required for the project? Is the T/LPA using in kind/soft match: entity furnished items/labor/materials/equipment? This needs to be approved up front and written into the agreement.

- The T/LPA needs to understand the reimbursement process and be prepared to pay all costs up front. The T/LPA must follow district instructions for submitting invoices for reimbursement.
 - Does the T/LPA have the capability to pay all costs up front?
 - Does the T/LPA have the capability to adhere to 90 day project closeout process?
- Certified testing is required during construction and is eligible for reimbursement.
 - Has the T/LPA included funding for testing in the consultant management estimate above or does the T/LPA have certified employees that can provide materials testing?
- Does the T/LPA know the Buy America requirements for steel and iron?
 - NOT the same as Buy American, this is not reimbursable or allowed on federal projects
- The T/LPA must follow the NMDOT specs unless the appropriate NMDOT Design Center grants permission prior to design for the T/LPA to use other specs.
- Does the T/LPA have maintenance and operations costs accounted for?
- Does the T/LPA have a good track record for responsible use/tracking of federal funds? Have they met closeout deadlines? Have they successfully completed other federally funded projects in a timely manner?
- Has the T/LPA had any issues with design/construction in the past?
- Does the T/LPA have major audit findings that would prevent them from being a responsible fiscal agent?

PROJECT PROSPECTUS FORM (PPF)

**INSTRUCTIONS: Please complete all sections thoroughly.
See the end of this document for required distribution.**

1. **Date of Submittal:** 10/22/2018
2. **Is this project phased?** No. If phased: 1 PHASE
3. **T/LPA Responsible Charge:** CITY OF LAS CRUCES
4. **Project Name:** ITS INTERCONNECT IMPLEMENTATION
5. **Is the project on the ICIP?** Yes. If yes, year and priority #: FY 19,20,21,22,23,24
6. **Is the project in or consistent with any T/LPA planning documents?** Yes.
If yes, which documents (ICIP/Community/Bike/Ped Plan/etc.): See attached
7. **Is a related project in the STIP?** No. If yes, year(s): Enter year(s) **Control #:** ~~600~~ Enter CN
8. **Is a related project on the MPO TIP/RTPO RTIPR?** Yes. If yes, which year(s): TRANSPORTATION
PRIORITIES PLAN-TRANSPORT 2040 ADOPTED JUNE 2015
*Notes: Please contact your MPO/RTPO planner if this project is not in any local planning documents; if it is,
please include the first page and the page on which the project is listed for any relevant documents.*
9. **T/LPA Person in Responsible Charge:** SOOGYU LEE
10. **Address:** 1501 E. HADLEY BUILDING I, LAS CRUCES, NM 88001 11. **County:** Doña Ana
12. **Phone:** 575-541-2566 13. **E-mail:** sglee@las-cruces.org
14. **MPO or RTPO:** Mesilla Valley MPO 15. **NMDOT District #:** 1

Project Description

16. In the space below, please provide a narrative describing the Project, its Purpose and Need:
i.e., the rationale behind the project. *If this project has or will go through the NEPA process, the
description below should match the NEPA description as closely as possible.*

The City of Las Cruces (CLC) ITS Interconnect Implementation Project is designed to address not only the immediate needs of the current system but to build a foundation for future improvements in the transportation system for the Las Cruces Metropolitan Statistical Area (MSA). This project will be a part of the overall \$40 million ITS 20 year plan and include design engineering; surveying; design documents for ITS level interconnectivity, including fiber optics; existing infrastructure evaluations; ITS software upgrades; electrical pull boxes; detection equipment; re-use of existing infrastructure (conduits, pull boxes, etc.); and engineering services for signal timing, radio communication, intersections at which traffic signal hardware needs replacement or additions, to include, if applicable, ADA improvements and related geometric design improvements.

17. Select the main project type: 21 Safety

List additional project types here: enter additional project types here.

Project Details (fill out where applicable)

18. Project Scope DESIGN AND CONSTRUCTION OF CITY WIDE ITS INTERCONNECT IMPLEMENTATION

19. **Route # (or Street) Name:** •E. Lohman Ave. from S. Walnut St. to Alameda Blvd. •S. Main St. from E. Idaho Ave. to E. Union Ave. • Missouri Ave. from S. Telshor Blvd to S. Main St. • E. University Ave. from El Paseo to S. Main St. • E. Union Ave from University to S. Main St. • S. Valley Dr. from Avenida de Mesilla to E. University Ave. if fund allows, Sonoma Ranch from Bataan Memorial to Dripping Springs 7.5 MILES

21. **Begin mile post/intersection:** Enter begin point 22. **End mile post/intersect.:** Enter end point

23. **Google Maps link (see tutorial), or attach a map:** Map Attached

24. **Roadway FHWA Functional Classification(s):** Principal Arterial

Funding Information

25. **Has a related project received Federal funding previously? No. If yes, which years?** Enter year(s) **Which funding program(s)?** Enter program(s)

In the table below, please itemize the total project cost by type and funding source. (This information will be entered into the STIP and used for agreements, please be specific)

Activity	Federal	Local***	Tribal	Other	
26. Preliminary Engineering*		\$250,000			
27. Utilities					
28. Right-of-Way					
29. Construction Management**					
30. Construction	\$4,272,000	\$478,000			Project Total
Totals					\$5,000,000.00

* 26. Preliminary Engineering total includes planning, environmental, and design.

** 29. Construction management total includes observation, material testing, and the purchase of ITS software.

*** Local funds can be used for match and to increase project total.

Match ratios for all project types: 85.44% Federal, 14.56% Local/State/Tribal.

Note: for RTP projects, the total of all Federal funds may not exceed 95% of the total project cost; this includes any federal funds used by federal agencies as a local match (enter in "Other" column).

Project Readiness

List any certifications, clearances and other processes that have been obtained for this project. Required certifications for federally-funded and state-funded projects include: Right of Way, Environmental*, Utilities, Intelligent Transportation Systems (ITS) and Railroad. Please **include the date** that the certification or clearance was received **OR** if a certification/clearance is underway. **In most cases, a project will not have these certs or clearances yet.**

31. Clearances and/or Certifications: N/A

* NEPA assessment may evaluate: Threatened & Endangered Species, Surface Water Quality (Clean Water Act), Ground Water Quality, Wetlands, NPDES Permit, Noxious weeds, Air Quality Analysis, Noise Analysis, Hazardous Materials Analysis, and other areas; 4-F properties. NHPA Section 106 Cultural Resources Investigation may include: coordination with land management agencies and State Historic Preservation Officer, Cultural Properties Inventory (buildings recorded), Traditional Cultural Property Inventory (consult with appropriate Native American tribes), Tribal Historic Preservation Officer and State Historic Preservation Officer. **For a full list of environmental and cultural areas that may be evaluated, see the Tribal/Local Public Agency Handbook.** This also includes public outreach.

Performance Measures

Performance Measures have been adopted by NMDOT and targets have been set for: number of fatalities, number of serious injuries, rate of fatalities, rate of serious injuries, and number of non-motorized fatalities and serious injuries. For assistance please contact your MPO/RTPO or NMDOT Planning Liaison.

32. In the space below, please provide a narrative describing how the project meets NMDOT Safety Targets, i.e., how will this project reduce fatalities/ serious injuries, fatality/serious injury rates, or number of non-motorized fatality/serious injuries?

The need for the CLC Transportation Management Project is identified in the Las Cruces Regional ITS Architecture Plan developed in cooperation with the MVMPO, NMDOT, and regional stakeholders, which was most recently updated in August 2014. This plan was created to aid in transportation planning and ensures all proposed ITS projects are consistent with regional ITS architecture. Projects that are identified in the Architecture link the needs of the region with existing or planned ITS projects in the region. According to the Federal Highway Administration, intersections safety is a national, state, and local priority. "Intersections are planned points of conflict in any roadway system. In the United States, over the last several years an average of one-quarter of traffic fatalities and roughly half of all traffic injuries are attributed to intersections." This collaborative approach to planning makes certain other stakeholders can utilize and benefit from any proposed projects.

Project Planning Factors

Below are the federally mandated planning factors for all transportation projects. Please check all that apply and provide a brief explanation of how the project addresses the factor. Comment area will expand as needed.

NOTE: if you are applying for TAP, RTP, or CMAQ funds, leave this section blank and complete the supplemental application (contact MPO/RTPO with questions).

33. ☐ **Economic Vitality:**

34. ☐ **Safety for Motorized and Non-motorized Users:**

35. ☐ **Security for Motorized and Non-motorized Users:**

- 36. ☐ **Accessibility and Mobility of People and Freight:**
 - 37. ☐ **Environment, Energy Conservation, Quality of Life:**
 - 38. ☐ **Integration and Connectivity:**
 - 39. ☐ **System Management and Operation:**
 - 40. ☐ **System Preservation:**
-

REQUIRED DISTRIBUTION

The Applicant shall send a completed electronic version to the MPO/RTPO, District Staff and NMDOT Planning Liaison. If the applicant is applying for TAP, RTP or CMAQ, this form should be submitted with the other application materials to your MPO/RTPO Planner only.

GLOSSARY

FAST Act: *Fixing America's Surface Transportation Act*, the current funding and authorization bill to govern United States federal surface transportation spending.

NMDOT Planning Liaison: NMDOT Planning Liaison, a NMDOT employee assigned to provide planning technical assistance to a MPO/RTPO or T/LPA. See NMDOT website for a list of Liaisons and contact information.

ICIP: *Infrastructure capital improvement plan*, a plan that establishes planning priorities for anticipated capital projects.

MPO: *Metropolitan Planning Organizations* conduct comprehensive transportation planning for metropolitan areas with populations of 50,000 or more. The MPOs in New Mexico are Farmington, Santa Fe, Mid Region (Albuquerque Area), Mesilla Valley (Las Cruces area), and a portion of El Paso (Sunland Park, and Anthony area).

MTP: *Metropolitan Transportation Plan*, the long range, comprehensive, multimodal document that guides each MPO for the next 25 years, which is updated every 4-5 years.

NEPA: *National Environmental Policy Act*, enacted on January 1, 1970, requires federal agencies to assess the environmental effects of their proposed actions prior to making decisions on a range of items, including project construction.

RESPONSIBLE CHARGE: A full-time, public employee qualified to ensure that the work delivered is complete, accurate, and consistent with the terms, conditions, and specifications of the cooperative agreement. This person should be able to answer all questions about the project and oversee all aspects from planning through construction.

RTIPR: *Regional Transportation Improvement Program Recommendations*, the list of programs promoted by local agencies outside of MPO areas. These lists may inform NMDOT Districts when they program funds in their regions.

RTP: *Recreational Trails Program*, which provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. - **OR** -

RTP: *Regional Transportation Plan*, similar to MTPs for the RTPO regions.

RTPO: *Regional Transportation Planning Organizations*, state-designated entities that orchestrate rural transportation planning. The RTPOs in New Mexico are Northwest, Northern Pueblos, Northeast, Southeast, South Central, Southwest and Mid Region RTPOs.

STIP: *State Transportation Improvement Program*, the fiscally constrained list of projects, programmed for four years (plus two more years for planning).

TIP: *Transportation Improvement Program*, the federally required, fiscally constrained program that includes transportation projects proposed for funding within an MPO's boundaries in the next four years, which is developed by the MPOs every two years. Project information is entered into the STIP.

TLPA: *Tribal/Local Public Agency*, the umbrella term for tribal entities, communities, and counties.



CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM APPLICATION

INSTRUCTIONS: Applicants are required to read through the New Mexico Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program Guide (the Guide) prior to completing this application. Please complete the Project Prospectus Form (PPF) first, and then complete this application form.

Introduction

As outlined in the guide, this application will be completed by entities applying for Congestion Mitigation and Air Quality (CMAQ) Non-Mandatory funds and used by the statewide selection committees to score and rank projects submitted for CMAQ funding. The process is competitive and the highest scoring projects will be the first priority for funding.

Please refer to the Guide when filling out this application. It provides information on the application questions, the overall CMAQ processes, eligible entities, and eligible projects. *Before submitting an application, if in an RTPO, applicants are required to complete the Project Feasibility Form (PFF) process and must have District recommendation. If within an MPO, please first consult with your MPO planner to ensure project feasibility and eligibility.*

Basic Project Information

- A. Date of submittal: 11/1/18
- B. Responsible Charge (Non-profits must partner with a governmental entity): City of Las Cruces
- C. Project name: ITS INTERCONNECT IMPLEMENTATION PROJECT
- D. If located within an RTPO, was the project recommended by the District Representative via the PFF process?
- E. Total amount of CMAQ funding requested. *Please separately indicate amounts for each year of the proposed project.*

	CMAQ Funds	Matching Funds	Other Funds	Total
Project Year 1	\$4,272,000.00	\$728,000.00		\$5,000,000
Project Year 2				
Project Year 3				
Project Year 4				
Please explain project phasing as necessary: Project to be implemented within one year following grant agreement execution.				

G. Provide a one to three sentence description of the project scope, including major components, any project deliverables, and pertinent project details.

The project scope includes design and construction of City-wide Intelligent Transportation System (ITS) interconnect implementation project. The City will function as the backbone agency supporting the collaboration among Town of Mesilla and Doña Ana County. The project has been phased and, to date, the traffic management control center, server, and the advanced traffic management software (ATMS) for the ITS have been completed, including the construction of a dedicated traffic management control center.

Scoring Factors

Applications will be rated and ranked according to the following factors. *See section 5D of the Guide for detailed explanations of each scoring factor.*

1. Planning

Applications are awarded two (2) points for each plan in which the project is listed or with which it is consistent, up to a maximum of six (6) points for this scoring factor. Please include the cover sheet and the page(s) where the project is referenced. Do not send entire plans. For a list of eligible planning documents, refer to section 5D of the Guide.

The remaining factors will be scored according to the following scale:

- 3 points: The application demonstrates a thorough understanding of how this factor applies, and provides clear and compelling documentation on how the project meets and exceeds the factor.
- 2 points: The application demonstrates a basic understanding of this factor, and provides minimal documentation on how the project meets the factor.
- 1 point: The application demonstrates very little understanding of this factor, and does not provide any documentation on how the project meets the factor.
- 0 points: Does not meet factor.

In your application packet, provide any supporting documentation that is referenced in your responses to 1-6 below.

*Your responses are **limited to 1,000 characters** for each question below.*

2. Economic Vitality

Provide detailed information on how your eligible CMAQ project will benefit local, regional and/or state economic development efforts. Please cite and provide any supporting documents or studies.

In 2015, an average of over 11 accidents per day occur on major corridors in the Las Cruces MSA and implementing the ITS system will reduce approximately 10% travel delay for vehicles and trucks. A similar ITS system is currently in place on I-70 in Denver and case studies have indicated that it results in at least 10% of drivers altering their travel plans to avoid the traffic delays caused by accidents. Subsequently, fewer vehicles result in smaller backups behind an accident and a reduced amount of time to clear congestion once the incident is cleared. This translates to significantly less overall vehicle delays and fewer idling emissions. Based on recent implementation of a new timing plan after the City of Las Cruces (City) completed the installation of fiber optic cable on the Lohman corridor, we observed approximately 18% of travel time improvements. The project will utilize vendors that will comply with Buy America requirements.

3. Safety and Security

Please explain any safety issues you are trying to address and provide any available data. Describe how your eligible project will increase the safety and security of different user groups by making it safe for

them to walk, bicycle, access public transit in their community or access recreational trails. Please cite and provide any supporting documents or studies.

According to the Federal Highway Administration, intersections safety is a national, state, and local priority. "Intersections are planned points of conflict in any roadway system. In the United States, over the last several years an average of one-quarter of traffic fatalities and roughly half of all traffic injuries are attributed to intersections." The INTERCONNECT phase will provide the City with a comprehensive program to improve the functionality of the City and the surrounding area's intersections leading to a reduction in intersection crashes and secondary crashes via real-time incident management system capability. When this phase is implemented, working in conjunction with ITS software already in place, the City will be able to allow for emergency preemption of traffic signals, thus improving emergency response times and potentially reducing fatalities.

4. Accessibility and Mobility through Integration and Connectivity

Please describe how your eligible project will increase accessibility and mobility through integration and connectivity of transportation and recreation networks. Please cite and provide supporting documents or studies as necessary.

ITS allows intelligent design and innovation to be integrated into facilities to maximize the acquisition and dissemination of information, manage data, increase the effectiveness of traffic management, improve safety, and reduce environmental impacts. ITS allows for performance improvements through innovative applications that manage congestion such as centralized signal control, real-time messaging, prioritization, and monitoring. It is expected that the traffic system will operate more efficiently and will provide the ability for innovative asset management by monitoring and maintaining the transportation network in such a way to provide the best possible service to road users. Implementation of ITS technologies further allows for long-term staffing opportunities to individuals with advanced skills and higher degrees to design, manage, and maintain the system.

The City has many strengths throughout various departments that provide services and support to the residents of the greater Las Cruces community. In relation to this project the City will function as the backbone agency supporting the collaboration among the Town of Mesilla and Doña Ana County in achieving the overall goal of the project. This ensures that a collective impact is realized to improve the connectivity of all major traffic corridors throughout the greater metropolitan area. The City has the needed organizational capacity to coordinate the shared vision and provide the long-term staffing resources to see the project to fruition.

5. Protection and Enhancement of the Environment

A. Please provide information as to how your eligible project will promote environmental conservation. Please cite and provide any supporting documents or studies.

ITS technologies allow road users to benefit from real-time, multimodal information that ultimately provides opportunities to identify efficient and eco-friendly decisions when choosing traveled routes and deciding between modal opportunities. If congestion is managed and information is made available to road users, there is an opportunity to choose a different route, reschedule a trip, utilize a bicycle, walk, or take advantage of public transportation. The control provided to transportation agencies through well-connected ITS infrastructure provides the tools necessary to manage the facilities more efficiently and results in a savings of fuel, thereby reducing greenhouse gas emissions and reducing the environmental impact overall on air and water quality from pollutants because congestion causes additional delay and emissions. Some specific modifications made possible through ITS technologies include signal timing optimization and efficient implementation, responding to incidents, adapting to changing weather patterns, managing corridors, real-time alerts for road users, reducing congestion, and increased road user convenience.

B. Please describe how your eligible project will improve the quality of life for community residents. Please cite and provide any supporting documents or studies.

ITS technologies allow road users to benefit from real-time, multimodal information that ultimately provides opportunities to identify efficient and eco-friendly decisions when choosing traveled routes and deciding between modal opportunities. If congestion is managed and information is made available to road users, there is an opportunity to choose a different route, reschedule a trip, utilize a bicycle, walk, or take advantage of public transportation.

C. Please explain how your eligible project will help achieve the community's desired land use goals, as described in local planning documents. Please cite and provide any supporting documents or studies.

The need for the CLC Transportation Management Project was identified in the Las Cruces Regional ITS Architecture Plan developed in cooperation with the MVMPO, NMDOT, and regional stakeholders, which was most recently updated in August 2014. This plan was created to aid in transportation planning and ensures all proposed ITS projects are consistent with regional ITS architecture. Projects that are identified in the Architecture link the needs of the region with existing or planned ITS projects in the region. This collaborative approach to planning makes certain other stakeholders can utilize and benefit from any proposed projects.

Identified in the needs and services section of the Architecture as high priorities that the INTERCONNECT phase addresses are:

- Need improved incident detection, management and coordination
- Need to improve traffic congestion mitigation
- Need to improve traffic mitigation on the east-west corridors
- Need for remote monitoring for infrastructure and at intersections
- Need to improve traffic safety
- Need real-time roadway and traffic conditions information

D. Efficient System Management and Operation

Please describe how your eligible project will promote efficient system management and operation, particularly with regard to the maintenance of the CMAQ-funded improvement. Please cite and provide any supporting documents or studies.

The project has been phased and to date the traffic management control center, server, and the ATMS for the ITS have been completed, including the construction of a dedicated traffic management control center. Also completed are two stretches of fiber optic infrastructure and intersection connectivity with the ATMS. This has allowed for the testing of the software and other traffic control center capabilities. The City is now ready to complete the phase of installing all the fiber optic infrastructure, adding conduit where necessary, installing the fiber optic switches and controllers, as well as the detection equipment at all intersections. The City will maintain the system using local resources from its General Fund Budget. It is expected that the modernized signal system will be less expensive to maintain and take fewer staff resources than are needed currently to make manual signal timing adjustments in the field.

E. System Preservation

Please explain how your eligible project will enhance, preserve or offer an adaptive reuse of existing infrastructure. Please cite and provide any supporting documents or studies.

The project will include the re-use/modification of existing traffic signal infrastructure such as: controllers & switches at intersections, existing conduit, connecting to the existing City fiber system, integration to the traffic signal system with the existing Advanced Traffic Management Software (ATMS) at the traffic control center. The funding for the completed sections and the traffic management control center have come from the NMDOT, NM State Legislative funding, and City funds. To fully implement the capacity of the ATMS control software, funding for the project is critical. Without the fiber optic connections to all intersections

across the area, the remaining phases of the CLC Traffic Management Project cannot be designed and implemented disallowing full ITS integration.

Application Submission

Applicants must submit the following documents (as a single PDF) as part of the CMAQ application process:

- Project Feasibility Form (PFF) signed by District representative – see Appendix I of the Guide
- Project Prospectus Form (PPF) – see Appendix I of the Guide
- CMAQ Application Form (this form)
- Resolution of Sponsorship indicating proof of match, budget to pay all project costs up front (funding is by reimbursement), and maintenance – see Appendix VII; alternatively, an official letter signed by the entity's chief executive or official with budget authority, indicating all of the same, may be submitted in lieu of a resolution.
- Letter(s) of support regarding right(s)-of-way from all entities whose right-of-way/jurisdiction comes into contact with the project; this requirement only applies when a project is not entirely located within the jurisdiction of the sponsoring agency.
- Basic map of project location
- All proposed projects that include steel or iron must comply with Buy America requirements; waivers are not allowed. The applicant must demonstrate ability to comply with the requirements within the application.
- Any additional documentation in support of scoring factors, per the CMAQ per section 5D of the Guide.

RESOLUTION NO. 19-057

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$4,272,000.00 GRANT APPLICATION FOR THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM, AND APPROVING THE REQUIRED CASH MATCH OF \$728,000.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FOR A TOTAL PROJECT COST OF \$5,000,000.00.

The City Council is informed that:

WHEREAS, the City of Las Cruces (City) Public Works Streets Section are committed to providing infrastructure improvements to the City's transportation system; and

WHEREAS, the City will apply to the New Mexico Department of Transportation (NMDOT) for the Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program funding; and

WHEREAS, the project is a continuation of the City's efforts to implement an Intelligent Traffic System with the installation fiber optics and traffic synchronization devices along key corridors in Las Cruces as shown in the Vicinity Map in Attachment "A"; and

WHEREAS, the proposed improvements will meet the goals of the US Department of Transportation to reduce emissions and traffic congestion; and

WHEREAS, the requested funded amount of \$4,272,000.00 and the grant requires a 14.56% cash match of \$728,000.00; with a total project cost estimated at \$5,000,000.00.

NOW, THEREFORE, Be it Resolved by the Governing Body of the City of Las Cruces:

(I)

THAT the City hereby demonstrates its support for infrastructure improvements to the City's transportation system that reduce emissions and traffic congestion.

(II)

THAT the City hereby authorizes the City Manager to submit a grant application for \$4,272,000.00, with a required cash match of \$728,000.00, on the City's behalf to the NMDOT CMAQ funding.

(III)

THAT the City approves the cash match commitment for the grant application in the amount of \$728,000.00 from the Community Investment Projects fund, as shown in the Proposed Source of Matching Funds Summary in Exhibit "A", attached hereto and made a part of this Resolution.

(IV)

THAT the City Manager will execute the grant agreement should the grant be awarded and ensure the requirements of NMDOT are met.

(V)

THAT the City staff is hereby authorized to do all deeds necessary in the accomplishment of the herein above.

DONE AND APPROVED this 15th day of October, 2018.

APPROVED:



Mayor

ATTEST:


City Clerk

(SEAL)

Moved by Sorg

Seconded by Eakman

APPROVED AS TO FORM:


City Attorney

VOTE:

Mayor Miyagishima: Aye

Councillor Gandara: Aye

Councillor Smith: Aye

Councillor Vasquez: Aye

Councillor Eakman: Aye

Councillor Sorg: Aye

Councillor Flores: Aye

Fund	Org	Object	Project	Object Name	Increase \$	Decrease \$
4005	45520016	802000	*XXXXX	ROADS AND STREETS CONSTRUCTION	728,000	
4005	45520016	802000		ROADS AND STREETS CONSTRUCTION		728,000
4100	45520002	599200	*XXXXX	STATE GRANTS	4,272,000	
4100	45520002	802000	*XXXXX	ROADS AND STREETS CONSTRUCTION	4,272,000	
Totals					\$9,272,000	\$728,000





City of Las Cruces[®]

MOUNTAINS OF OPPORTUNITY

Council Action and Executive Summary

Item # 8

Ordinance/Resolution# 19-057

For Meeting of _____
(Ordinance First Reading Date)

For Meeting of October 15, 2018
(Adoption Date)

Please check box that applies to this item:

☐ QUASI JUDICIAL

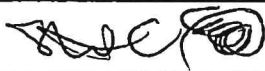
☐ LEGISLATIVE

☒ ADMINISTRATIVE

TITLE: A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$4,272,000.00 GRANT APPLICATION FOR THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM, AND APPROVING THE REQUIRED CASH MATCH OF \$728,000.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FOR A TOTAL PROJECT COST OF \$5,000,000.00.

PURPOSE(S) OF ACTION:

To authorize submission of grant application and approve match funds.

COUNCIL DISTRICT: ALL		
<u>Drafter/Staff Contact:</u> Amy Johnson Bassford	<u>Department/Section:</u> Office of Management & Budget/Grants	<u>Phone:</u> 541-2281
<u>City Manager Signature:</u>		

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The City of Las Cruces (City) Public Works Streets and Traffic Operations (Streets) are seeking authorization for the City to apply for the Congestion Mitigation and Air Quality Improvement (CMAQ) Non-Mandatory Program, which is administered by New Mexico Department of Transportation (NMDOT). The CMAQ is a Federal reimbursement program originally authorized under the Intermodal Surface Transportation Efficiency Act of 1991, and most recently through the Fixing America's Surface Transportation Act (FAST Act). The purpose of the grant is to fund transportation projects and programs to help meet the requirements of the Clean Air Act. Non-mandatory CMAQ funding is available statewide for projects and programs that improve air quality and reduce congestion. Doña Ana County (DAC) is a non-mandatory CMAQ area, with El Paso Metropolitan Planning Organization (EPMPO) as the only recipient of mandatory CMAQ funds for a portion of southern DAC.

This proposed project is a continuation of the on-going efforts of Streets expand the Intelligent Traffic System (ITS) throughout Las Cruces. It will expand fiber optic interconnect infrastructure and upgrade the existing traffic signal system for advance traffic management software (ATMS)

(Continue on additional sheets as required)

Rev. 02/2012

along key corridors throughout the City. This project meets the three CMAQ category to reduce emissions related to traffic congestion and is specifically called out as an eligible project in the CMAQ guidelines.

The total project cost for the key corridors identified by PW Streets \$5,000,000.00. The grant request will be for \$4,272,000.00 and the grant requires a 14.56% cash match, or \$728,000.00. The cash match will be provided from the Community Investment Project Fund (4005) designated for this project in the FY2019 budget.

The Resolution, if approved, demonstrates the City's support for infrastructure improvements to the City's transportation systems and meets the USDOT goals of improving air quality and relieving congestion.

As defined in the approved Grants Administration Program Policy, the City Manager or his designee is authorized to sign the grant application and execute the resulting grant award. Should the grant be awarded, Council will approve the grant budget and match through a Budget Adjustment Resolution.

SUPPORT INFORMATION:

1. Resolution.
2. Exhibit "A" – Proposed Match Funds Source Sheet.
3. Attachment "A", Vicinity Map

SOURCE OF FUNDING:

Is this action already budgeted? N/A		
	Yes	<input type="checkbox"/> See fund summary below
	No	<input type="checkbox"/> If No, then check one below:
	Budget Adjustment Attached	<input type="checkbox"/> Expense reallocated from: _____
		<input type="checkbox"/> Proposed funding is from a new revenue source (i.e. grant; see details below)
	<input type="checkbox"/> Proposed funding is from fund balance in the _____ Fund.	
Does this action create any revenue? N/A		
	Yes	<input type="checkbox"/> Funds will be deposited into this fund: _____ in the amount of _____ for FY _____.
	No	<input type="checkbox"/> There is no new revenue generated by this action.

BUDGET NARRATIVE

N/A

(Continue on additional sheets as required)

FUND EXPENDITURE SUMMARY:

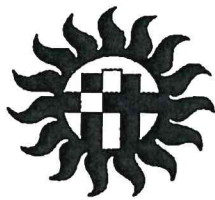
Fund Name(s)	Account Number(s)	Expenditure Proposed	Available Budgeted Funds in Current FY	Remaining Funds	Purpose for Remaining Funds
N/A	N/A	N/A	N/A	N/A	N/A

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; will approve the Resolution and will authorize the City Manager to submit the application for funding in the amount of \$4,272,000.00; and approve a cash match of \$728,000.00 to NMDOT.
2. Vote "No"; this will not approve the Resolution nor will it authorize the City Manager to submit application for external funding for this project.
3. Vote to "Amend", this will delay the process to submit application and require Council direction to staff.
4. Vote to "Table"; however, this is not a viable option due to the grant submittal deadline of October 30, 2018.

REFERENCE INFORMATION:

The resolution(s) and/or ordinance(s) listed below are only for reference and are not included as attachments or exhibits.



City of Las Cruces[®]

MOUNTAINS OF OPPORTUNITY

COUNCIL ACTION AND EXECUTIVE SUMMARY PACKET ROUTING SLIP

For Meeting of _____
(Ordinance First Reading Date)

For Meeting of October 15, 2018
(Adoption Date)

TITLE:

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT A \$4,272,000.00 GRANT APPLICATION FOR THE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT (CMAQ) NON-MANDATORY PROGRAM, AND APPROVING THE REQUIRED CASH MATCH OF \$728,000.00, TO THE NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) FOR A TOTAL PROJECT COST OF \$5,000,000.00.

Purchasing Manager's Request to Contract (PMRC) {Required?} Yes ☐ No ☒

DEPARTMENT	SIGNATURE	PHONE NO.	DATE
Drafter/Staff Contact	<i>[Signature]</i>	541-2281	9-21-18
Department Director	<i>Leann DeMonche</i>	2107	9/24/18
Budget	<i>Leann DeMonche</i>	2107	9/24/18
Assistant City Manager /William F. Studer, Jr.	<i>[Signature]</i>	2506	9-25-18
Assistant City Manager/David P. Dollahon	<i>[Signature]</i> for D.D.	7740	9/26/18
City Attorney	<i>[Signature]</i>	2010	9/28/18
City Clerk	<i>[Signature]</i>	2115	10/2/18

Rev. 5/2018



October 26, 2018

Shannon Glendenning
Active Transportation Programs Team Supervisor
Statewide Planning Bureau
New Mexico Department of Transportation
P.O. Box 1149
Santa Fe, NM 87504-1149

RE: City of Las Cruces, Congestion Mitigation and Air Quality Improvement Grant Application

Dear Shannon Glendenning,

The New Mexico Department of Transportation (NMDOT) is submitting this letter of support for the City of Las Cruces, New Mexico's application for the Congestion Mitigation and Air Quality Improvement (CMAQ) Grant Application.

The purpose of the CMAQ is to reduce emissions related to traffic congestions by installing fiber optic switches and controllers, and detection equipment at all intersections. The City of Las Cruces will implement the Intelligent Transportation System (ITS) related technology along key corridors to improve traffic signal coordination, providing real-time traffic advisory information, and to reduce vehicle emissions.

The City's goal is to upgrade signals within its jurisdiction to provide one consistent system that works toward achieving quality of life and environmental sustainability goals emphasized in MAP-21. Having one system to operate all signals in the Las Cruces area would provide for better traffic flow thereby reducing or minimizing emissions from idling vehicles, providing better emergency response times, and adding efficiency to the transit system.

NMDOT fully supports this grant application and urges your favorable consideration.

Susana Martinez
Governor

Tom Church
Cabinet Secretary

Commissioners

Ronald Schmeits
Chairman
District 4

Dr. Kenneth White
Secretary
District 1

David Sepich
Commissioner
District 2

Keith Mortensen
Commissioner
District 3

Butch Mathews
Commissioner
District 5

Billy Moore
Commissioner
District 6

Sincerely,

A handwritten signature in black ink, appearing to read 'H. Love', with a long, sweeping flourish extending to the right.

Harold Love, P.E.

Assistant District Engineer

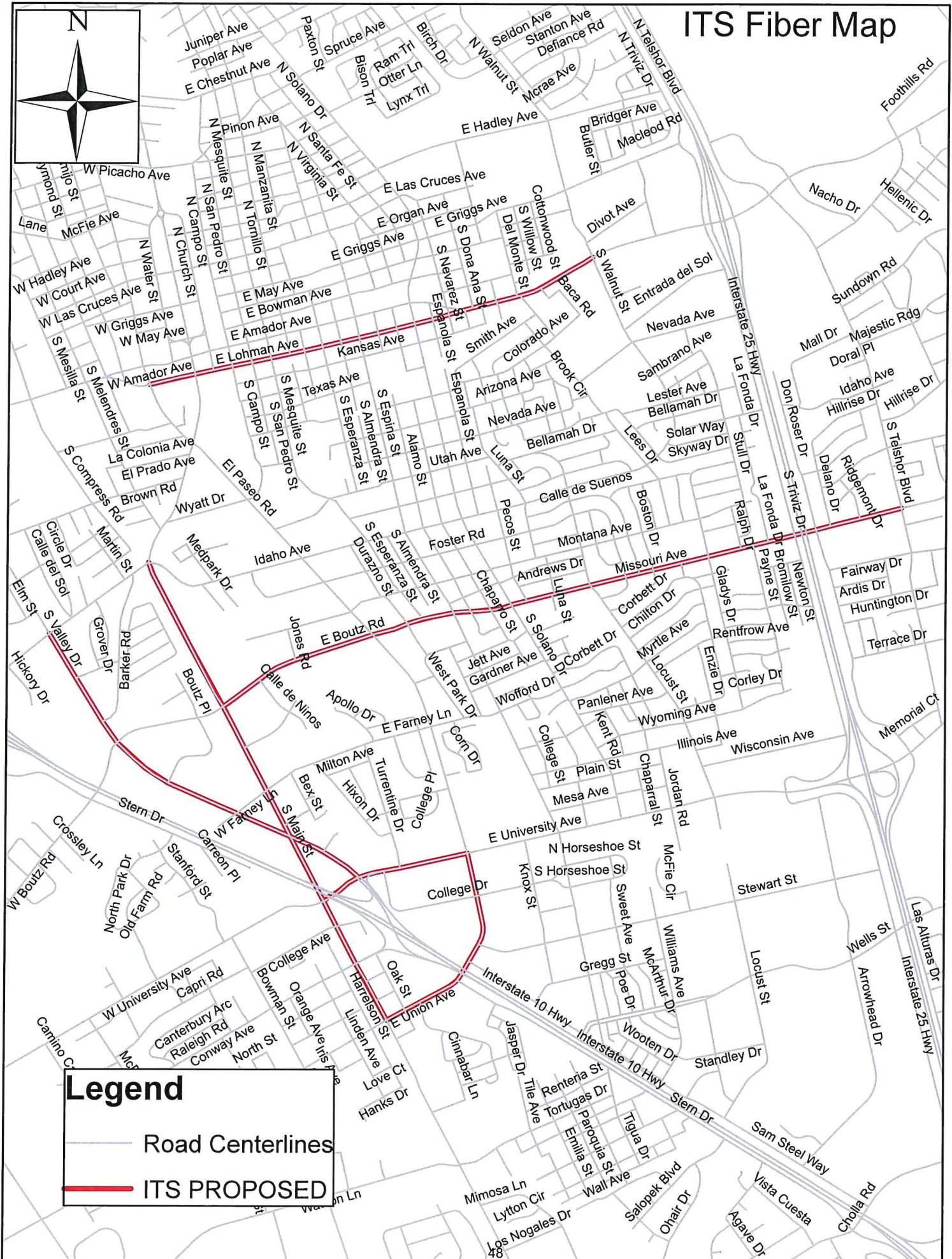
District 1 Engineering Support

XC: Trent Doolittle, District 1 Engineer

Jolene Herrera, Urban & Regional Planner

Aaron Chavarria, District 1 Technical Support Engineer

Michelle Belone, City of Las Cruces



Buy America Certification

The contractor agrees to comply with 49 U.S.C. 5323(j) and 49 CFR Part 661, which provide that Federal funds may not be obligated unless steel, iron, and manufactured products used in FTA-funded projects are produced in the United States, unless a waiver has been granted by FTA or the product is subject to a general waiver. General waivers are listed in 49 CFR 661.7, and include final assembly in the United States for 15 passenger vans and 15 passenger wagons produced by Chrysler Corporation, microcomputer equipment, software, and small purchases (currently less than \$100,000) made with capital, operating, or planning funds. Separate requirements for rolling stock are set out at 5323(j)(2)(C) and 49 CFR 661.11. Rolling stock not subject to a general waiver must be manufactured in the United States and have a 60 percent domestic content.

A bidder or offeror must submit to the FTA recipient the appropriate Buy America certification (below) with all bids on FTA-funded contracts, except those subject to a general waiver. Bids or offers that are not accompanied by a completed Buy America certification must be rejected as nonresponsive. This requirement does not apply to lower tier subcontractors.

Certification requirement for procurement of steel, iron, or manufactured products.

Certificate of Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it will meet the requirements of 49 U.S.C. 5323(j)(1) and the applicable regulations in 49 CFR Part 661.

Date 8/12/2012
Signature [Signature]
Company Name econolite group, inc.
Title President & COO

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(1)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(1), but it may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D) and the regulations in 49 CFR 661.7.

Date _____
Signature _____
Company Name _____
Title _____

Certification requirement for procurement of buses, other rolling stock and associated equipment.

Certificate of Compliance with 49 U.S.C. 5323(j)(2)(C).

The bidder or offeror hereby certifies that it will comply with the requirements of 49 U.S.C. 5323(j)(2)(C) and the regulations at 49 CFR Part 661.

Date 3/12/2012

Signature [Signature]

Company Name Monolithic group, inc.

Title president & COO

Certificate of Non-Compliance with 49 U.S.C. 5323(j)(2)(C)

The bidder or offeror hereby certifies that it cannot comply with the requirements of 49 U.S.C. 5323(j)(2)(C), but may qualify for an exception pursuant to 49 U.S.C. 5323(j)(2)(B) or (j)(2)(D) and the regulations in 49 CFR 661.7.

Date _____

Signature _____

Company Name _____

Title _____



Fiscal Year 2018-2019

BUDGET

L A S C R U C E S . N E W M E X I C O

CITY OF LAS CRUCES
CAPITAL IMPROVEMENT PROGRAM
FY 2019-2024

Project Title	FUNDED CAPITAL PROJECTS (\$) FY 2019	INFRASTRUCTURE CAPITAL IMPROVEMENT PLAN (\$)					Source / Cumulative Total*
		FY 2020	FY 2021	FY 2022	FY 2023	FY 2024	
Citywide Multi-use Paths and Trails Espina Bicycle Lanes Las Cruces Dam Trail System Mesquite Historic District Lighting Mesquite Historic District Signs Roadrunner Parkway Bike Facilities Spruce Road Diet - N Main to Triviz Trail Plan Projects - First Tier • Armijo Lateral (Section 2) - Parker to W. Amador • Las Cruces Lateral (Section 3) - Montana to Union • Mayfield Lateral - Second to Seventeenth • Armijo Lateral (Section 3) - W. Amador to Branding Iron • Las Cruces Lateral (Section 1) - Multiuse Trail North to Greening • Armijo Lateral (Section 1) - Las Cruces Lateral to Parker • Las Cruces Lateral (Section 2) - Greening to Montana • Mesilla Drain (Section 1) - Multiuse North to W. Picacho • Hadley Bicycle Boulevard - Multiuse Trail West to Solano • Mesilla Drain (Section 2) - W. Picacho to NM 292 (S. Motel) • Las Cruces Arroyo South Fork - Dam to Powerline Easement • Las Cruces Flood Control Dam • Las Cruces Arroyo - Dam to Powerline Easement • Powerline Easement - Alameda Arroyo to Las Cruces Arroyo S. Fork • University and I-10 Cycle Track • Walton Road Diet - Lohman to Griggs	25,582	500,000 20,000 82,500 500,000			100,000 2,000,000 500,000		Bonds State, Local Taxes CIR, State State State State, Local Taxes State, Local Taxes Bonds Bonds Bonds Bonds Bonds Bonds Bonds Bonds Bonds Bonds Bonds Bonds State, Local Taxes State, Local Taxes
Total Public Works-Bicycles and Pedestrians	25,582	1,102,500	-	-	3,500,000	-	
Public Works- Street & Traffic Amador and Roundtree to Joint Utilities - Fiber Optic Upgrade Brown Farm Ponding Improvements Lohman at Walnut and Walton Signal Improvements ADA Sidewalk Program Storm Water Maintenance Program Spruce - Telshor/Triviz Intersection Improvements Street Lighting Management System Traffic Signal Program Transportation System Modernization (ITS Traffic Synchronization) University Hawk System	250,000 50,000 350,000 3,118,278 241,336 4,009,614	400,000 600,000 250,000 50,000 650,000 1,000,000 1,000,000 3,950,000	250,000 50,000 1,000,000 8,335,575 9,635,575	200,000 250,000 50,000 1,200,000 1,000,000 1,000,000 3,700,000	250,000 50,000 1,000,000 6,240,189 7,540,189	250,000 50,000 1,000,000 6,000,000 7,300,000	Local Taxes State State Sales Tax Local Taxes State State Sales Tax Sales Tax, State, DOT State
Total Public Works - Street & Traffic							
Public Works-Facilities Management Acute Behavioral Health Hospital Feasibility Study ADA Compliance Amador Hotel Amador Hotel - Ceiling Asbestos Remediation Art in Public Places Benavidez Community Center Project	25,000 1,007,983 73,506 150,000	100,000 50,000 218,500 50,000 150,000	50,000 50,000 100,000	50,000 50,000 50,000	50,000 50,000 50,000	50,000 5,000,000 50,000 75,000	State CIR State, HHGRT State CIR ALTSD

Infrastructure Capital Improvement Plan FY2020-2024

ICIP Capital Project Description

Year/Rank	2020	003	Priority:	High	ID:30227		
Project Title:	Traffic System Modernization				Class:	New	Type/Subtype: Transportation - Highways/Roads/Bridges
Contact Name:	Amy Bassford				Contact Phone:	575-541-2281	Contact E-mail: abassford@las-cruces.org
Total project cost:	27,092,314				Proposed project start date:		
Project Location:	Main St	Las Cruces NM 88005	Latitude:	32	Longitude: -106		
Legislative Language:	To plan, design, construct, install, equip and implement upgrades to modernize the traffic system network for the City of Las Cruces, NM; Dona Ana County.						
Scope of Work:	To plan, design, construct, equip, install, and implement upgrades to modernize the traffic system network for the City of Las Cruces, NM; Dona Ana County. The newest technology will be integrated into our current system with advanced signal equipment, communication infrastructure, and video and radar detection. Modern controllers capable of Adaptive Signal Timing, Bluetooth technology for travel times, fiber optic communications, real-time signal management, and dilemma zone protection are among the various technologies that are ongoing or planned for deployment. A Traffic Management Upgrade Plan should be produced that takes into account the MPO's Regional ITS Architecture, identifies system deficiencies, and establishes the overall implementation schedule. The Advanced Traffic Management System, which is currently in process, will occur first with fiber interconnectivity and upgraded detection occurring along major corridors. As system upgrades are implemented, other technologies such as Adaptive Timing, Bluetooth, and dilemma zone will be installed.						

Secured and Potential Funding Budget:

State Grant Funding should only be requested when all other funding sources have been exhausted if entity is providing matching funds, i.e. Federal, Local Taxes, Fees, NM Finance Authority Loans (NMFA), Tribal Infrastructure Fund (TIF), Water Trust Board (WTB), Public School Facility Authority (PSFA), Colonia's Infrastructure Board (CIB), etc.							
Please complete table below with all secured and potential funding sources.							
Funding Source(s)	Funding Amount	Applied For? Yes or No	Amount Secured	Amt Expended to Date	Date(s) Received	Comment	
CAP	725,000	Yes	717,750	571,087	9/30/2014		
LFUNDS	198,800	No	198,800	170,903	9/2/2014	Encumbered-Fiber Optic Install	
DOT	8,335,575	Yes	0	0	0		
NMFAL	14,241,425	No	0	0	0		
LGRANT	100,000	Yes	100,000	5,385	9/30/2016	Fiber optic linkage for signal	
LFUNDS	3,500,000	No	3,500,000	0			
	0	No	0	0			
	0	No	0	0			
TOTALS	27,100,800		4,516,550	747,375			

Project Budget - Complete the Budget below. Only include unfunded or unsecured funds under each project year. Note: Funded to Date column must equal the amounts listed above here.

Infrastructure Capital Improvement Plan FY2020-2024

	Completed	Funded to Date	Estimated Costs Not Yet Funded				2024	Total Project Cost
			2020	2021	2022	2023		
Water Rights	N/A	0	0	0	0	0	0	0
Easements and Rights of Way	N/A	0	0	0	0	0	0	0
Acquisition	N/A	0	0	0	0	0	0	0
Archaeological Studies	N/A	0	0	0	0	0	0	0
Environmental Studies	N/A	0	0	0	0	0	0	0
Planning	No	0	1,000,000	0	0	0	0	0
Design (Engr./Arch.)	No	25,339	0	522,406	1,000,000	0	0	1,000,000
Construction	No	4,311,973	0	6,462,806	0	6,040,189	6,000,000	1,547,745
Furnishing/Equipment	No	179,238	0	1,350,363	0	200,000	0	22,814,968
TOTALS		4,516,550	1,000,000	8,335,575	1,000,000	6,240,189	6,000,000	1,729,601
Amount Not Yet Funded		22,575,764						

BHASING BUDGET

Can this project be phased? Yes

Phasing: Stand Alone: No Multi-Phased: Yes

A project single phase approach is used for projects that can be completed with one process because it is manageable, affordable, and will not require any foreseeable additional resources or activities to be fully operational when complete.

A project multi-phased approach is used for breaking down very large projects into manageable standalone parts that are independently functional and easier to fund.

If the multi-phase approach is being used it is required to provide accurate dates, costs, and funding sources for prior phases, and be able to provide reasonable projections of dates, costs, and funding sources for future phases. In addition, each multi-phase has three main levels: Planning, Design, and Construction. Each level can be funded individually, however strong emphasis is put on completing all three levels.

Phase	Amount	Plan	Design	Construct	Furnish/Equip	Other (Wtr Rights, Easements, Acq)	# Mos to Complete
1	1,000,000	Yes	No	No	No	No	6
2	8,335,575	No	Yes	Yes	Yes	No	18
3	1,000,000	No	Yes	No	No	No	5
4	6,240,189	No	No	Yes	Yes	No	6

Infrastructure Capital Improvement Plan FY2020-2024

5	6,000,000	No	Yes	No	6
TOTAL	22,575,764				

Has your local government/agency budgeted for operating expenses for the project when it is completed?						Yes
If no, please explain why:						
ANNUAL OPERATING BUDGET						
Annual Operating Expenses plus Debt Service	YEAR 1	YEAR 2	YEAR 3	YEAR 4	YEAR 5	TOTAL
Annual Operating Revenues	0	0	0	0	0	0
	510,000	510,000	550,000	550,000	550,000	2,670,000

Does the project lower operating costs? No

If yes, please explain and provide estimates of operating savings

Entities who will assume the following responsibilities for this project:

57 Lease/operating agreement in place?	Fiscal Agent:	Own:	Operate:	Own Land:	Own Asset:	Maintain:
	City of Las Cruces	City of Las Cruces	City of Las Cruces	City of Las Cruces	City of Las Cruces	City of Las Cruces
	No	No	No	No	No	No

More detailed information on project.

(a) How many years is the requested project expected to be in use before needing Renovate/Repair or Replacement? 1-9 years

(b) Has the project had public input and buy-in? Yes

(c) Is the project necessary to address population or client growth and if so, will it provide services to that population or clientele? Yes

(d) Regionalism - Does the project directly benefit an entity other than itself? Yes

If yes, please list the other entity. The requested funds would allow completion of a fully functional phase such as the planning, design, and/or construction of upgrades to the City's traffic system.

(e) Are there oversight mechanisms built in that would ensure timely construction and completion of the project on budget? Yes

Please explain. Public Works Department of the City of Las Cruces will be in charge of oversight for the project. Deb Smith, 575 541 2527, dsmith@las-cruces.org is Purchasing Manager.

(f) Other than the temporary construction jobs associated with the project, does the project maintain or advance the region's economy? No

Infrastructure Capital Improvement Plan FY2020-2024

If yes, please explain.

(g) Does the project benefit all citizens within a recognized region, district or political subdivision?

If yes, please explain and provide the number of people that will benefit from the project.

Yes

213,000 would benefit from signal modernization. It primarily benefits the City of Las Cruces and s

(h) Does the project eliminate a risk or hazard to public health and/or safety that immediately endangers occupants of the premises such that corrective action is urgent and unavoidable? Emergencies must be documented by a Subject Matter Expert.

Yes

No

If yes, please explain. (If mandatory, provide Summary Page of the Federal, State or Judiciary Agency who issued the mandate.)

Transportation Priorities Plan



MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION
ORGANIZACIÓN DE PLANIFICACIÓN METROPOLITANA DEL VALLE DE MESILLA

ederal regulations require that the Metropolitan Transportation
in demonstrate that the region is able maintain and operate the
nsportation system. Chapter 6 examines the details of all costs
ederal, state, local, and private) associated with building,
ntaining, and operating the transportation system.

Projects Included for Projection

Interchanges and Grade Separations
se items are grouped together because of the significant justification required to
stop a project on Interstate 40W, and because they require a high level of
justification with the MPO's and FHW's. New access or modification to existing
changes on the Interstate Highway system require that an eight-part interchange
justification report (IJR) is reviewed and approved by the FHWA. Several interchange
grade separation projects were mentioned throughout the public input process.
Upon 2040 recommendations studying these further but does not recommend
struction of Engler or Brachon prior to the horizon year 2040.

Interchange at I-25 Requires IJR. Engler grade separation project allocated for
re interchange geometry.
Interchange at I-10 Requires IJR. I-10/I-25 IJR considered possible future
re interchange at Arrowhead. A new IJR will be required for further study of Arrowhead.
Interchange at I-15 Requires IJR. Potential location identified during I-10
study (2010).

Intersections
ing public input various improvements to thoroughfare intersections were
recommended. MPO staff will prioritize other intersections based on crash rate
type of thoroughfare intersections.

Intersections organized by State:
ty improvements at El Paso and Idaho
n Intersection striping for bicycle use per NACTO guidelines
g grade separation at University. Preliminary design developed as part of I-25/
erity Ave. Interchange redesign.

Intersections Improvements
he case, the public mentioned that existing roadway needed improvements. For
mple, funding for ITS enhancements was mentioned as an important part of
oving overall traffic flow. The projects below are in line with the MPO goals to
rove and enhance the existing system.

Intersections
neo Complete Street Implementation
ignal Coordination Plan for City of Las Cruces
e Road One (El Paso to Salinas)

Thoroughfare Connections
Future Roadway Map shows the roadway connections needed to maintain a well
sling transportation system. The MPO does not endorse any expansion projects
the region's maintenance status is improved, many thoroughfare are constructed
rises funds and the Major Thoroughfare Plan provides a framework for their
ments.

Intersections
urf Roadrunner extension to Spoma Ranch
ma Ranch Study Area
e underpass at University
Mesa Corridor Study

Intersections Improvements
ety of pedestrian safety and connectivity concerns and proposed improvements
brought up during the public input process. These were organized into
ections, Signage and Striping Corridors, and Districts/Areas.

Intersections
ack assessment for bicycling in the area
with assessments for Transportation Asset and Safety Management Plan (TASMP)
with improvements leading to 27th bus stop on East Mesa
with improvements leading to Roadrunner bus stop
rfect crossings along University Avenue

Intersections
ety of bicycle safety and connectivity concerns were brought up during the public
process. These were organized into Corridors and Intersections.

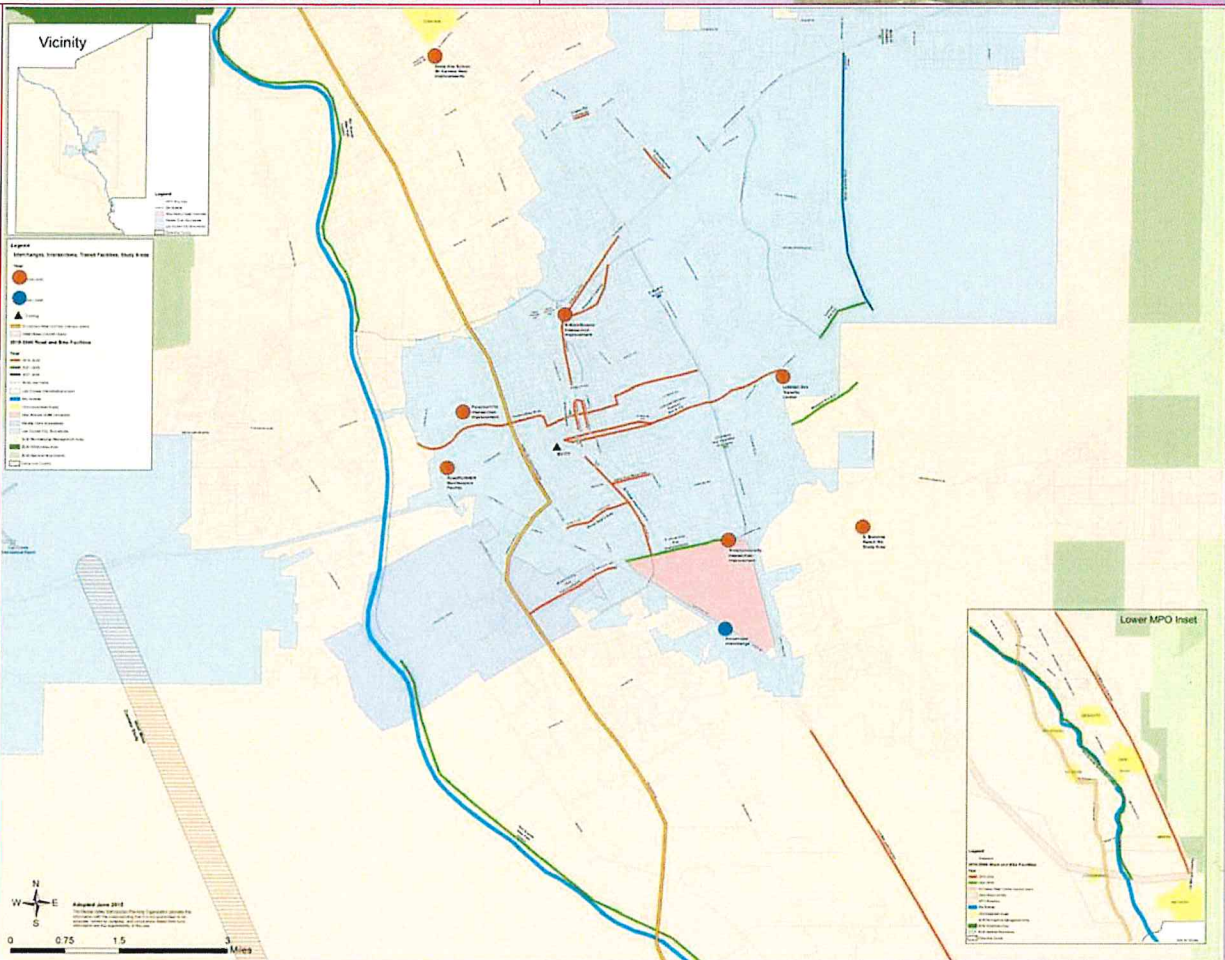
Intersections
y Bicycle Boulevard
e potential areas for protected bike lanes
e bike lanes (El Paso to Valley)
e State Bicycle Route 7 off US 70 from

Intersections
rail system priorities consist of this a central loop system and then an extended
and outer system. These loop systems connect some important destinations and
borhoods to provide a complete network around the City of Las Cruces and into
Ana County and Mesilla. A trail connection may include a roadway or multi-use

Intersections
rande Trail (Sunland Park to Albuquerque)

Intersections
Transportation Service
ety of public transportation planning efforts have been completed or are
way. Including a 5 year Transit Strategic Plan for the City of Las Cruces, a
Transit Mobility Action Plan for Human Services transportation (OSAP) for Delta
County, the Service and Financial plan for the South Central Regional Transit
System (SCRTS), and the development of a long-range Transit Plan for the City of Las
Cruces.

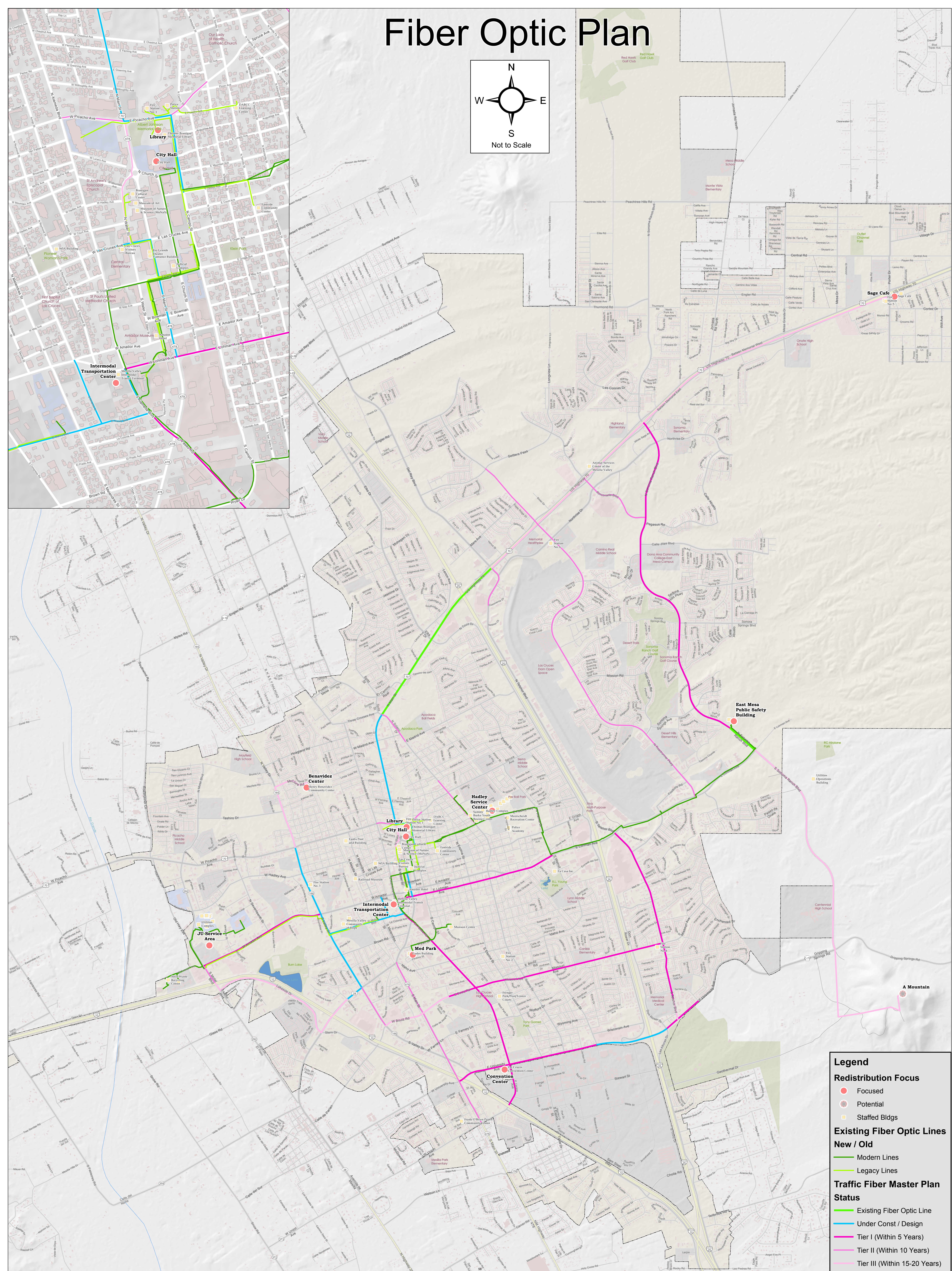
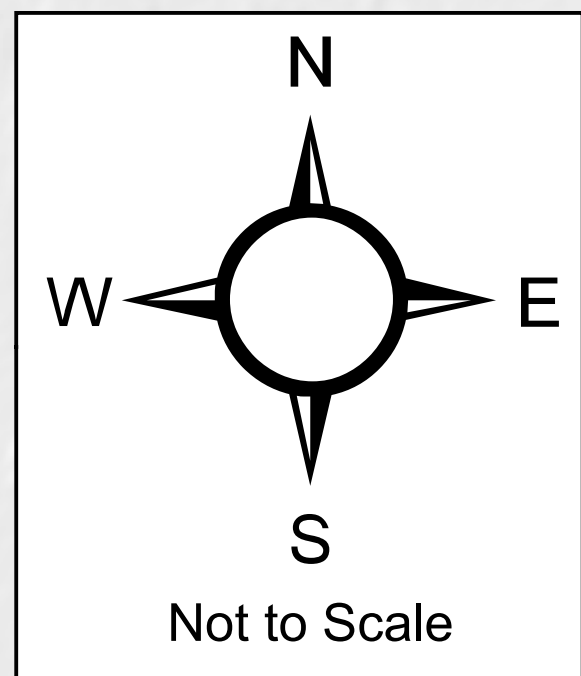
Intersections
e Mesa Valley Mall transfer point
ment findings of Short Range Transit Plan



Transport 2040

Regional Transportation Planning for the Mesilla Valley
Planificación de Transportación Regional para el Valle de Mesilla

Fiber Optic Plan



Legend

Redistribution Focus

- Focused
- Potential
- Staffed Bldgs

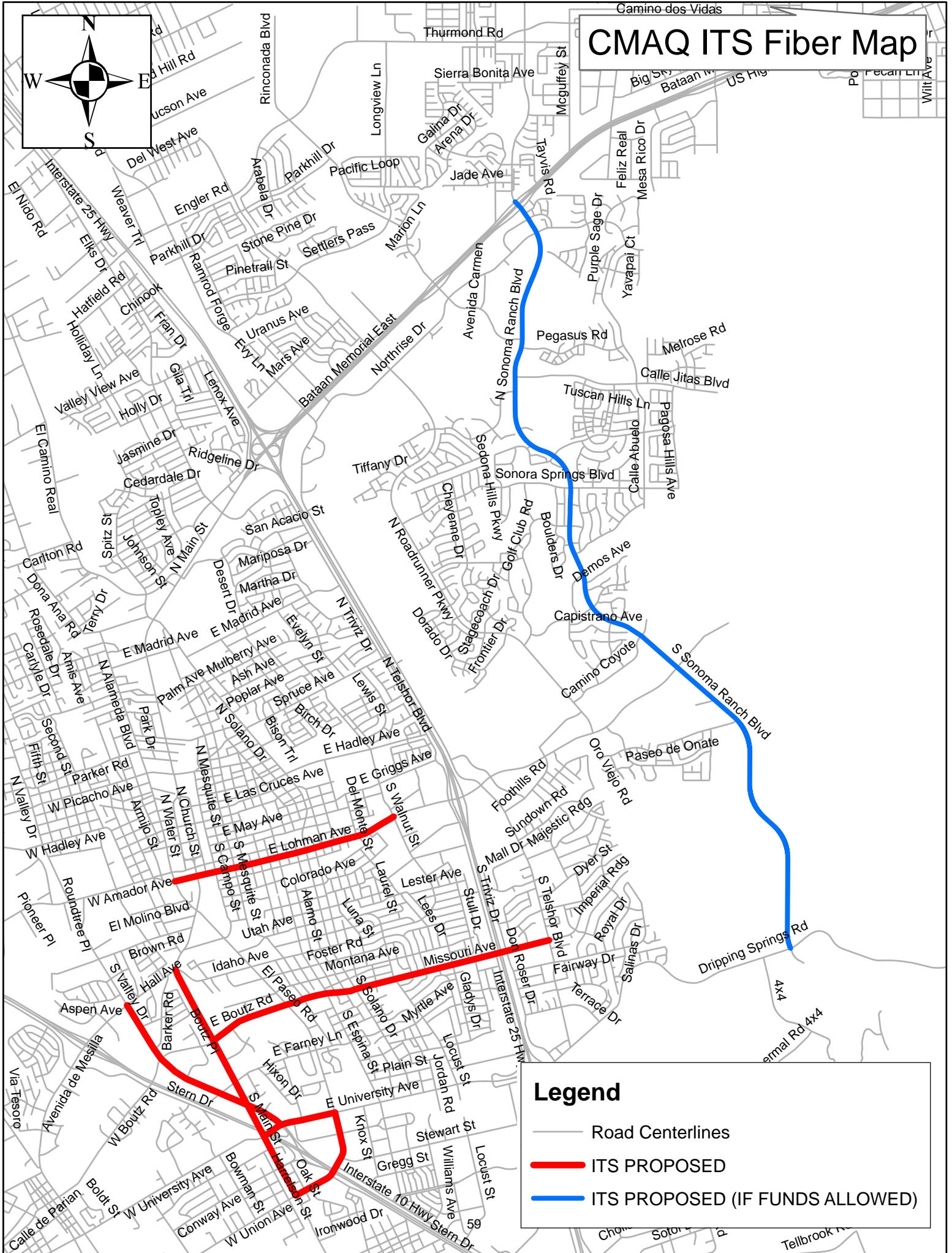
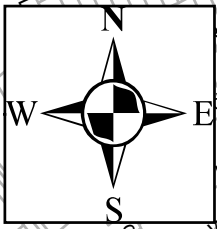
Existing Fiber Optic Lines New / Old

- Modern Lines
- Legacy Lines

Traffic Fiber Master Plan Status

- Existing Fiber Optic Line
- Under Const / Design
- Tier I (Within 5 Years)
- Tier II (Within 10 Years)
- Tier III (Within 15-20 Years)

CMAQ ITS Fiber Map





METROPOLITAN PLANNING ORGANIZATION

SERVING LAS CRUCES, DOÑA ANA COUNTY, AND MESILLA

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

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION TECHNICAL ADVISORY COMMITTEE DISCUSSION FORM FOR THE MEETING OF December 6, 2018

AGENDA ITEM:

6.1 Mesilla Valley Metropolitan Planning Organization Safety Presentation

SUPPORT INFORMATION:

The 2016 Mesilla Valley MPO Safety Report

DISCUSSION:

This year Mesilla Valley MPO Staff has developed a Safety Report for calendar year 2016. Report year 2016 is the most recent year for which safety data is available.

This item is a MPO Staff presentation of the contents of the 2016 Mesilla Valley MPO Safety Report.

Mesilla Valley Metropolitan Planning Organization Safety Report: 2016



Introduction

“Increasing safety for all users starting with those with the most vulnerable modes,” is one of the key goals in *Transport 2040, Metropolitan Transportation Plan Update*, the adopted Metropolitan Transportation Plan (MTP) for the Mesilla Valley Metropolitan Planning Organization (MVMPO) for the years 2015-2020.

Improving safety requires a multifaceted approach. For example, crashes are related to multiple factors such as: inattention due of the use of cell phones; driving while using drugs or alcohol; geometric design of intersections, streets and Interstates; and the amount of vehicle miles travelled. All these factors are in play when examining motorized and non-motorized crashes.

One approach to assist in monitoring and reducing crashes, particularly crashes that include fatalities and serious injuries, is Transportation Performance Management (TPM). This performance-based approach was formally introduced into the Metropolitan Planning Process through the Moving Ahead for Progress in the 21st Century Act (MAP-21). MAP-21 was signed into law on July 6, 2012, and passage of the subsequent federal transportation authorizing legislation titled Fixing America’s Surface Transportation (FAST) Act in December 2015 continues to emphasize the importance of performance-based metrics and the establishment of targets to guide future transportation investments. For further information, go to the website of Transportation Performance Planning at: <https://www.fhwa.dot.gov/tpm/>

Transportation Performance Management (TPM) is a strategic approach that uses system information to make investment and policy decisions to achieve performance goals. TPM principles ensure that the best projects are selected and delivered to produce the performance outcomes desired by the agency, external partners, elected officials, and the public. TPM helps determine objectives, using information from past performance levels and forecasted conditions to guide investments, measuring progress toward strategic goals, and adjusting to improve performance. TPM is grounded in sound data management, usability, and analysis as well as in effective communication and collaboration with internal and external stakeholders. The key to successful implementation of TPM practices lies in organizational support and agency embrace of data-driven decision making.

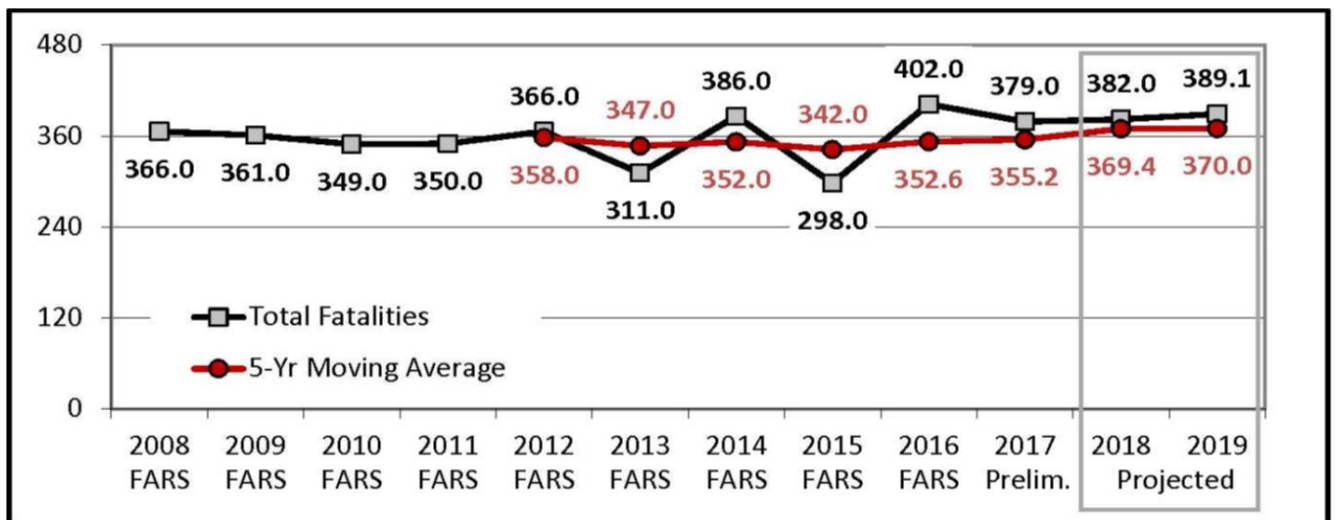
Monitoring and setting targets are the means to determine allocations of scarce Federal, State and local monies for safety projects and programs. There is often a common perception that geometric improvements (including more travel lanes) or signalization of intersections is the solution for decreasing crashes. The number of crashes generally increases as vehicle miles traveled increase. While geometric improvements can decrease crashes, they are not a panacea and can possibly increase crashes. Other factors such as improved safety features for vehicles (seatbelts, air bags, collision warning etc.), effective enforcement against the use of drugs and alcohol while driving, addressing demographic factors (reduction of drivers 18-25 and 65 plus driving vehicles) and elimination of vehicle miles travelled. The use of public transit and non-motorized modes can also be effective in decreasing crashes. Conversely, mode shift from motorized to non-motorized modes can increase crashes for these modes, if there are not proper facilities. For further information on safety target settings refer to this FHWA resource webpage: https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm

State of New Mexico and Mesilla Valley MPO Crash Target Setting

In November 2018 the Mesilla Valley MPO adopted 2019 Targets for Safety for New Mexico, as required by the 23 CFR 490, Final Rule on the Highway Safety Improvement Program (HSIP). Statewide traffic crash data can be found in the New Mexico Traffic Crash Annual Report 2016 at: <http://tru.unm.edu/Crash-Reports/Annual-Reports/annual-report-2016.pdf> Crash data for Doña Ana County can be found at: https://tru.unm.edu/Crash-Reports/Community-Reports/2016-community-reports/2016-community-reports-pdfs/County_DonaAna_2016.pdf.

The first chart in each section represents the State Targets, which the Mesilla Valley voted to support, and the State Justification Statement, followed by charts and tables specific to the Mesilla Valley MPO.

1. Fatalities

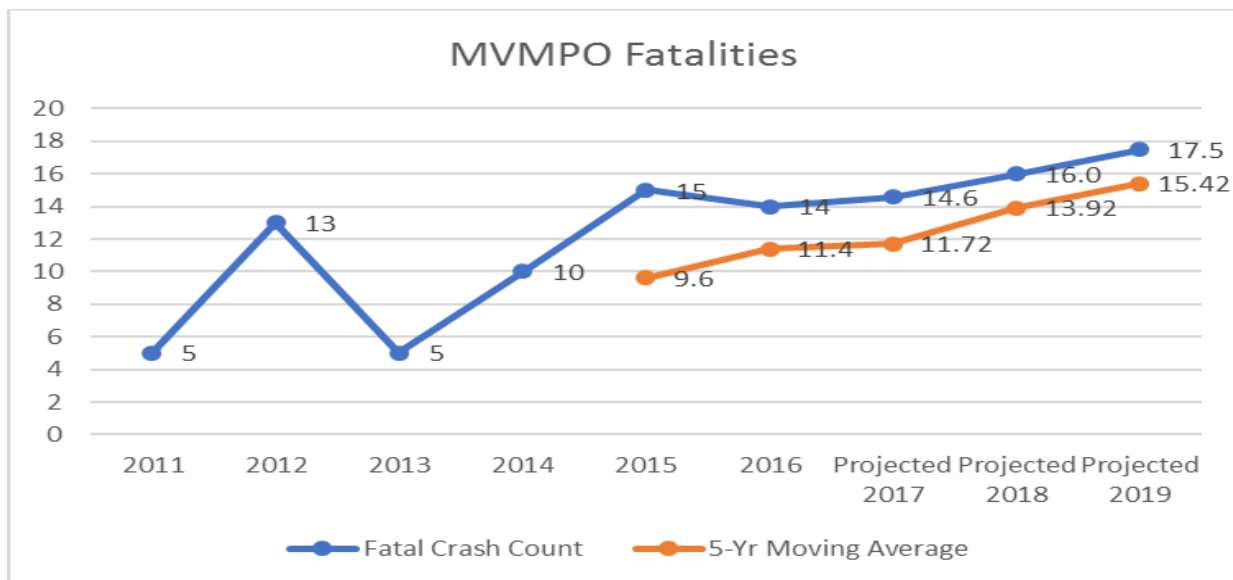


NMDOT Target Statement: Limit the increase in total fatalities to 6.4 percent from 352.6 in 2016 to 375 by December 31, 2019 (FARS; 5-year averages)

NMDOT Justification: Five-year average fatalities fell by 7 percent between 2011 and 2015, but then rose in 2016 to their highest level in ten years. 2017 preliminary data and 2018 and 2019 projected data indicate fatalities remaining high. Although the 5- year trend line indicates a 5 percent increase in overall fatalities from 2016 to 2019, given the projected increases in pedestrian, speeding and alcohol-impaired fatalities, the State has determined a 6.4 percent increase in overall fatalities to be an achievable target in 2019.

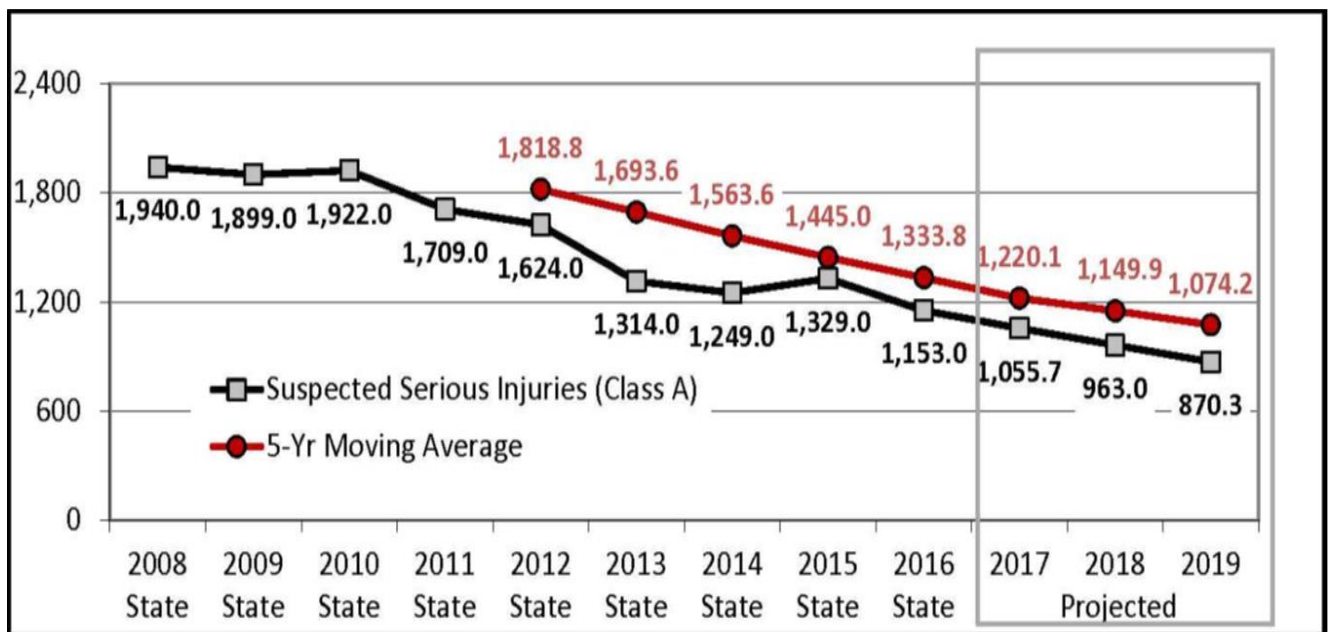
MVMPO Fatalities:

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Fatal Crash Count	5	13	5	10	15	14	14.6	16.0	17.5	180.000%	25.000%
5-Yr Moving Average					9.6	11.4	11.72	13.92	15.42	18.750%	35.263%



MVMPO Performance: Over the study period, 2011 to 2016 fatalities have been increasing (180 % increase.) The fluctuation has been dramatic. Between 2011 and 2013, the number of fatalities went from 5 in 2011 to 13 in 2013 to 5 in 2013 and 10 in 2014. Since 2014 the number of fatalities has risen dramatically. The 5-year average number of fatalities from 2011 to 2015 is 9.6. The 5-year average number of fatalities from 2012 to 2016 is 11.4. The percentage change between the two 5-year intervals is 18.75%. It is projected that in 2018 and 2019, there will be 25% increase and a 35.263% increase between the five year intervals. This is higher than the NMDOT target of a 6.4% increase for the five year period. It must be noted that the number of absolute fatalities are small and erratic and the projected fatalities have a large margin of error. The location and cause of fatal crashes are detailed for 2016 in Section 7.

2. Serious Injuries

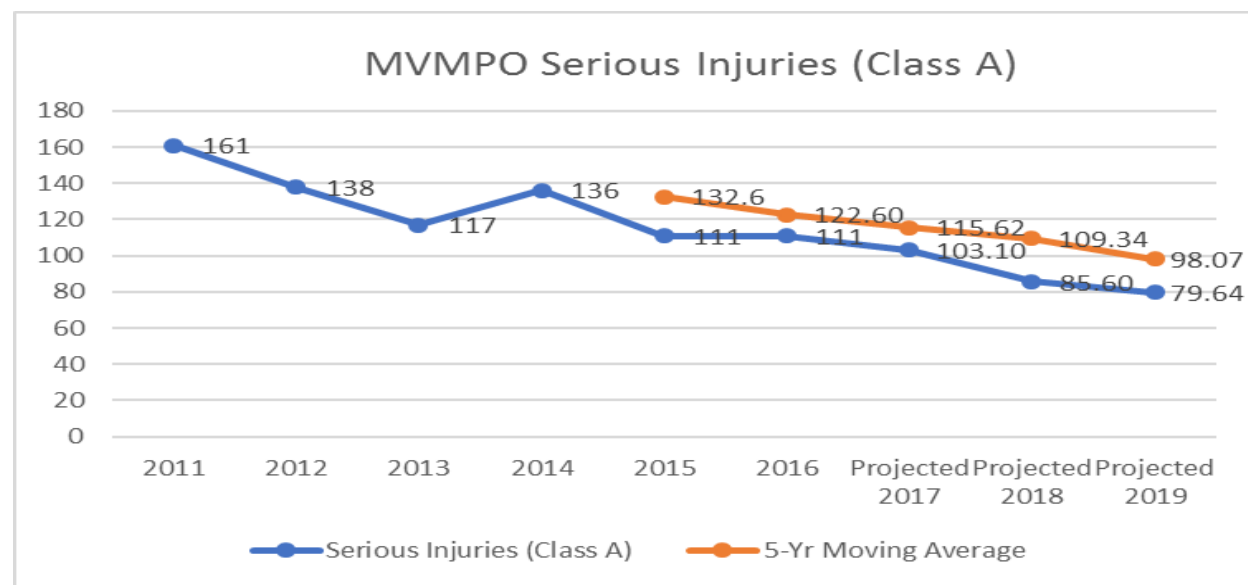


NMDOT Target Statement: Decrease the number of serious injuries by 17.5 percent from 1,333.8 in 2016 to 1,100.0 by December 31, 2019.

NMDOT Justification: Five-year average serious injuries are projected to fall by 14.7 percent between 2016 and 2018, and the State anticipates a continued reduction in serious injuries in 2019. The State has determined a 17.5 percent reduction in these injuries from 2016 to 2019 is achievable.

MVMPO Serious Injuries (Class A):

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Serious Injuries (Class A)	161	138	117	136	111	111	103.10	85.60	79.64	-31.06%	-28.25%
5-Yr Moving Average					132.6	122.60	115.62	109.34	98.07	-7.54%	-20.01%



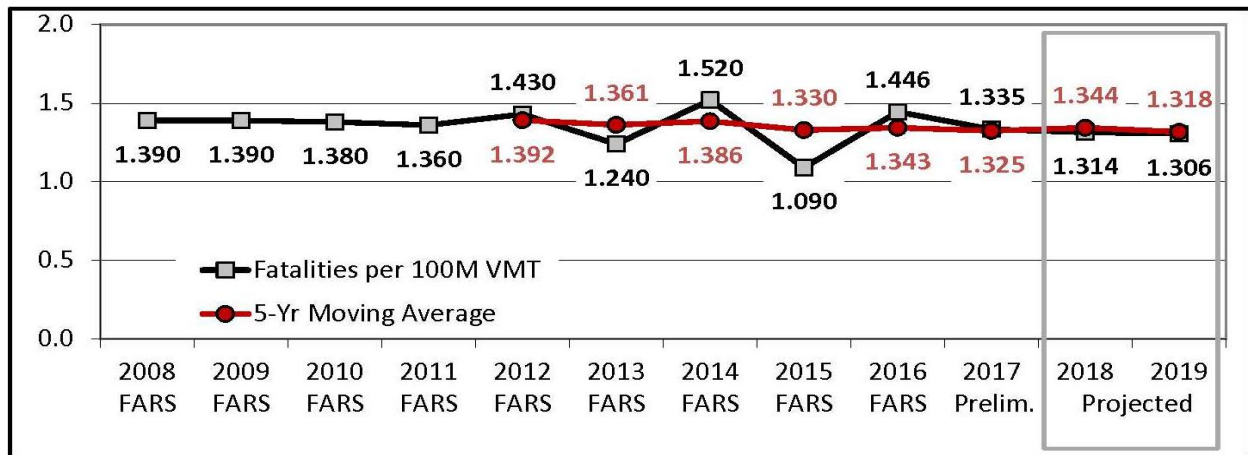
MVMPO Performance: Serious injuries (Class A) have been steadily increasing corresponding to the decrease in the State. The five-year average number of serious injuries (Class A) from 2011 to 2015 is 132.6. The five-year average of serious injuries from 2012 to 2016 is 122.60. The percentage change was -7.54% between the two five-year periods. It is predicted to be a decrease of 28.25% in serious injuries (Class A) by 2019 from 111 in 2016 to 79.64 (predicted) in 2019. The five year period decrease should be 20.01% decrease.

(1) NMDOT definition of injuries:

Injuries – The number of people injured in a crash, in contrast to the number of crashes in which people were injured. This includes Suspected Serious Injuries (Class A), Suspected Minor Injuries (Class B) and Possible Injuries (Class C). Counts consist of people injured but not killed.

(NMDOT Traffic Crashes Annual Report (2016), p.xviii.)

3. Fatalities per 100 Million Vehicle Miles Travelled (VMT)

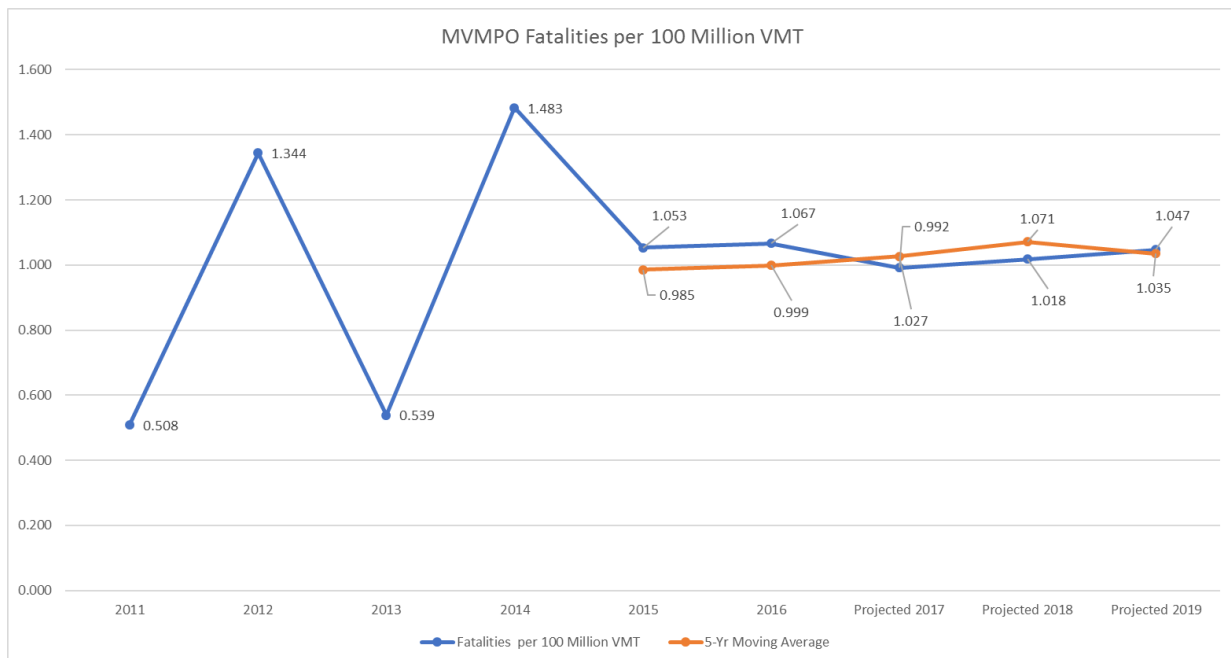


NMDOT Target Statement: Decrease the fatality rate from 1.343 in 2016 to 1.318 by December 31, 2019.

NMDOT Justification: Although five-year average fatalities are expected to increase in 2019 from 2016, with VMT expected to continue rising, the State determines that the projected 2019 five-year fatality rate is an achievable target.

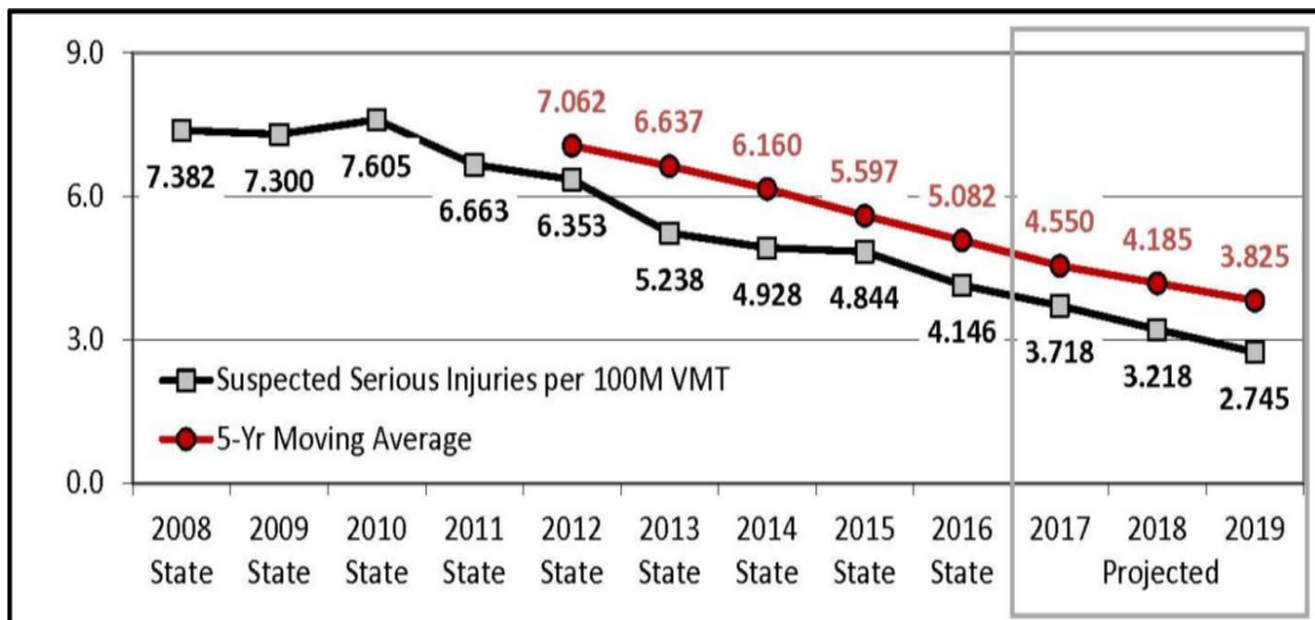
MVMPO Fatalities per 100 Million VMT:

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Fatalities per 100 Million VMT	0.508	1.344	0.539	1.483	1.053	1.067	0.992	1.018	1.047	110.00%	-1.88%
5-Yr Moving Average					0.985	0.999	1.027	1.122	1.035	1.38%	3.63%



MVMPO Performance: The fatality rate per 100 Million VMT fluctuates yearly according to the VMT changes per year for the MPO Area (See Appendix A). Between 2011 to 2014, there were wide fluctuations in the number of fatalities and a decrease in VMT. After 2013, VMT rose dramatically and continued to increase until 2016. It is forecasted that there will be steady increase in the VMT to 2019. The average fatality rate per 100 Million VMT from 2011 to 2015 is .99 The average fatality rate from 2012 to 2016 is 1.10. The percentage difference between the two 5-year periods is 1.38%. The fatality rate is expected to increase till 2019, but will be under the targets set by the State.

4. Serious Injuries per 100 Million VMT

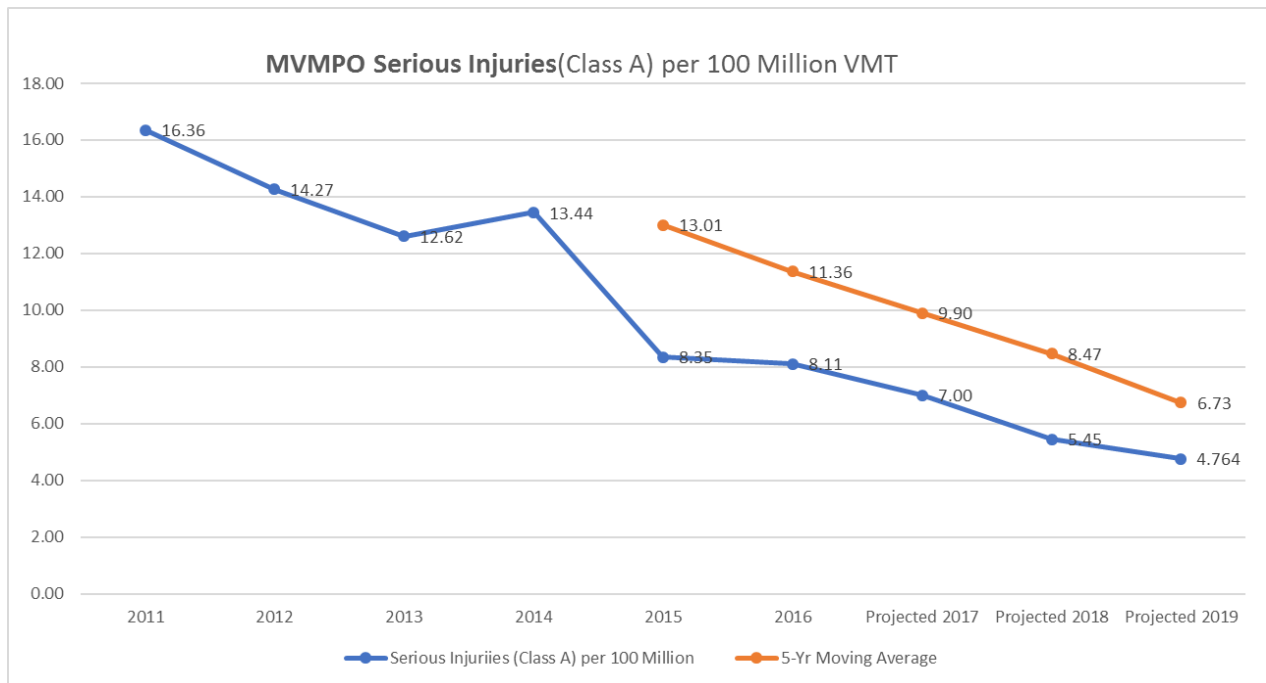


NMDOT Target Statement: Decrease the rate of serious injuries from 5.082 in 2016 to 3.825 by December 31, 2019.

NMDOT Justification: Five-year average serious injury rates are projected to continue falling, and the State has determined the 2019 five-year average projection to be an achievable target.

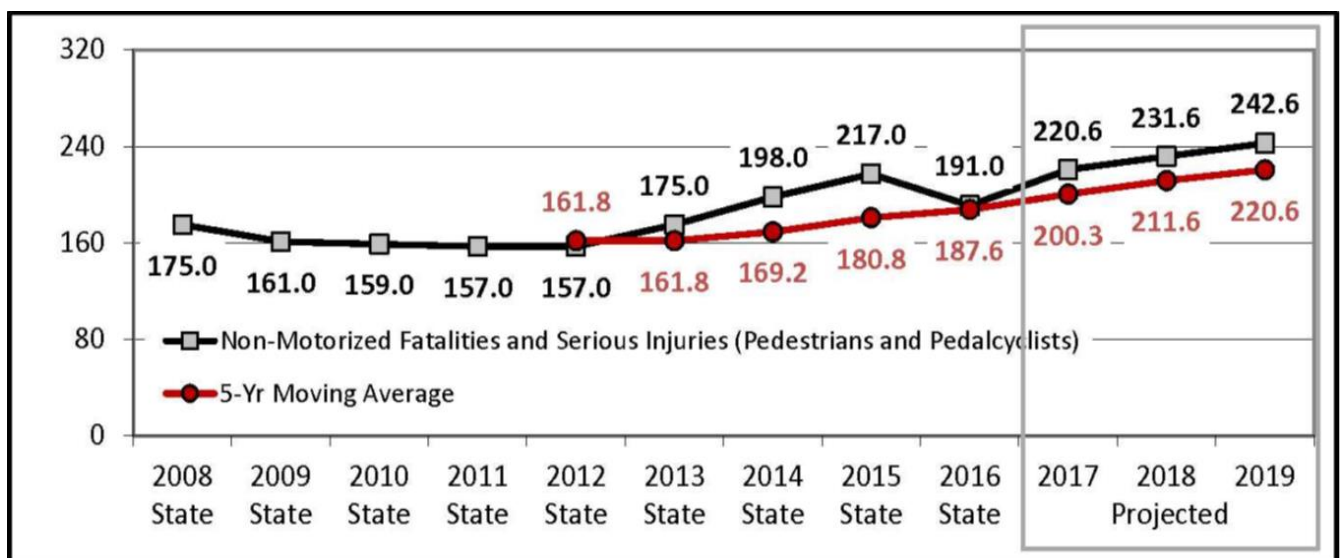
MVMPO Serious Injuries (Class C) per 100 Million VMT:

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Serious Injuries (Class C) per 100 Million VMT	16.36	14.27	12.62	13.44	8.35	8.11	7.00	5.45	4.76	-0.50	-0.41
5-Yr Moving Average					13.01	11.36	9.90	8.47	6.73	-0.13	-0.41



MVMPO Performance: The average serious injury (Class A) rate per 100 Million VMT from 2011 to 2015 is 13.01. The average serious injury rate from 2012 to 2016 is 11.36. The percentage difference between the two 5-year periods is -12.68%. The State's serious injury rate is projected to be 2.745 by 2019. The projected rate for MVMPO is 4.76 per 100 Million VMT. This is 73.55% above the State's target rate. To improve this, the MVMPO member jurisdictions should devote more resources to measures that will decrease the area's serious injury rate.

5. Number of Non-Motorized Fatalities and Serious Injuries

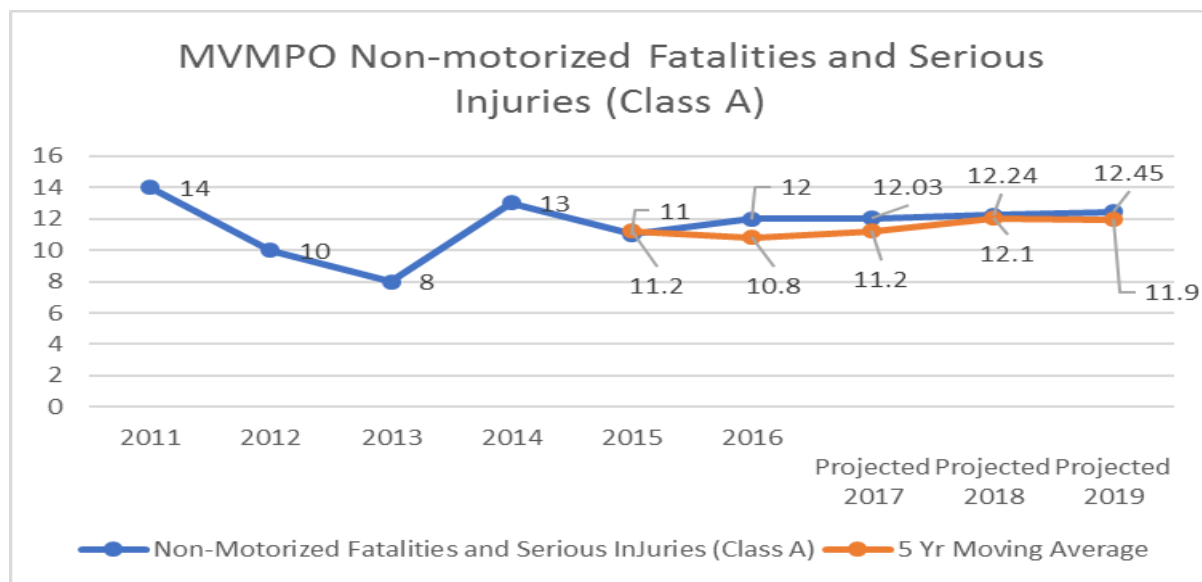


NMDOT Target Statement: Limit the increase in non-motorized fatalities and non-motorized serious injuries to 220.6 by December 31, 2019.

NMDOT Justification: Five-year average non-motorized fatalities and serious injuries are projected to rise over the next four years, and the State has determined the 2019 five-year average projection to be an achievable target.

MVMPO Non-motorized Fatalities and Serious Injuries (Class A):

Year	2011	2012	2013	2014	2015	2016	Projected 2017	Projected 2018	Projected 2019	% Difference (2011-2016)	% Difference (2016-2019)
Non-Motorized Fatalities and Serious Injuries (Class A)	14	10	8	13	11	12	12.03	12.24	12.45	-12.58%	3.7%
5 Yr Moving Average					11.2	10.8	11.2	12.1	11.9	-40.0%	10.6%



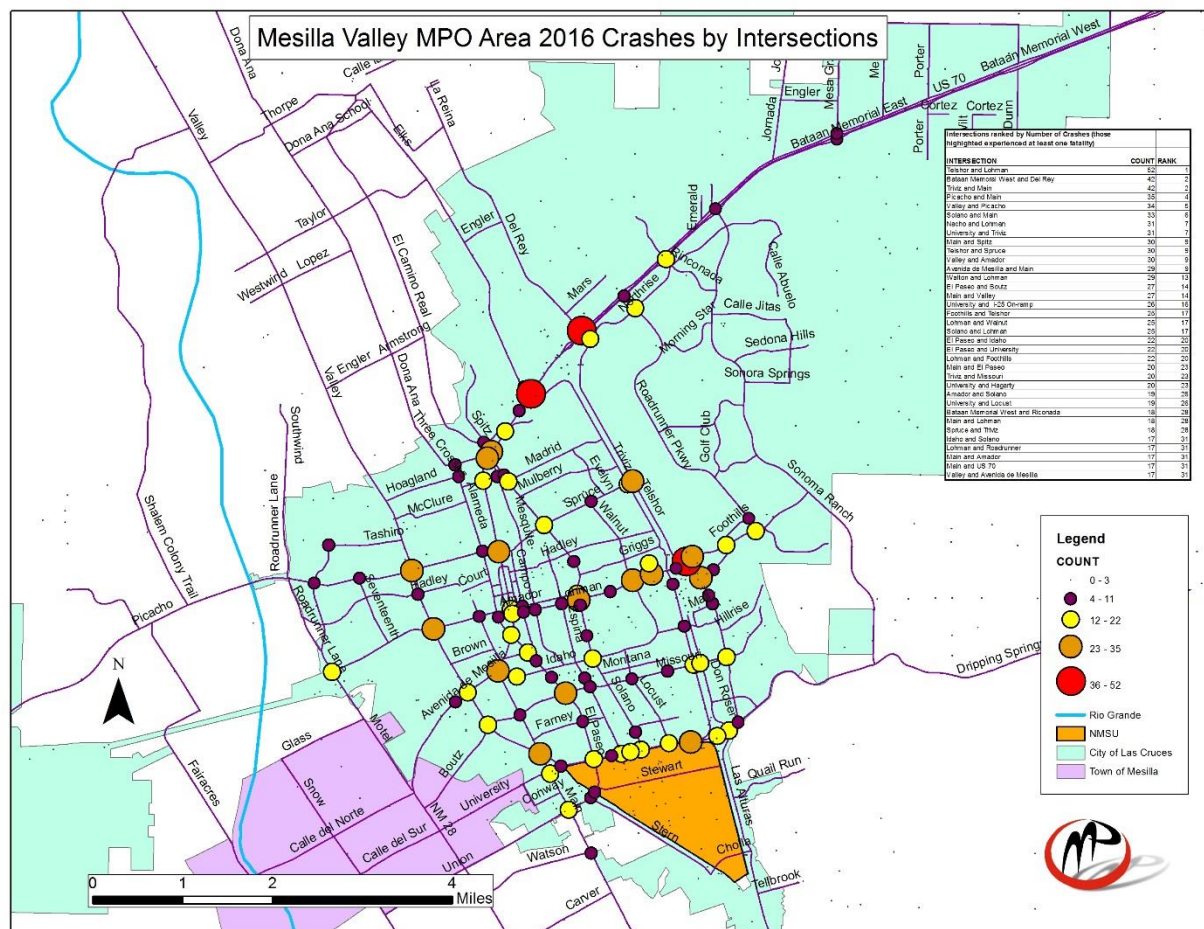
MVMPO Performance: Between 2011 to 2013, there was a decrease in non-motorized fatalities and serious injuries. This number increased in 2014 and decreased slightly in following years. The five-year average from 2011-2015 was 11.20 and the five-year average from 2012-16 was 10.80. There was a 12.58% decrease from 2011 to 2016. There was a 40.0% decrease in the five-year average in 2016 and 2015. The projected average number for 2019 is only a slight increase, 3.7%. It is projected to be a 10.6% from the previous five year average of 2016. These numbers are small and volatile. Therefore, the confidence level in this forecast is tentative.

Mesilla Valley MPO Area Specific Analysis

6. MVMPO 2016 Crashes by Intersection (Top 31)

Intersections ranked by Number of Crashes (highlighted in blue experienced at least one fatality; highlighted in brown experienced at least one serious injury (Class C))				
INTERSECTION	COUNT	RANK	Serious Injuries (Class A)	Fatalities
Telshor and Lohman	52	1		
Bataan Memorial West and Del Rey	42	2	1	
Triviz and Main	42	2		
Picacho and Main	35	4		
Valley and Picacho	34	5		
Solano and Main	33	6		
Nacho and Lohman	31	7		
University and Triviz	31	7	1	1
Avenida de Mesilla and Main	29	9	2	
Main and Spitz	30	9	2	
Telshor and Spruce	30	9	2	
Valley and Amador	30	9		
Walton and Lohman	29	13	1	
El Paseo and Boutz	27	14		
Main and Valley	27	14		
University and I-25 On-ramp	26	16		
Foothills and Telshor	25	17		
Lohman and Walnut	25	17		
Solano and Lohman	25	17		
El Paseo and Idaho	22	20		
El Paseo and University	22	20	1	
Lohman and Foothills	22	20		
Main and El Paseo	20	23		
Triviz and Missouri	20	23	1	
University and Hagarty	20	23		
Amador and Solano	19	26		1
University and Locust	19	26		
Bataan Memorial West and Riconada	18	28	1	
Main and Lohman	18	28	1	
Spruce and Triviz	18	28	1	1
Idaho and Solano	17	31		
Lohman and Roadrunner	17	31		

Main and Amador	17	31	1	1
Main and US 70	17	31		
Valley and Avenida de Mesilla	17	31		

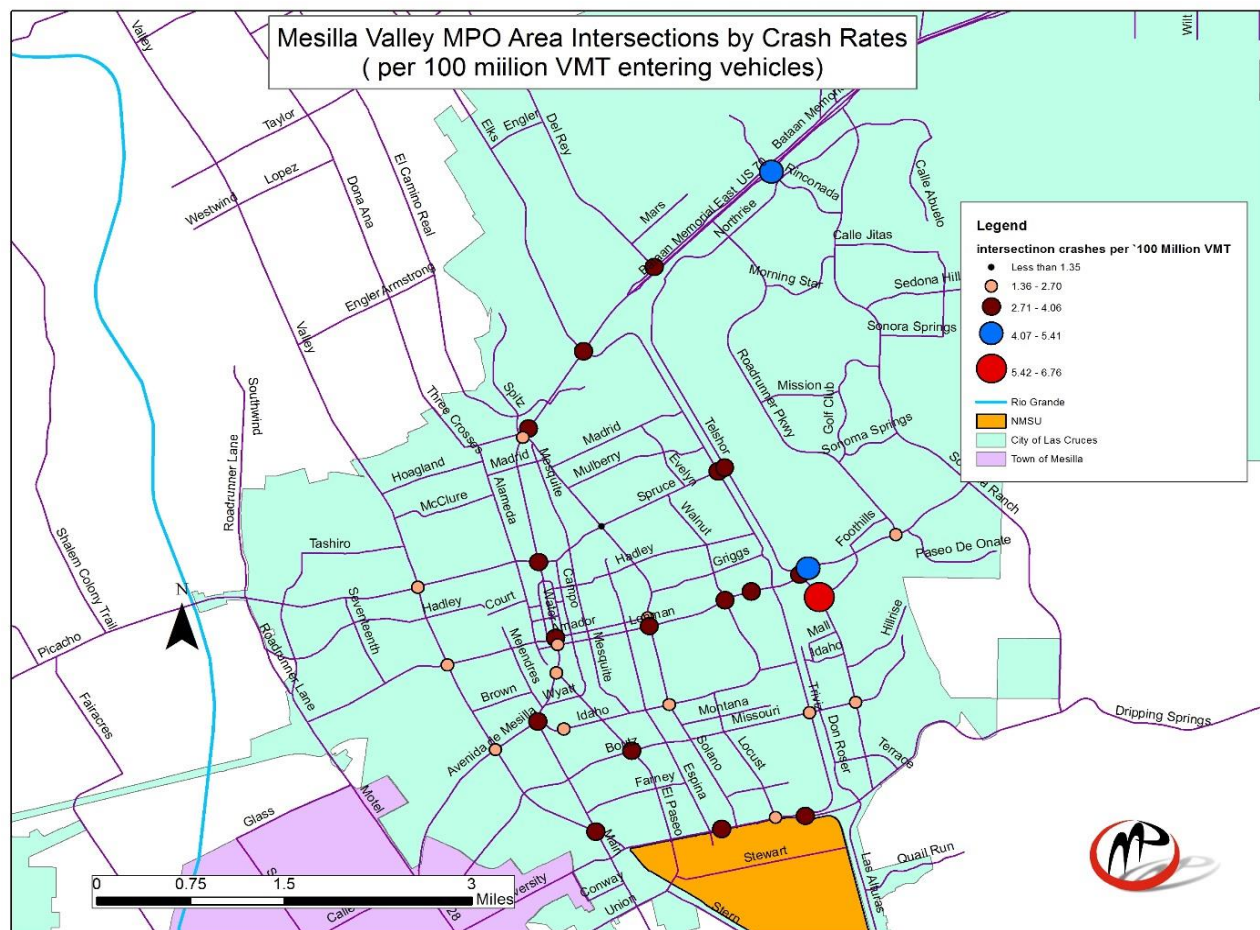


The top three intersections by number of crashes are: Telshor and Lohman; Bataan Memorial West and Del Rey; and Triviz and Main. There are clusters of intersections with high number of crashes along Lohman from Walnut to Telshor; surrounding the Three Crosses/Solano/Main intersection; along University from Triviz to Main and along Lohman/Amador from Solano to Main. These areas of crashes might indicate some systematic problems and warrant further study.

Crash Rates by Intersection (lines highlighted in blue indicates partial data)

Intersection		COUNT	Volume	Crash Rate
Foothills	Telshor	25	10125	6.76
Bataan Memorial West	Riconada	18	9498	5.19
Nacho	Lohman	31	20679	4.11
Picacho	Main	35	24655	3.89
Solano	Lohman	25	17980	3.81
Telshor	Spruce	30	22231	3.70

University	Hagerty	20	14915	3.67
Telshor	Lohman	52	40272	3.54
Main	Valley	27	21162	3.50
Del Ray	Bataan Memorial West	42	33168	3.47
Avenida de Mesilla	Main	29	23032	3.45
Walton	Lohman	29	23723	3.35
University	I-25 On-Ramp	26	21951	3.25
University	Triviz	31	27108	3.13
Solano	Main	33	31842	2.84
El Paseo	Boutz	27	26170	2.83
Spruce	Triviz	18	17449	2.83
Bataan Memorial West	Sonoma Ranch	16	15643	2.80
Lohman	Walnut	25	24594	2.78
Triviz	Main	42	41669	2.76
Main	Amador	17	17184	2.71
Valley	Picacho	34	34992	2.66
Valley	Amador	30	31161	2.64
Main	Spitz	30	31842	2.58
Idaho	Solano	17	18428	2.53
El Paseo	Idaho	22	23988	2.51
Solano	Missouri	16	18630	2.35
Main	El Paseo	20	23302	2.35
Triviz	Missouri	20	23364	2.35
University	Locust	19	22286	2.34
Main	Lohman	18	21538	2.29
Amador	Solano	19	24274	2.14
El Paseo	University	22	28644	2.10
Lohman	Foothills	22	34063	1.77
Lohman	Roadrunner	17	31482	1.48
Valley	Avenida de Mesilla	17	31670	1.47
Main	US 70	17		



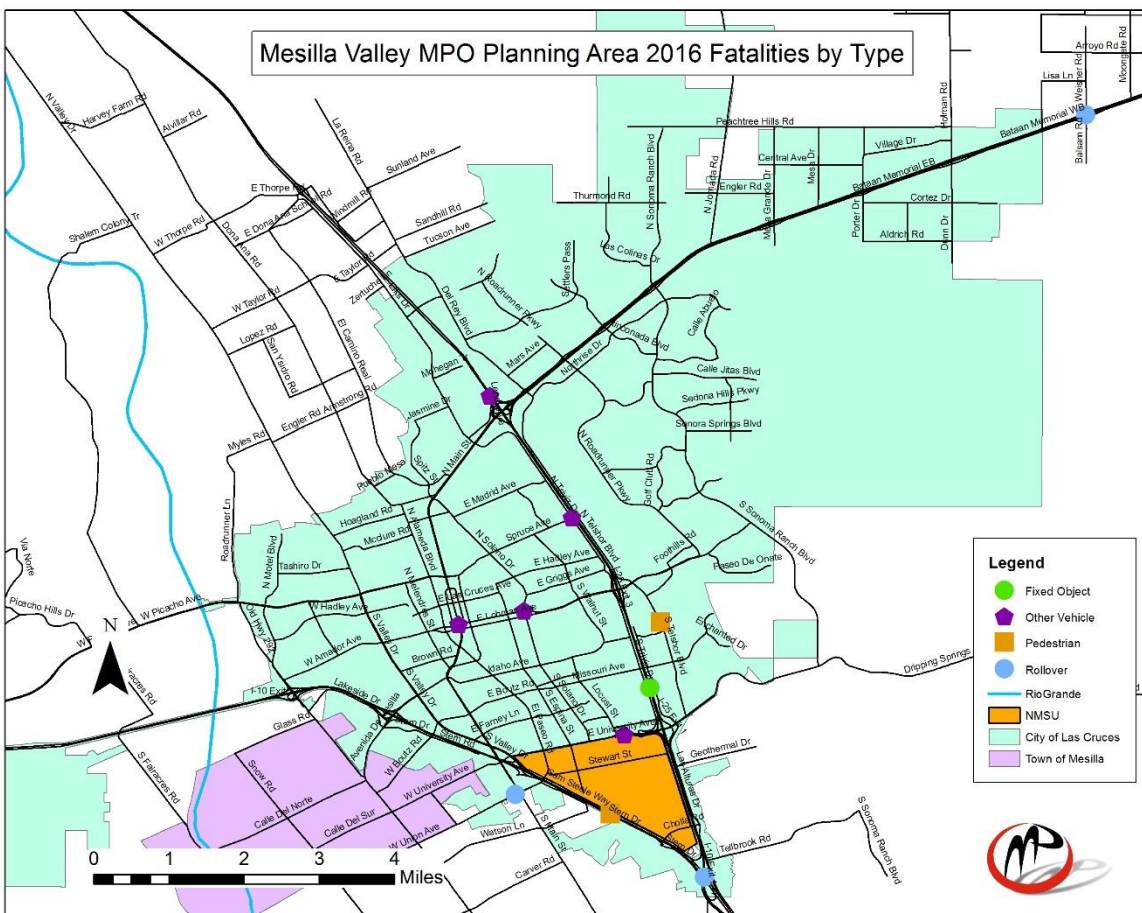
The intersections with the highest crash rates are: Foothills and Telshor; Bataan Memorial West and Rinconada; Nacho and Lohman; Picacho and Main; and Solano and Lohman. This indicates that at these intersections there are significant problems while accounting for the vehicles entering the intersection.

7. MPO 2016 Fatality Locations

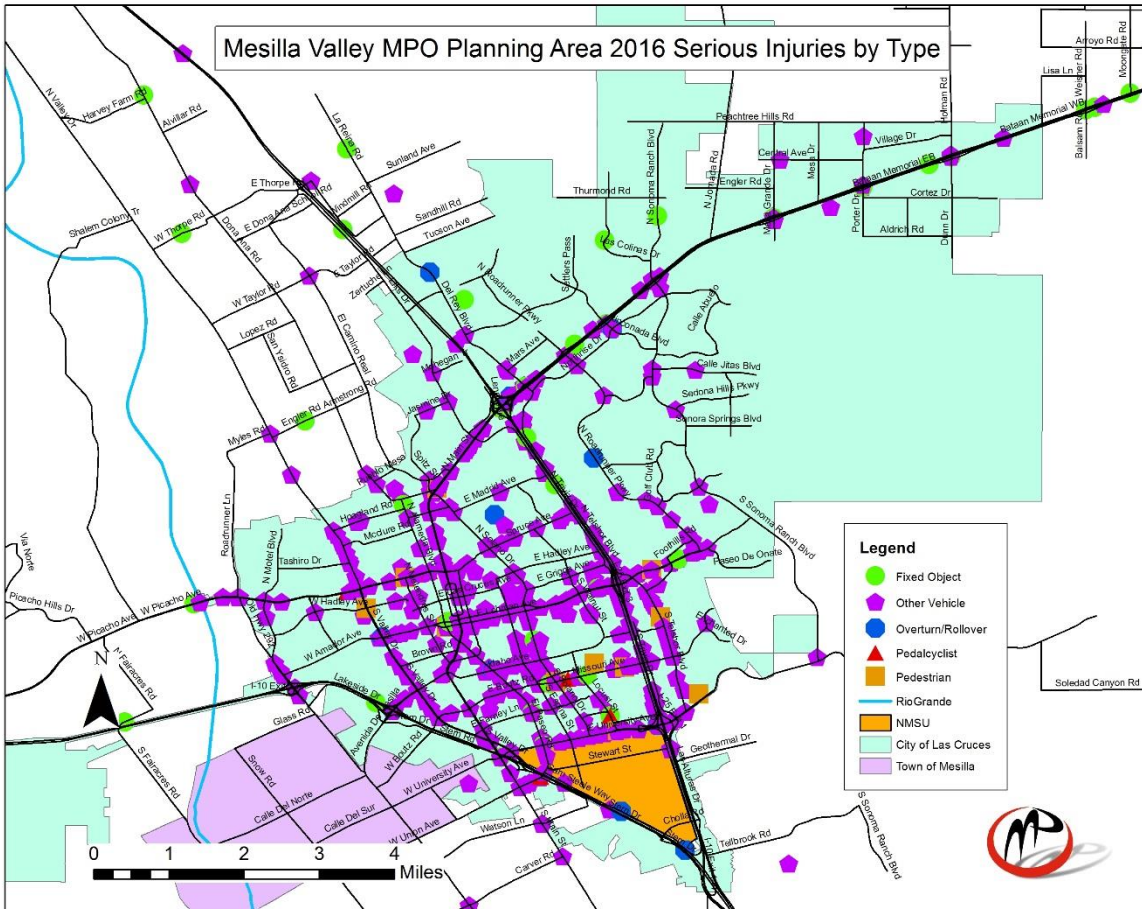
Location	Persons Killed	Number Vehicles Involved	Factor
E. Amador and S. Main	1	2	Missing Data
I-25 and N. Main Interchange	4	3	Alcohol/Drug Involved
Harrelson St and Union	1	2	Avoid No Contact - Vehicle
Solano and Amador	1	2	Missing Data
Triviz and Spruce	1	2	Missing Data
1-10 East (near mile marker 143)	1	2	Alcohol/Drug Involved
University and Triviz	1	3	Alcohol/Drug Involved
1-25 West near mile marker 4	1	1	Alcohol/Drug Involved

900 S. Telshor Blvd	1	2	Pedestrian Error
I-10 and I-25 Interchange	1	1	Defective Tires
U.S. 70 and Wiesner Rd.	1	2	Alcohol/Drug Involved

Of the eleven locations where fatalities occurred 6 involved alcohol or drugs, and 3 had missing data. There was one pedestrian fatality on Telshor caused by “pedestrian error.”



8. MPO Area Serious Injury Crashes Location

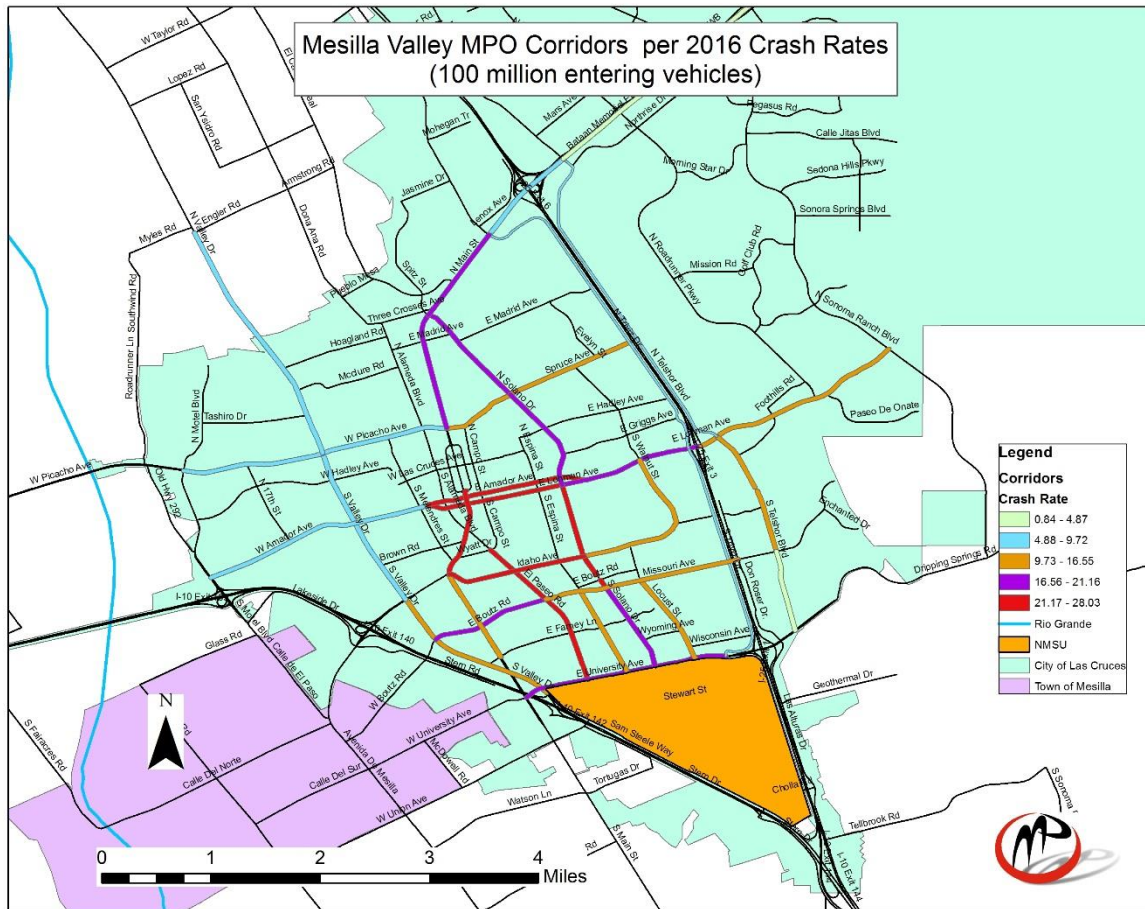


Most serious injuries (Class C) occurred between other vehicles. There is a concentration of locations with serious injuring along Lohman and South Solano, from Nevada to Missouri.

10. Corridor Crashes

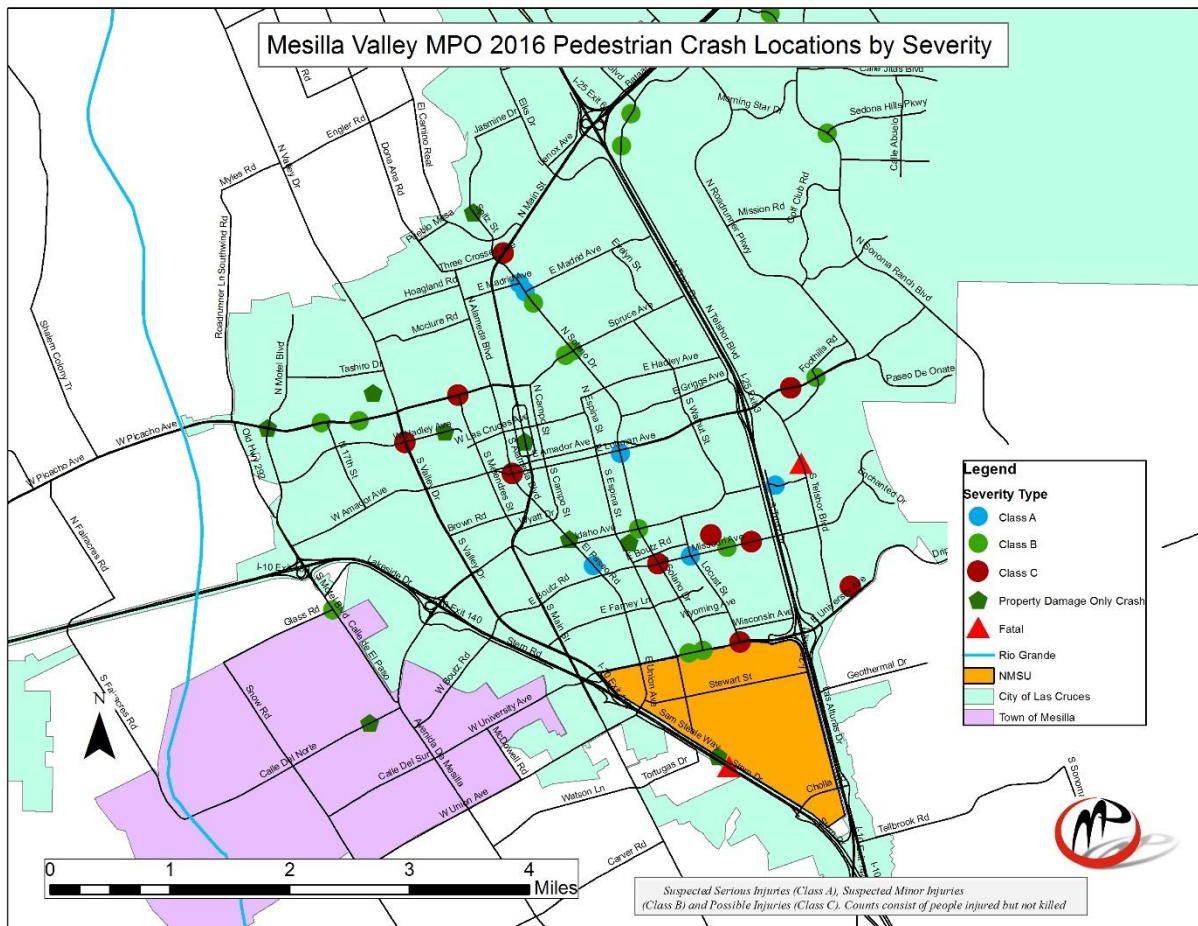
Corridor	Count	Miles	AADT	Crash Rate
Main: Ave de Mesilla-Bowman	102	0.8	12,464	28.03
Solano: Lohman-Missouri	100	1	11,216	24.43
Amador: Lohman-near Solano	102	1.3	9,024	23.82
Lohman: Amador-Solano	88	1.1	9,217	23.78
El Paseo: Missouri-University	66	0.7	11,044	23.39
Idaho: Solano-Main	89	1.1	9,658	22.95
El Paseo: Wyatt-Idaho	86	0.8	12,967	22.71
Boutz: Valley-El Paseo	60	0.9	8,631	21.16
Main: Solano-Picacho	102	1.1	12,264	20.71
N. Main: Solano-Triviz	148	0.9	22,149	20.34

N. Solano: Lohman-Spruce	95	1	13,400	19.42
Lohman: Solano-I 25 Exit	172	1.2	20,719	18.95
Solano: Missouri-University	38	0.9	6,141	18.84
Solano: N. Main-Spruce	86	1	13,330	17.68
University Ave: Triviz- Main	175	1.6	17,220	17.40
Missouri: El Paseo-Don Roser	126	1.6	13,038	16.55
Espina: University-Missouri	35	0.9	6,602	16.14
Walnut/Idaho: Lohman-Solano	68	1.4	8,346	15.95
Locust: Missouri-University	38	0.9	7,269	15.91
Lohman: I 25 Exit-Sonoma Ranch	169	1.7	17,605	15.47
Valley: Avenida de Mesilla-University	84	1.3	11,470	15.43
Telshor: Lohman-Missouri	140	1.2	20,877	15.31
Spruce: Main-Triviz	110	1.6	14,103	13.36
Main: Ave. de Mesilla-Farney	40	0.9	9,507	12.81
Picacho: Main-Motel	123	2.1	16,513	9.72
Triviz: Lohman-University	79	2.2	10,193	9.65
Valley: Avenida de Mesilla-Amador	111	1.5	21,172	9.58
Valley: Picacho-Engler	64	2.2	9,089	8.77
Telshor: US 70-Lohman	139	2.9	15,254	8.61
Amador: Melendres-Motel	63	1.8	11,351	8.45
US 70: Elks-Del Rey	109	0.9	43,129	7.69
Triviz: N. Main-Lohman	85	2.9	11,280	7.12
Telshor: Missouri-University	38	1.8	11,888	4.87
US 70: Del Rey- Sonoma Ranch	30	2.1	40,773	0.96
US 70: Sonoma Ranch-MPO Bound	67	10.2	21,430	0.84



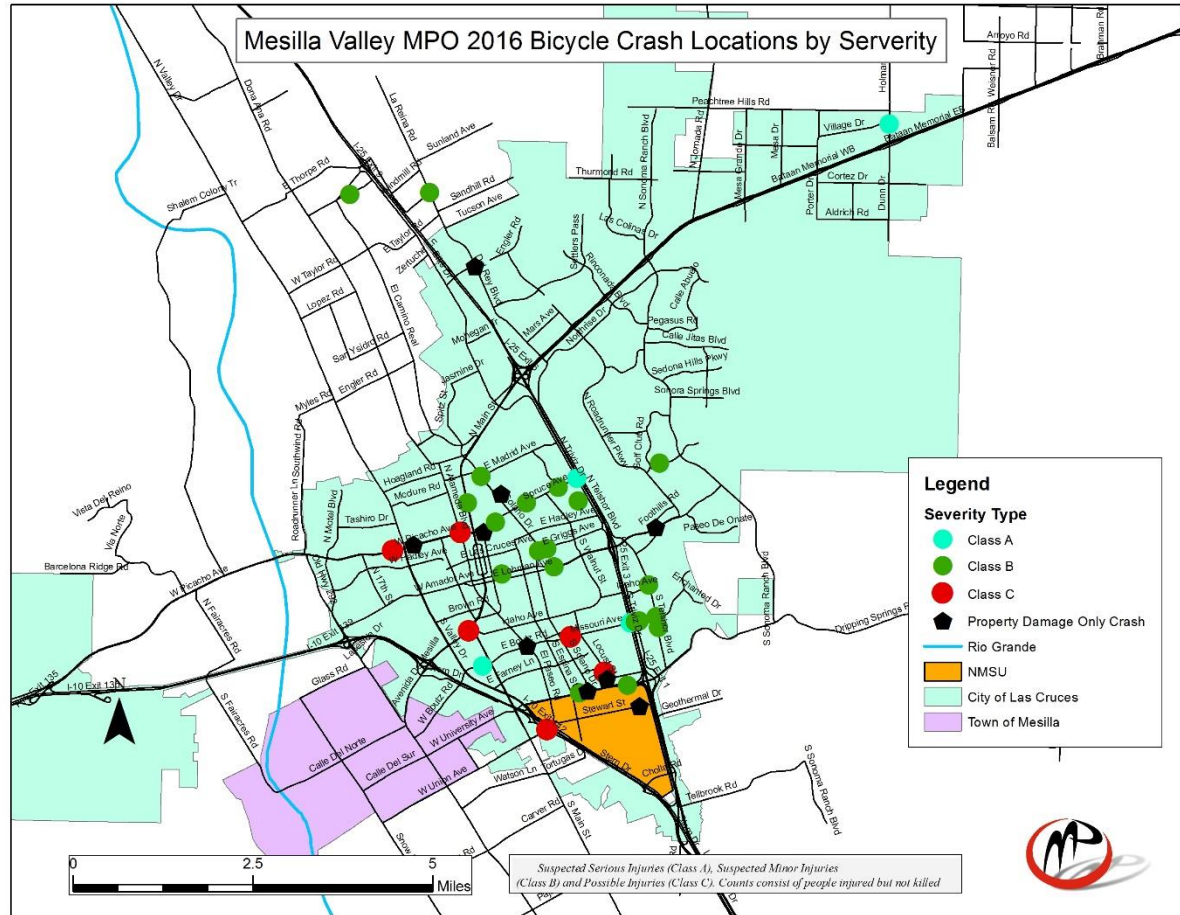
The highest crash rates per corridor are for the following corridors: Lohman and Amador from Melendres to I-25; Idaho from Solano to Main; University from I-25 to Triviz; and Main from Idaho to Amador

9. MPO Mesilla Valley MPO Pedestrian Crashes



The pedestrian crashes are concentrated along Missouri and Idaho. The two fatalities were located on Telshor and along I-25.

10. Mesilla Valley MPO Bicycle Crashes



9. MVMPO 2016 Causes of Crashes

Cause of Crash	Count	Rank	Percent
Driver Inattention	948	1	24.7%
Failed to Yield Right of Way	569	2	14.8%
None/Missing Data	558	3	14.5%
Following Too Closely	318	4	8.3%
Other Improper Driving	231	5	6.0%
Alcohol/Drug Involved	154	6	4.0%
Disregarded Traffic Signal	127	7	3.3%
Improper Lane Change	125	8	3.3%
Made Improper Turn	116	9	3.0%
Other - No Driver Error	96	10	2.5%
Excessive Speed	86	11	2.2%
Improper Backing	84	12	2.2%
Avoid No Contact - Vehicle	70	13	1.8%
Avoid No Contact - Other	49	14	1.3%
Speed Too Fast for Conditions	49	14	1.3%
Passed Stop Sign	48	16	1.2%
Drove Left Of Center	46	17	1.2%
Inadequate Brakes	43	18	1.1%
Improper Overtaking	32	19	0.8%
Pedestrian Error	26	20	0.7%
Defective Tires	25	21	0.7%
Other Mechanical Defect	21	22	0.5%
Driverless Moving Vehicle	10	23	0.3%
Defective Steering	6	24	0.2%
Road Defect	4	25	0.1%
Vehicle Skidded Before Brake	3	26	0.1%
Grand Count	3844		100.0%

By far the highest percentage of causes for crashes is “driver inattention.” “Driver inattention” could be actions such as texting or talking on a cell phone, changing radio stations and other distractions. It is suspected that texting is now a major cause for crashes. Missing data is prevalent among the “reasons” for the crashes and ranks 3. Drug and alcohol abuse is ranked 6.

Recommendations and Conclusion

Overall crashes are decreasing in the Mesilla Valley MPO Area and all of the State targets will be met within the MPO area the exception of reduction in serious crashes per 100 Million vehicle miles travelled. There is a

decreasing amount of fatalities, but this amount is volatile and could change from year to year based on numerous and sometimes unpredictable factors. The number of pedestrian and bicycle crashes are increasing.

Recommendations:

1. Better recording of crash data by law enforcement with specific reasons for collisions.
2. Increased enforcement to reduce fatalities due to alcohol and drug abuse.
3. Studies of intersection and corridors ranked high in this Safety Report.
4. Improved pedestrian and bicycle facilities.
5. Traffic calming to reduce crashes and severity.
6. Encouragement of use of public transit.
7. Better land use and transportation integration to reduce VMT.

Resources:

Crash Data for the United States:

<https://crashstats.nhtsa.dot.gov/#/>

National Highway Traffic Safety Administration

<https://www.nhtsa.gov/>

National Safety Council (motor vehicles):

<https://injuryfacts.nsc.org/motor-vehicle/overview/introduction/>

New Mexico Traffic Crash Annual Report (2016):

<https://tru.unm.edu/Crash-Reports/Annual-Reports/annual-report-2016.pdf>

New Mexico Traffic Crash Reporting:

<https://tru.unm.edu/index.html>

State of New Mexico Uniform Crash Report Instruction Manual

<http://nmtrafficrecords.com/wp-content/uploads/NM-UCR-InstructionManualFinal-09-091.pdf>

Transportation Performance Management (TPM) Tool Box:

<https://www.tpmtools.org/guidebook/>

Vision Zero Network:

<https://visionzeronetwork.org/>

Appendix A: MVMPO Vehicle Miles Travelled (2011-2019)

Year	2011	2012	2013	2014	2015	2016	2017	2018	2019
Est. Annual VMT (Millions)	984.12	966.92	927.43	1,011.58	1,329.69	1,368.41	1,472.11	1,571.86	1,671.60

