MESA VALLEY METROPOLITAN PLANNING ORGANIZATION
POLICY COMMITTEE

The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning Organization (MPO) Policy Committee which was held December 12, 2018 at 1:00 p.m. in the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.

MEMBERS PRESENT: Harold Love proxy for Trent Doolittle (NMDOT)
Councillor Jack Eakman (CLC)
Commissioner Kim Hakes (DAC) (arrived 1:04)
Trustee Stephanie Johnson-Burick (Town of Mesilla)
Councillor Gabriel Vasquez (CLC)
Commissioner Benjamin Rawson (DAC) (arrived 1:10)
Commissioner Isabella Solis (DAC)
Councillor Gill Sorg (CLC)

MEMBERS ABSENT: Mayor Nora Barraza (Town of Mesilla)

STAFF PRESENT: Andrew Wray (MPO staff)
Michael McAdams (MPO staff)
Valerie Sherman (MPO staff)

OTHERS PRESENT: Soo Gyu Lee (CLC)
Becky Baum, RC Creations, LLC, Recording Secretary

1. CALL TO ORDER (1:02 PM)

Eakman: Good afternoon members of the Metropolitan Planning Organization Policy Review Committee. I’d like to call this meeting to order and thank everyone for being here this morning.

2. PLEDGE OF ALLEGIANCE

Eakman: I wonder if you would all join me in the Pledge of Allegiance.

ALL STAND FOR THE PLEDGE OF ALLEGIANCE.

Eakman: Thank you so much.

3. CONFLICT OF INTEREST INQUIRY

Eakman: I’d like to ask if anyone has a conflict of interest with anything on the agenda today. Would you please declare if you do or you don’t?

Vasquez: None.
Sorg: None.

J-Burick: None.

Solis: None.

Love: None.

Eakman: Thank you so much. I've been told that I need to move this meeting along crisply today and so I think we can do our best to do that today.

4. PUBLIC COMMENT

Eakman: Is there any public comment before we begin with the other business? Any public comment? Hearing none.

5. CONSENT AGENDA *

Eakman: We have a consent agenda that only includes the approval of minutes. I wonder if there is a motion for that.

Vasquez: Move to approve.

Sorg: Second.

Eakman: It has been moved and approved that we pass the consent agenda. Would you take the roll, please?

Wray: Yes Mr. Chair. Mr. Love.

Love: Yes.

Wray: Commissioner Solis.

Solis: Yes.

Wray: Trustee Johnson-Burick.

J-Burick: Yes.

Wray: Councilor Vasquez.

Vasquez: Yes.

Wray: Councilor Sorg.
Sorg: Yes.

Wray: Mr. Chair.

Eakman: Yes. Thank you.

Wray: I think Mr. Love didn't think we were going to vote, he was going to vote today.

Eakman: Mr. Love gets to vote. You're on the record now.

6. *APPROVAL OF MINUTES*

6.1 *November 14, 2018*

- VOTED ON VIA THE CONSENT AGENDA

7. ACTION ITEMS

7.1 Resolution 18-12: A Resolution Adopting the 2019 Mesilla Valley MPO Meeting Calendar

Eakman: We have action items coming up, three of them and so Andrew if you would please.

Wray: Thank you Mr. Chair. This item begins on page 37 of the packet if the Policy Committee would like to follow along there. The Committee will recall that at the November meeting the action item that was on that agenda to set the 2019 Mesilla Valley MPO Meeting Calendar was moved to December. That is the action item that is now before you. There were a number of conflicts that staff had to resolve to ultimately bring before you the calendar that you see displayed on the screen and in your packet.

There are a couple of things I do want to highlight. One of the first is, I'm going to use this opportunity to inform this Committee that the New Mexico Department of Transportation has altered the TIP cycle slightly. It is now going to be the practice of this MPO that the BPAC will address TIP amendments in the second month of every quarter. And the TAC and the Policy Committee will address amendments in the final month of every quarter, in the third month.

The reason for this is that there was a change in procedure at the NMDOT level. The Transportation Commission no longer reviews the STIP on a quarterly basis. I believe they review it on an annual basis now and DOT felt that it was in the public interest to shift the schedule down the quarter a bit to provide more opportunity for public comment at the beginning of the TIP cycle. This in a way is also very beneficial for this MPO as this Committee is aware, the November meeting this year was
very difficult for this MPO to put together. Historically November has been
a problem month for this MPO. In fact, citing my own experience, the only
meeting that this Board has failed to make quorum on the day of the
meeting was a November meeting. So for that reason even though
November will continue to be difficult, we were not able to make
arrangements with the City of Las Cruces to have use of this Chamber in
the first week of November. So the schedule that is before you today is
for the standard practice to continue for this Committee to meet in the
second week of November, which does open up a potential conflict with
the Board of County Commissioners dealing with the Veteran’s Day
Holiday. But staff felt that there was no other option but then to proceed
with scheduling the meeting the second week of November, with there
being a little bit less pressure on having that meeting should it become
apparent that we will not be able to have it. That being said, the
November meeting from the standpoint of kind of the rhythm-and-flow of
MPO work will still continue to be important periodically for the purposes of
performance measure adoption. So I do ask that Policy Committee
Members both now and in the future please do keep that in mind and if at
all possible, if it looks like we’re not going to be able to make a critical
meeting, either in November or any other time of the year, to please
appoint a proxy so that we’ll be able to get these required decisions made.

The last note on the Calendar it was requested of MPO staff to
have an eye for the 2019 Dominici Conference. That Conference is
scheduled to take place as of right now in the third week of September, so
there would be no conflict there.

We are asking for action on this item today. We do have the
January meeting, it’s always historically been the practice, we have the
January meeting of the following year scheduled so if for some reason the
Policy Committee is uncomfortable with action today, we do have one
more month available, but we would absolutely have to take action at that
meeting. But staff is asking the Committee to take action today and I’ll
stand now for any questions.

Sorg: I’ll move to approve this resolution for the schedule of meetings.

J-Burick: Second.

Eakman: It has been moved and seconded that we approve the adoption of a
resolution on our meeting calendar for 2019.

Wray: Mr. Chair, I apologize who made the second? I did not catch it. Madam
Trustee. Thank you.

Eakman: It has been moved and seconded, discussion. Welcome Commissioner
Hakes. Good to see you today.
Hakes: May I speak?

Eakman: You may.

Hakes: So the first meeting is January 9th and the first time the Commission meets is January 8th. There are no Committee assignments, there's three new incoming of the five, it's not likely you could have a problem where nobody from the County will make the meeting. That's just a flaw with the schedule.

Wray: Mr. Chair, if I may.

Hakes: You've dealt with it before I'm sure.

Wray: Thank you very much Commissioner. We do appreciate that. Historically I will confess that very issue has come up before. Unfortunately, there really is no means of addressing it because the Board of County Commissioners schedule is what it is for committee appointments and the MPO schedule really is what it is. We do keep an eye on that. I assure you staff will be monitoring that meeting very closely. We hope to be able to make contact with new designees as quickly as possible. We have spoken to some of the incoming Commissioners already, letting them know, so we hope to be able to make quorum in January. We are aware of the prospect that we may not and with that knowledge that's really all that we can do to proceed. But thank you very much Commissioner.

Eakman: Thank you so much. But that also means we better pass this Calendar today.

Wray: Yes, please, Mr. Chair.

Eakman: Very good, any other comments or questions? Would you take the roll please?

Wray: Yes Mr. Chair. Mr. Love.

Love: Yes.

Wray: Commissioner Hakes.

Hakes: Yes.

Wray: Commissioner Solis.

Solis: Yes.
Wray: Trustee Johnson-Burick.

J-Burick: Yes.

Wray: Councilor Vasquez.

Vasquez: Yes.

Wray: Councilor Sorg.

Sorg: Yes.

Wray: Mr. Chair.

Eakman: Yes.

7.2 Resolution 18-18: A Resolution Endorsing an Application to NMDOT for the Congestion Mitigation and Air Quality (CMAQ) Non-Mandatory Open Call for Projects

Eakman: And then the next resolution if you would Andrew.

Wray: Thank you Mr. Chair. We have with us today I believe Mr. Lee is going to give the presentation on behalf of the City of Las Cruces for the City of Las Cruces Application for the Congestion Mitigation and Air Quality Application.

Eakman: Welcome Mr. Soo Gyu Lee.

Lee: Good afternoon Mr. Chair and Members of the Committee. This project is part of our $40 million ITS 20-year plan. Specifically we would like to focus at this time on four major corridors. You can find some of the information on the map in your packets. Sorry, I did not prepare the presentation because I rely on the packet because this is not the first presentation. My understanding is that most of the Council members, City Council Members, it's the third time actually to present to the Council and we already presented to the BPAC and the TAC Committees.

One of the corridors is Lohman from Walnut to Amador; and the second one is South Main Street from Idaho to Union; and the next one is Madrid from Telshor to South Main; and the last one is Valley from Avenida de Mesilla to University. Also we would like to make a connection on University. There is a little segment that is not connected between El Paseo and South Main, and then also Union Avenue from University to South Main.

This project consists of the expansion of our fiber optic interconnect and also any software upgrade and then also the replacement of any
traffic signal equipment related to the adaptive system. We expect approximately 10-15% improvement on each corridor, but it depends on the location because each corridor and the location has a different situation. So our expectation varies. Also we expect between 10-20% about the emission reduction, but unfortunately again we cannot give an exact range at this point. Again it depends on the traffic volume on each corridor, so we cannot give you an exact number.

Once we have done this we are going to continue to focus on the remaining TO-1 the corridor on our map. City of Las Cruces has the Intelligence Traffic System Plan is a 20-year and then we expect to spend about $40 million. So far we have spent approximately $3 million and we request at this time $5 million and then a little over $700,000 City match. I stand for any question you may have.

Eakman: Mr. Soo Gyu Lee. If I'm understanding the project well, this is all about the synchronicity of our traffic signals?

Lee: Mr. Chair. Yes, that is a part of, but the major focus is the expansion of our Interconnect, which is the fiber optic, because without the fiber optics, which is the backbone of our traffic system, we are not able to implement any new technology or system. But as a result of the expansion and the implementation of the system, yes we will.

Eakman: And the improvement at 10-15% is that the improvement of traffic flow?

Lee: Yes sir.

Eakman: And thus the mitigation of air pollution is because traffic flow is better?

Lee: Exactly right.

Eakman: Okay. Thank you. Yes Councilor Vasquez.

Vasquez: Thank you Chair Eakman. Thank you Mr. Soo Gyu Lee for that presentation. I think this is a much needed improvement to streamline some of our traffic signal operations and standardize them across the board as one way to deal with our traffic issues. I do have a question about the timing. It looks here like Lohman/Boutz/Main Street and South Valley for these proposed corridors are also some of them currently under construction others are not, but provide relief from construction areas currently. What is the timeline on this and what with the construction look like on the ground in terms of potential access limitations for motorists?

Lee: Our proposed location on Lohman is from Walnut to Main Street. We tried to minimize the conflict between these projects and our Downtown project. We expect that there is a minor interruption because most of the work we
are expecting to use our existing pathway which means that there is an existing pathway available for our fiber optic line. So what we plan to do is we're going to pull out the old communication line from the existing pathway and then pull the fiber optic line through the existing pathway. So we are not expecting any interruption in that area.

Vasquez: So is that for all of the areas of proposed installation of the fiber optic line? When you say minor interruption are you talking about one-lane closure? Are you talking about no-lane closures? What does that mean?

Lee: It depends on the location. But the estimate is that we are going to have a minimum interruption of traffic flow. The worst case is a one-lane closure in a very limited area for any concrete work. Other than that we are not expecting any street closure or any interruption of the existing traffic flow.

Vasquez: And this is for all of the streets? Not just Lohman? Is that correct?

Lee: Yes sir.

Vasquez: Okay. And again just a question about the overlap within existing construction projects, what is the timeline for start and finish on these?

Lee: I cannot give you the exact timeline because we do not know exactly when the money is going to be available for this. That's the reason I cannot give you the timeline, but we're probably going to overlap a little bit, but as you know most of the construction on the Downtown project on the southern part of the area is almost completed. So I'm not expecting any major interruption between this project and the Downtown project.

Vasquez: Thank you. Part of the concern there is not just for current areas under construction, but some of these are providing relief from existing construction areas where traffic is heavy to avoid some of the construction areas. So once we receive funding, Mr. Soo Gyu Lee, do we then have to implement the project immediately? Is there a certain time frame with which we can start and finish the project? I'm just thinking about being able to stagger these projects in a way that minimally affects both businesses and motorists.

Lee: At this point we don't have a definite plan, which one we're going to start first. Once we get the money we're going to have a meeting with the City Design teams and our Construction team so we can find out the minimized interruption for the existing contracts. The same thing, we also have a plan to meet with the NMDOT because there are other areas on Valley, it's going to interrupt the Valley Project. So we definitely will have a coordination meeting with the City and the NMDOT and if the corridor or any area interrupt with DAC or the Town of Mesilla we will definitely have
the coordination meeting before we start. Then also we plan to have, I don't know yet but we definitely will have a meeting with any business owner if it's going to interrupt, but we're not expecting it because we've been doing this project since I'd say about 2011. We've never had any issue with any business owners or residents.

Vasquez: Thank you. I appreciate the due diligence on that and I appreciate your consideration of working with other departments on their existing construction or planned construction projects. Lastly, in terms of what this represents for your end user, your motorists who will be sitting at one of these intersections, what can they expect to change at some of these stoplights as part of this new system being connected to the larger fiber optic system? What will be the major difference there for folks?

Lee: It is kind of difficult to feel the big difference because 10-15% of increase means the travel time from Point A to Point B. As you know the traffic we call the network so it's all connected, so it is extremely difficult to evaluate or measure the exact improvement. How we measure the improvement is that we actually use our Bluetooth module to measure the travel speed and then also the travel time from Point A to Point B. How I can say 10-15% is we already implement this system along Lohman, I understand there is still a lot of residents and the drivers they still have a concern and they experience some congestion, but compared to before we implemented this system versus after we implemented based on the study and then also the third party the engineering firm, they confirmed there's approximately 18% of the improvement in terms of the travel time. Still there is another component which is called the progression. Going from Point A to Point B, if it's long enough, then how many times are they actually going to stop at a red light. That's the measure we're supposed to measure it, but unfortunately, it is impossible to measure at this point with the current technology. So we only measure based on the travel time only.

Vasquez: Very good. Thank you Mr. Lee. Thank you Chair.

Lee: Can I add, Mr. Chair. I forgot to mention about the one thing. This project is not only a benefit to the City of Las Cruces. This project will benefit Doña Ana County and the Town of Mesilla. As everybody knows, the City of Las Cruces maintains three intersections along Avenida de Mesilla within the Town of Mesilla, and then also the intersection in Doña Ana County which is Dripping Springs and Sonoma Springs. So even that area and then also along Picacho, the NMDOT and then on North Main we also maintain. So that's the reason there's a benefit to NMDOT, City of Las Cruces, Town of Mesilla and the Doña Ana County. It impacts this whole region.
Eakman: Thank you so much for that. Yes Mayor Pro-Tem Sorg.

Sorg: Thank you Mr. Chairman. I have to go back to where you made a comment on a question that was asked by Councilor Vasquez dealing with the disruption on the street, in other words installing the lines and you said that there was at least one case of the six different places you're going to do this, where you're going to replace the existing line with fiber optic, right?

Lee: Yes sir.

Sorg: Okay, so what is the existing line made of?

Lee: Right now the existing line we call the twist of pair. Like old communication lines, the telephone line, that is what it looks like, but we call the copper, which is the second generation of the communication line. But with the copper line we are not able to make communication from the Traffic Management Center in the traffic building which is you know most of the ...

Sorg: Yes, yes I've seen it.

Lee: From that point to each intersection with that. So the only way we can make a control at the TMC to each intersection with the fiber optic, because of the amount of traffic, the data back and forth between the TMC and each intersection we need to have this fiber optic line.

Sorg: Okay.

Lee: Yes.

Sorg: So I assume that copper wire, that telephone wire if you will, is enclosed in a larger conduit. It's not just wire buried in dirt.

Lee: Yes sir.

Sorg: Yes, it's in conduit rather.

Lee: Yes sir. So right now we ... 

Sorg: Thank you very much.

Lee: Okay.

Sorg: That's enough.
Eakman: Are there other questions? Yes Trustee Johnson-Burick.

J-Burick: Thank you Mr. Chair. I guess with some of the uncertainty regarding when the funding is coming, the indetermination at this point of where the project is going to start and then we won't know until again, when the project actually gets started or we get the funding, we won't know the status of the current traffic projects that are currently going on within the City and the County, is it possible to get an update to the Committee when we actually get the funding and we have some of these meetings that are going to take place so we can be advised?

Lee: Definitely, we can have a presentation after we have got the money, but I would like to let you know this project is going to be moving really fast. We expect six corridors we can get it done within a year. So for example, we recently completed the upgrade along El Paseo from South Main to University. It only took like three months. But there is a minimum of interruption whenever we have to replace the existing box. That's the only time we actually take about half of the lane and then we might have a little bit of interruption to the business access. Other than that it's pretty much, nobody will even know that there's any construction that is happening.

J-Burick: All right. Thank you, thank you Mr. Chair.

Eakman: Are there other questions? I would like to recognize that Vice-Chair Rawson has joined us. Appreciate it. Any other questions or comments? Would there be a motion to approve this resolution?

Sorg: Move to approve.

Eakman: Is there a second?

J-Burick: Second.

Eakman: It has been moved and seconded that we approve this resolution. Would you take, are there more questions or comments? Hearing none. Would you please poll the Board?

Wray: Yes Mr. Chair. Commissioner Rawson.

Rawson: Yes.

Wray: Mr. Love.

Love: Yes.

Wray: Commissioner Hakes.
Hakes: Yes.

Wray: Commissioner Solis.

Solis: Yes.

Wray: Trustee Johnson-Burick.

J-Burick: Yes.

Wray: Councilor Vasquez.

Vasquez: Yes.

Wray: Councilor Sorg.

Sorg: Yes.

Wray: Mr. Chair.

Eakman: Yes. And if I may comment Mr. Lee your English proficiency keeps improving and improving and improving. My hat's off to you sir for all that self-study it must be taking.

7.3 Resolution 18-19: A Resolution Adopting the 2018-2023 Transportation Improvement Program

Eakman: And the next resolution then Andrew.

Wray: Yes Mr. Chair. Thank you. The next resolution that we have before the Committee today is a TIP Amendment requested by the New Mexico Department of Transportation. This amendment is LC00300 on US-70 the bridge over the outfall channel. That project has been in our TIP for Federal Fiscal Year 2019.

The DOT wishes to increase the Bridge Preservation Funds included in the project by $1.1 million, which would bring the project cost listed in the packet and on the slide is the total project cost after the $1.1 million, so the total project cost would then be $5,808,000. And for the Performance Measure Justification NMDOT provided text that the project will address pavement and bridge condition. That is the only amendment being requested today.

Eakman: Are there any questions on this? Hearing none. Does anyone want to move approval?
Vasquez: Move to approve.

J-Burick: Second.

Eakman: It has been moved and seconded. Is there a discussion? Hearing none. Andrew would you poll the Board?

Wray: Yes Mr. Chair. Commissioner Rawson.

Rawson: Yes.

Wray: Mr. Love.

Love: Yes.

Wray: Commissioner Hakes.

Hakes: Yes.

Wray: Commissioner Solis.

Solis: Yes.

Wray: Trustee Johnson-Burick.

J-Burick: Yes.

Wray: Councilor Vasquez.

Vasquez: Yes.

Wray: Councilor Sorg.

Sorg: Yes.

Wray: Mr. Chair.

Eakman: Yes. And Andrew I wonder if we could off the agenda for a moment to recognize some of our members who this will be their last meeting.

Wray: Certainly Mr. Chair. We can certainly do that. This will be the final meeting attended by Commissioners Rawson and Hakes as members of the Policy Committee. We actually have some gifts for our outgoing Policy Committee members from staff that we prepared to thank them for their service during their time with us. Staff is keenly aware that there is a lot more that goes in to being an MPO Policy Committee Member than just
sitting on the dais. It is something that requires investment on the part of every individual and staff deeply appreciates the efforts brought to the table by all of our members. So we would take this time at the Chair’s discretion to thank our outgoing members for their service.

Hakes: Wish you weren’t so happy about it. No I’m just kidding.

Eakman: I would like to recognize these two fine members. I appreciated the attention. I’ve appreciated you being here and Vice-Chair Rawson you’ve never had really to really fulfill your responsibilities that much this year.

Rawson: I’m very grateful. Our Chair has been so loyal and been here all the time. I haven’t needed to fill in.

Eakman: We’ll see yet. Very good.

Rawson: Although I will say, if we get the construction on Valley resolved a little more maybe I will be on time. So it’s a little difficult to get across town right now with that.

Eakman: Oh, is there construction going on down there?

8. DISCUSSION ITEMS

8.1 MVMPO Safety Presentation

Eakman: Let’s move on to our discussion items Andrew.

Wray: Thank you Mr. Chair. I would like to introduce Dr. Michael McAdams who will be presenting the Safety Data from 2016.

Eakman: Dr. McAdams.

McAdams: Good afternoon Policy Committee. I would like to talk about our Safety Report for 2016.

Eakman: Dr. McAdams would you get right into the microphone?

McAdams: I want one of those little headphones. So the Safety Report for 2016 and one of our goals for the 2040 MTP and also continue the update is safety for motorists and pedestrians and bicycles, our most vulnerable people. We’re not about just keeping vehicles move fast or quickly, but looking at pedestrians and bicycles, a multimodal system.

Improving safety is not just regulation, it’s not just intersection improvements or geometric, it’s really multifaceted. We know that crashes are related to multiple factors; inattention, texting particularly, driving while
on drugs or alcohol, geometric design, as I said before, and the amount of vehicle miles traveled because as vehicle miles traveled increases, the more crashes increase too. So we have to look at, we can't just, one size does not fit all, it's really a multiple of different factors that can decrease crashes.

If you notice that something called Transportation Performance Management is related to what we talk about standards and targets we talked about before and actually is a data driven process. So you're going to look at goals and targets and then look at the data and are we increasing or decreasing, in this case crashes. And again it's data driven. It's very, it is not something new it's been around for quite a while now.

Most of the things we emphasized last time were the standards are fatalities. Unfortunately our fatalities are increasing, but you can see it's very volatile. You go up and down very, very rapidly, but projection wise it's sort of decreasing and increasing right. Serious injuries, which is basically possible injuries and that's Class A, has been decreasing, which is very fortunate. A lot of those probably deal with different technologies, air bags, automatic braking systems, etc. and every time you get an improvement technology your injury crashes go down.

Non-motorized fatalities unfortunately have gone up. But in the future they will probably stay stagnant. So that's kind of good and bad. If we continue on the same way we'll be doing.

Fatalities per vehicle miles is not increasing by vehicle miles, but actually staying stagnant. So that means as we increase our vehicle miles it's actually going down because the crashes are not going up proportionately with the vehicle miles. Serious Injury again Class A by vehicle miles traveled is going down as predicted. We hope it continues that way too.

Crashes by intersection if you look at this is a general, it's also in the report and there at particular places too. So we just talked about the Lohman/Walton, Walnut and Lohman and Telshor that's where a number of our overall crashes are occurring. You can also see along Lohman in general and somewhere like Missouri also has proportionately a greater number of traffic collisions too, all kinds of collisions. Here you see it's off of the report, but basically this is by total number not by crash rate and of course comes out on top is Telshor and Lohman. But we look at the next line you see that measured by vehicle miles travelled are entering vehicles to the intersection. it decreases. It doesn't come out on top.

Here you have the area intersections by crash rates. The same thing million vehicles entering an intersection and actually we see that Lohman's not so big because it's really a high-traffic intersection and others like Bataan Memorial come out on top. That means that if you had a low-volume intersection and you had a lot of crashes it would pan out. So if you look at total numbers, that would not be a big important, not come out very well, but when you look at vehicle miles travelled it comes up, which means that there is some significant problems beyond just the
probability of crashes occurring. Because it doesn't matter to a certain
degree how many vehicles you have coming in or safety precautions at
intersections there will always be injuries or crashes and/or fatalities in
some situations too.

Here are the fatalities by factors. If you notice that the majority of
the crashes have been related to drugs and alcohol. The others which is
kind of concerning that we don't hear reports of anything. Let me go back.
DOT, it goes through DOT, but a lot of times the police do not report what
the cause of the accident, so we would like to get more of that reported
too.

Here are serious injuries by type. If you, this is sort of telling about
which are the most dangerous corridors. Which is Lohman, again Lohman
and Amador and then also the clusters around University and along
Telshor as well. With other, the other ones is quite a cluster, a two cluster
of Del Rey and Triviz and Elks and also cluster around the Three Crosses
area, but many of this is 2016 we'll probably see an improvement or a
decrease in collisions in some of those locations.

If you look at pedestrian crashes what you notice is that there are a
few on University, which you would think would have a number because of
the University students, actually the clusters around Picacho and then
around Missouri and Idaho. And that's unfortunately due to, not
unfortunately, is due to probably that's a very low-income area and many
people have to walk. So more pedestrians usually equals more crashes.

You look at severity again, sort of predictable, but what is really
noticeable is on Picacho and Spruce. There are a number of pedestrian,
excuse me, bicycle crashes those that have injury related. If you look at
the cause of crashes the biggest one, no doubt, is far (inaudible) the other
ones is inattention and you can almost say those were related to texting.
And I'm sure you've been at intersections and you've seen people texting
going through intersections or on their phones. I'm not sure what we can
do about it, but it is the cause. The other cause is about number three, is
no data. Which of course, I know I'm probably preaching to the choir, but
you know we can get better data we can make better decisions.

Conclusions are overall crashes are decreasing in absolute number
and per million VMT. But if you look at closer serious injuries have also
been steadily decreasing. There is an increase in total non-motorized
injuries and fatalities and by absolute number there is an increase in total
fatalities. Also, the crash rate fatalities per 100 million, excuse me, that's a
hundred not a hundred, hundred thousand million is stagnant and the
amount of fatalities is small and volatile. For example, we could have four
fatalities at one intersection and that would bring it right up. So it could go
downward very rapidly or also come up very rapidly too. It's because it's
small and so any kind of projections has a high margin of error or
significant value. I wouldn't bet my paycheck on it. But it's kind of good.
We have to remember it is going up and we should be alarmed, not
alarmed, be cautious for fatalities, but the other thing, we should take that
in mind that it's such a small number. So we're blessed to have a small
number.

Intersection crashes are concentrated in the areas around major
traffic generators. You're looking around the Mall, Wal-Mart on Lohman
and also around the area of Triviz where we have Lowe's etc. around
major traffic generators.

Traffic crash or concentrate in areas around, excuse me,
pedestrian crashes are concentrated along Missouri. Bicycle crashes are
concentrated near University and Picacho and Spruce. And I stand for
any questions. Thank you.

Eakman: Mayor Pro-Tem Sorg.

Sorg: Thank you Mr. Chair. Thank you Dr. McAdams. Could you go back to the
slide that shows the MPO area intersections by crash rates per 100 million
vehicle miles travelled entering vehicles?

McAdams: That's it right there.

Sorg: Yes. I'm noticing the top three intersections there in the red and the blue.

McAdams: Right.

Sorg: Of course is Lohman, but curiously it's at Foothills and Telshor

McAdams: That's Foothills.

Sorg: The red one?

McAdams: That's correct. That is in fact Telshor.

Sorg: But I'd like to bring your attention to the one up there at Rinconada and
Bataan Memorial.

McAdams: Absolutely.

Sorg: Now is there a traffic light at that intersection?

Wray: Mr. Chair, Councilor Sorg. That's actually right in the neighborhood of
where I live and no there is not. There is not a traffic light at that
intersection.

Sorg: Thank you. As I recall that is where you live. So what are, what, how
should I say it, it will be up to the City to decide the warrants warranted
traffic light there I assume? And do you know if there's any action on that,
some data collecting for example?
McAdams: Mr. Chair, Mr. Sorg. I don't know if there is any data collection. We collect traffic volumes, and crashes are done by the State. That's all the data we have. Obviously I think there is warranted not to use the word warranted in the legal term or the traffic, but I think it is warranted to study that intersection particularly.

Sorg: Is it, what's the right word? Do you have the authority, maybe that's too much of a word, authority to advise the City of Las Cruces to study that intersection or any other one for that matter?

McAdams: Mr. Chair, Mr. Sorg. We can recommend and that's partially what we're doing is recommending looking at obviously places that have crash rates, but we don't have the authority to say you have to do it.

Sorg: Okay. Right.

McAdams: And what's really and maybe the DOT can also comment, the Highway Improvement Safety Programs there is no money until about two or three years from now, at most two years. So the money would have to come from the City.

Sorg: That's right.

McAdams: To do this.

Sorg: Okay.

McAdams: Let me say. I would encourage the City to look at it, because there is something going on there that may or may not be correctable, be correctable.

Sorg: Okay. Will the MPO staff relay that message to City staff?

McAdams: What do you think?

Sorg: I mean it's like pulling teeth.

Wray: Mr. Chair, Councilor Sorg. At the direction of the Policy Committee we can certainly convey to Mr. Lee, who it's unfortunate that he is not here as he is the audience that this conversation, but MPO staff will inform Mr. Lee that this conversation took place

Sorg: Please.
Wray: At this meeting today regarding this particular intersection. Mr. Lee was present for this presentation at the TAC Meeting last week, but we will inform him of the interest of this Policy Committee in having that particular intersection analyzed and addressed.

Sorg: Okay. Thank you so much. Thank you again Mr. Chairman. I'm done.

Eakman: Thank you. Are there other questions or comments? Mr. Love.

Love: Mr. Chair. I would like to further address Mr. Sorg's concern. Actually the DOT has been working with the City based on future developments in that area of Rinconada and Bataan Memorial. There are some lots that are being developed that businesses are going to be coming in and as part of working with the City we're negotiating on a traffic signal being placed at that location.

Sorg: Oh thank you for saying that Mr. Love. Does that mean DOT will help pay for it?

Love: That's part of the negotiations.

Sorg: Okay, very good.

Eakman: Thank you Mr. Love. Other comments or questions on that? Hearing none. Dr. McAdams, thank you so much.

McAdams: Thank you Chair.

8.2 NMDOT update

Eakman: Mr. Love would you give us the NMDOT update please.

Love: Currently DOT has two projects in the area. As everyone's aware of, there's the Valley Drive project that's continuing. They're in Phase 1-B and 3-B of the project and all the activities are going on in those Phases utility, electrical, storm drain, sidewalk, curb and gutter and roadway.

And the other project that's ongoing is the guardrail on Interstate 10. The contractor is currently working westbound on Interstate 10 upgrading guardrail in the Las Cruces area. That's all we have for now. Anybody has any questions.

Eakman: I do Mr. Love. I wonder if you would like to comment on what might be happening in the future at Main Street and Avenida de Mesilla? We were just told by our Public Works Department on Monday evening that there's going to be buffer bike lanes installed there and some other things like that and to me that seems like there's more stress going to be on Avenida de
Love: I don't think I'm in a position to. I'm not familiar with that.
Eakman: You think that will be totally a City project?
Love: That's what I'm thinking.
Eakman: On Main Street?
Love: Yes.
Eakman: Okay. We'll need some more information on that from our Public Works.
Yes. Mayor Pro-Tem Sorg.
Sorg: Thank you Mr. Chairman. Mr. Love, sometime ago, not too long ago, I'd say within a year or so, Mr. Doolittle talked about a project resurfacing Highway 70/North Main from Elks/Triviz intersection to Del Rey. Where is that project now? It hasn't started I know.
Love: The design has started. We have a contractor on board and we're doing preliminary design. We have been having meetings with our consultant and we're in the preliminary design stage.
Sorg: Okay. When do you expect it will start to work?
Love: Coming off the top of my head, I think we have the project actually programmed in like 2022 somewhere around there.
Sorg: Whoa, okay. Hope it lasts that long. Thank you Mr. Chair.
Eakman: Other questions for Mr. Love?

9. COMMITTEE AND STAFF COMMENTS

Eakman: Why don't we go with staff comments right now.
Wray: Thank you Mr. Chair. On the screen before you staff wishes to notify the Policy Committee that an administrative modification has been executed in the Unified Planning Work Program for the Mesilla Valley MPO.
In the latter part of October of this year NMDOT notified this MPO that there was an additional apportionment that has been made available. I wish I had an explanation to provide to this Committee as to where this extra money comes from, but DOT historically does not provide it and they did not in this time. It's just there was more money available to all of the
MPOs across the State. The previous funding level from the Feds for the
PL Funds, which is the top column here, was $248,634, which required a
local match of $42,370. The new level that has been provided to this
MPO by NMDOT is $265,179 and that requires a local match of $45,190.
That's a difference, an addition of $16,545 of Federal money and requiring
a local match of $2,820.

Additionally we were also notified by NMDOT Transit and Rail that
our apportionment for Fiscal Year 2019, and I should specify these
numbers are all specifically for Fiscal Year 2019. These do not impact the
Fiscal Year 2020 numbers at all. We have a new apportionment of
$75,876 Federal dollars, which requires a local match of $18,969 which
requires an additional $390 of match.

Due to the guidance of NMDOT and the relatively small dollar
amounts here, this did qualify as an administrative modification. Staff has
processed it as so as of this past Friday. We had a deadline of this
coming Friday to get that done and so we are compliant with that deadline.
Again given the relatively small amount of money that was in addition,
staff apportioned the additional funds among the already existing MPO
work tasks and the UPWP along the same proportional lines as the
general grant. So basically program support and administration gets 20%,
TIP work gets 5% etc., etc. on across. The new program total for the total
local and federal amount for the PL funds, the Planning Funds is
$310,369. The FTA funds the 5303 Funds, is $94,845 for a total program
amount for Fiscal Year 2019 of $405,214.

Just as one last note of administrative housekeeping, as our fiscal
agent, the City of Las Cruces is the keeper of the actual budget and the
monies. There is an action item at this coming City Council Meeting on
December 17th to address the additional monies and match being
incorporated into the MPO budget and I'll stand now for any questions on
this item.

Eakman: Questions of Andrew? Does this mean the Christmas Party is on?

Wray: It does. We have it all decorated.

Eakman: Thank you so much.

Wray: We do have one other item Mr. Chair if I may.

Eakman: Yes.

Wray: MPO staff is now three of the four meetings into this initial phase of the
first round of public comment. I'm pleased to say that staff is moderately
pleased with the attendance that we have had at each one of these
meetings. Our attendance at each one of the venues so far has been up
over the attendance at each one of those venues at the last time that we
held public meetings for the MTP back in 2015. In some cases it has been kind of noticeably up, so we are very, very pleased about that. Our final meeting that we have during this kind of first phase of the first round is tomorrow down in Vado Del Cerro. Everyone is welcome to come attend this meeting and we encourage everyone to do so. We have had some representatives from the County Commission and the City Council visit some of our meetings so we have been very gratified to have that level of participation.

We also do want to request after the start of the New Year, we are very interested in going and speaking to the County Commissioner's Constituent Meetings and the City of Las Cruces District Meetings for each of the City Councilors, but we will interface with your local jurisdictions on that.

With regard to the Town of Mesilla, it is staff's intention to, with the kind permission of the Town of course, to host an open house in the Town of Mesilla sometime early to mid-January and potentially too, we've had some discussions with the Mayor, we may go do a presentation at a Town of Mesilla Board Meeting at a date as of yet to be determined. But I want to assure the Committee that the MTP is now well underway. We're getting some good input and our participation from the public is a little bit up over the last time. So I'll stand now for any questions on that.

Eakman: I guess there are no questions on that.

Wray: Thank you Mr. Chair.

Eakman: The next meeting in January will be at the County?

Wray: Thank you Mr. Chair. I had completely overlooked that, yes, that is absolutely correct. With the start of the New Year our venue does switch for the TAC and for the Policy Committee. We will be meeting over at the County on January, I'm afraid I don't have the date in front of me. The ninth I'm hearing and it will be over at the Doña Ana County Commission Chambers.

Eakman: Very good. And probably the first order of business will be election of officers for the 2019.

Wray: That will be on the agenda. Yes sir.

Eakman: Okay, excellent. Any other questions on that? Does the Committee have any comments today? Any members of the Committee have something they would like to report or? Yes Commissioner Hakes.

Hakes: I would just like to thank everybody for the experience. And I only have an eight or nine month perspective, but I wonder where the talk is ever about
the long-range prospects maybe for the bigger transportation plan for a route that goes around the north of the Valley or a circular route all around the City. Things that need to be planned well in advance before these things come upon us. We don't need to answer that now I just hope that somewhere that's being talked about and dealt with.

Wray:

Mr. Chair. If I may, I can speak to that Commissioner. There are some facilities that are projected to serve that purpose. Engler being kind of the most notable of being a regionally connecting route from the east side on that connecting point near US-70 all the way across, crossing I-25 down into the Valley on the west side there. That has been a projected alignment for many, many years. It has been very slow going. I will inform this Committee we did meet with your jurisdictional staffs in preparation for this MTP public comment phase to kind of get a feel for where all of the jurisdictions are as far as what they see as being important over the next five to ten and beyond period. And Engler was something that came up both from the City of Las Cruces and from Doña Ana County as an area of interest. It has been an area of interest for a long time. It's just been very slow developing as development has been slow in that area.

I also do want to, I don't know if caution is the right word, but inform this Committee that there are significant right-of-way issues with the alignment as it stands right now. There are at some point and I mean we certainly always as MPO staff encourage our jurisdictions to address these issues at each MTP, but at some point there are going to be some difficult political decisions that are going to have to be made about either shifting the alignment of Engler or changing an alignment or a designation to a different facility or making some of these hard decisions about, is the alignment going to go ahead and push through here and we're going to have to deal with the right-of-way costs etc. etc.

So I do certainly urge all the jurisdictions to please be thinking about these issues throughout this MTP process, both the benefits long-term but also the costs that will be involved in these decisions as well.

10. PUBLIC COMMENT

Eakman: Thank you. Is there any public comment at this time? I guess there is no public comment at this time. I've really enjoyed chairing these meetings for the past year. I thank so much of the Committee Members for the cooperation, the attendance, the flow of work.

Andrew I'd like to compliment you on the very smooth transition from Mr. Murphy to your current leadership. It's very much appreciated. Is there any other business to come before us today? Yes Trustee Johnson-Burick.
J-Burick: I just want to take this opportunity to wish everyone a wonderful Holiday Season and to extend my gratitude to Commissioner Rawson and Commissioner Hakes. Thank you.

Eakman: Hear, hear.

11. ADJOURNMENT (1:57 PM)

Eakman: If there is no other business to transact. We are adjourned.

Sorg: And Merry Christmas to all.

[Signature]

Chairperson