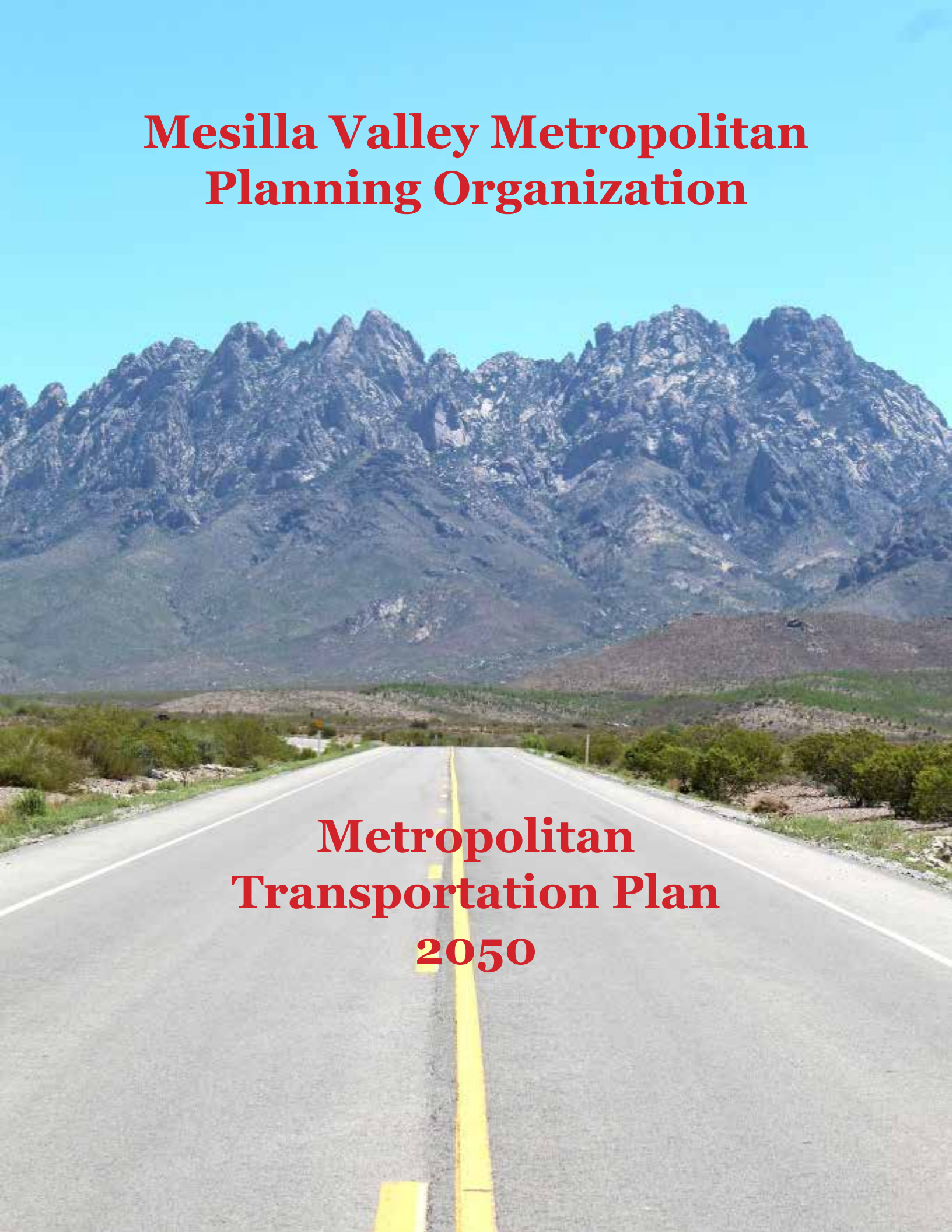
Mesilla Valley Metropolitan Planning Organization



Metropolitan Transportation Plan 2050

Mesilla Valley Metropolitan Planning Organization

Governing Board

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Jim Wilcox-Bicycle Community Representative

STAFF

Andrew Wray-MPO Executive Director
Dominic Loya-Transportation Planner
Katarina Provenghi-Transportation Planner
Kyle Metzgar-Associate Planner
Megan Ortiz-MPO Co-op

Common Acronyms and Abbreviations

Acronyms	Definitions
AADT	Average Annual Daily Trips
AASHTO	American Association of Highway Transportation Officials
ADA	Americans with Disabilities Act
BLM	Bureau of Land Management
BNSF	Burlington Northern Santa Fe
BPAC	Bicycle and Pedestrian Facilities Committee
DACC	Dona Ana Community College
EBID	Elephant Butte Irrigation District
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST Act	Fixing Americas Surface Transportation Act
FHTF	Federal Highway Trust Fund
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
IIJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JPA	Joint Powers Agreement
LCPS	Las Cruces Public Schools
LGTPF	Local Government Transportation Project Fund
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
MVITT	Mesilla Valley Intermodal Transit Terminal
NACTO	National Association of City Transportation Officials
NASA	National Aeronautics and Space Administration
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
NMSU	New Mexico State University
NTD	National Transit Database
O & M	Operation and Maintenance
PM	Performance Measure
PUD	Planned Unit Development
ROW	Right of Way

Common Acronyms and Abbreviations

Acronyms	Definitions
RTDs	Regional Transit Districts
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCRTD	South Central Regional Transit District
SHSP	Strategic Highway Safety Plan
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAM	Transportation Asset Management
TAP	Transportation Alternatives Program
TASM	Transportation Asset and Safety Management Plan
TAZ	Traffic Analysis Zones
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvements Program
TOD	Transit Oriented Development
TSMT	Traffic Safety Management Team
UNM-DGR	University of New Mexico Division of Government Research
VBC	Volume By Classification Data
VMT	Vehicle Miles Travelled
WSMR	White Sands Missile Range
YOE	Year of Expenditure Dollars

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Resolution

MESILLA VALLEY METROPOLITAN PLANNING ORGANIZATION

RESOLUTION NO. 25-13

A RESOLUTION APPROVING METROPOLITAN TRANSPORTATION PLAN 2025

The Mesilla Valley Metropolitan Planning Organization (MPO) Governing Board is informed that:

WHEREAS, the Mesilla Valley Metropolitan Planning Organization (MPO) is the transportation planning agency responsible for the planning and financial reporting of all federally funded and regionally significant projects for the City of Las Cruces, the Town of Mesilla, and the urbanized area for Doña Ana County; and

WHEREAS, 23 CFR §450.322 requires that all MPO's throughout the country adopt a minimum 20-year Metropolitan Transportation Plan for their respective jurisdictions; and

WHEREAS, the Mesilla Valley MPO previously adopted a long range transportation plan in 2020 and has conducted extensive review and involved the public and other governmental agencies to prepare Metropolitan Transportation Plan 2025; and

WHEREAS, the Metropolitan Transportation Plan 2025 represents a continuous, cooperative, and comprehensive transportation planning effort through identified goals, objectives and policies for all modes of transportation and being financially constrained within the 25-year planning horizon; and

WHEREAS, the MPO Staff following the requirements of the Mesilla Valley MPO Public Participation Plan (PPP), held public input hearings in two phases from February 14, 2024 to May 14, 2025 in order to solicit input about the 2020 Metropolitan Transportation Plan, entitled *Mobility 2045*; and

WHEREAS, on May 20, 2025 the Bicycle and Pedestrian Facilities Advisory Committee recommend approval of Metropolitan Transportation Plan 2025 with amendments to the Governing Board; and

WHEREAS, on June 5, 2025 the Technical Advisory Committee recommended approval of Metropolitan Transportation Plan 2025 with amendments to the Governing Board; and

NOW, **THEREFORE**, be it resolved by the Governing Board of the Mesilla Valley Metropolitan Planning Organization:

(I)

THAT the Mesilla Valley Metropolitan Planning Organization hereby adopts Metropolitan Transportation Plan 2025 as shown in Exhibit "A" attached to this Resolution.

(II)

THAT the documented public comments received by the MPO prior to the conclusion of the public comment period on May 14, 2025 regarding Metropolitan Transportation Plan 2025 are included in the Metropolitan Transportation Plan.

(III)

THAT the MPO Staff and the Committees of the MPO are hereby directed to utilize Metropolitan Transportation Plan 2025 for the continuous implementation of transportation plans and projects, including the Transportation Improvement Program (TIP) and Unified Planning Work Program (UPWP) and all ongoing or new plans and projects identified within the Metropolitan Transportation Plan 2025.

(IV)

THAT Metropolitan Transportation Plan 2025 contains the federally required performance standards listed in 23 CFR §450 and Metropolitan Transportation Plan 2025 will be amended to document progress on these performance standards. Additionally, Metropolitan Transportation Plan 2025 may be amended to document additional performance standards that may be required by the federal government in future.

(V)

THAT Metropolitan Transportation Plan 2025 will remain the in-force Metropolitan Transportation Plan for the Mesilla Valley Metropolitan Planning Organization until superseded by Metropolitan Transportation Plan updates.

(VI)

THAT the MPO Staff is hereby authorized to administratively update Metropolitan Transportation Plan 2025 for spelling and grammatical errors, mapping errors or updates, the removal of identified projects as they are implemented and/or completed, or to reflect the implementation of projects on various data, graphics, maps, and charts contained within Metropolitan Transportation Plan 2025.

(VI)

THAT the MPO Staff is hereby authorized to do all deeds necessary in the accomplishment of the hereinabove.

DONE and **APPROVED** this 11th day of June, 2025.

APPROVED:

Chair

ATTEST:

Executive Secretary

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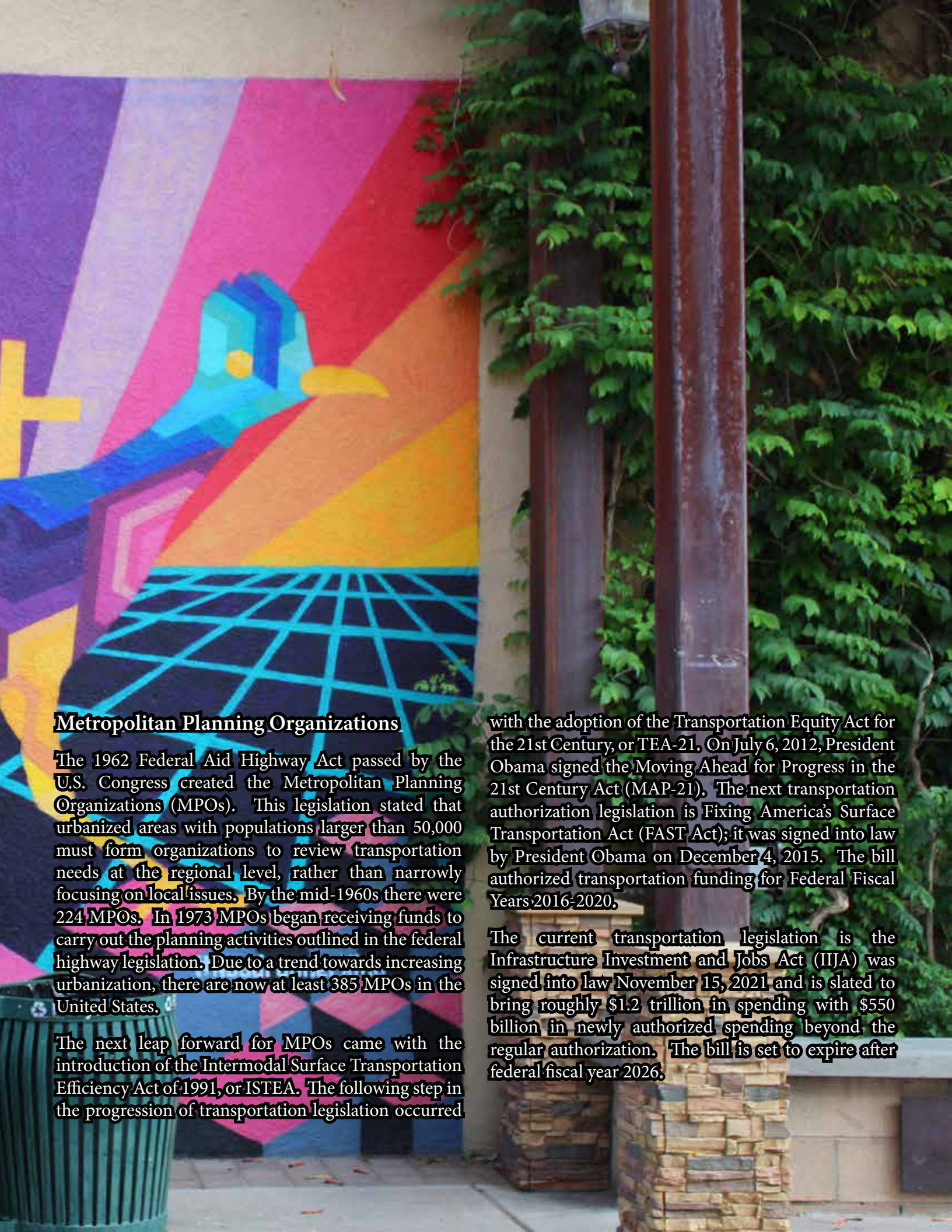
Chapter One
MPO Introduction


LOVE Las Cruces
ABSTRACT ZACH
Recycle
Trash



Metropolitan Planning Organizations

The 1962 Federal Aid Highway Act passed by the U.S. Congress created the Metropolitan Planning Organizations (MPOs). This legislation stated that urbanized areas with populations larger than 50,000 must form organizations to review transportation needs at the regional level, rather than narrowly focusing on local issues. By the mid-1960s there were 224 MPOs. In 1973 MPOs began receiving funds to carry out the planning activities outlined in the federal highway legislation. Due to a trend towards increasing urbanization, there are now at least 385 MPOs in the United States.

The next leap forward for MPOs came with the introduction of the Intermodal Surface Transportation Efficiency Act of 1991, or ISTEA. The following step in the progression of transportation legislation occurred with the adoption of the Transportation Equity Act for the 21st Century, or TEA-21. On July 6, 2012, President Obama signed the Moving Ahead for Progress in the 21st Century Act (MAP-21). The next transportation authorization legislation is Fixing America's Surface Transportation Act (FAST Act); it was signed into law by President Obama on December 4, 2015. The bill authorized transportation funding for Federal Fiscal Years 2016-2020.

The current transportation legislation is the Infrastructure Investment and Jobs Act (IIJA) was signed into law November 15, 2021 and is slated to bring roughly $1.2 trillion in spending with $550 billion in newly authorized spending beyond the regular authorization. The bill is set to expire after federal fiscal year 2026.

The Mesilla Valley MPO

The Mesilla Valley MPO encompasses central Dona Ana County, extending from Radium Springs in the north to Chamberino and Berino in the south, and is centered upon the Las Cruces Urbanized Area. The Mesilla Valley MPO includes the City of Las Cruces, the Town of Mesilla, and the communities in Doña Ana County such as Organ, Mesquite, and Vado.

A Joint Powers Agreement (JPA) between the State of New Mexico, the City of Las Cruces, Doña Ana County, and the Town of Mesilla created The Mesilla Valley MPO. The current JPA was adopted in October 9, 2024.

The Mesilla Valley MPO consists of the New Mexico Department of Transportation (NMDOT) District One Engineer and nine elected officials: three City of Las Cruces Councilors, three Doña Ana County Commissioners, and three Town of Mesilla Trustees. The chairs of each entity, the Mayor of Las Cruces, the Mayor of Mesilla, and the Chair of the Doña Ana County Commission, appoint members from their respective boards to serve on the MPO. The MPO governing body is also referred to as the MPO Policy Committee. The MPO makes decisions on the regional transportation planning and project priorities. A permanent full-time staff supports the MPO. This staff consists of the Metropolitan Planning Manager, two planners, one associate planner, and two part-time co-ops.

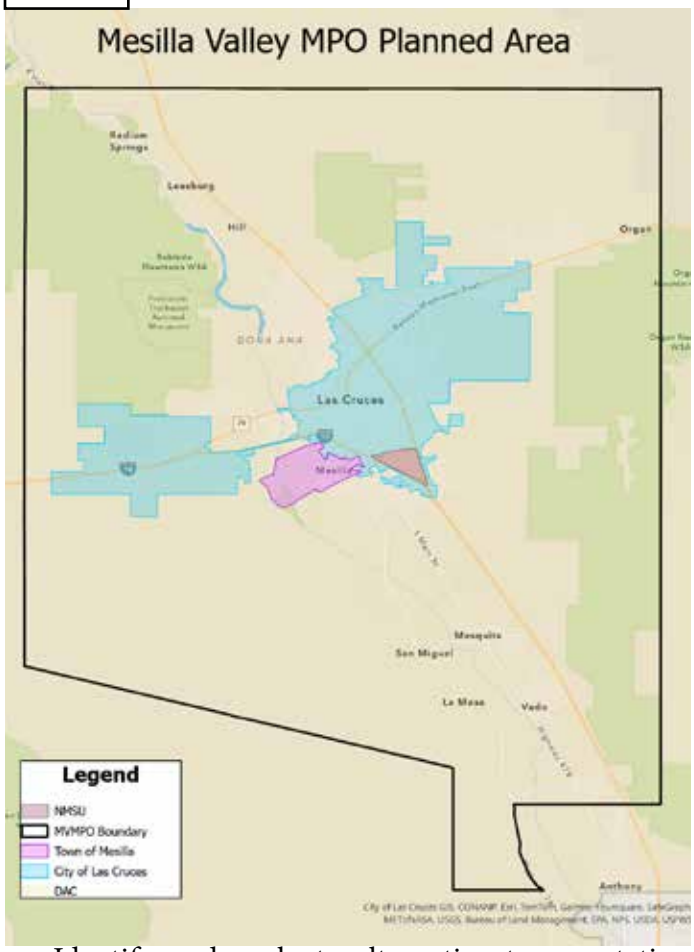
The MPO is supported by two advisory committees: the Technical Advisory Committee (TAC) and the Bicycle and Pedestrian Facilities Advisory Committee (BPAC). The TAC members are staff members from the various agencies, including public transit providers, in the MPO area. These staff members are appointed by their agencies to the TAC. The BPAC is made up of two groups: citizen representatives and staff representatives. As with the TAC, the staff representatives are appointed by their agencies. Citizen representatives apply for and receive their appointment through the MPO Policy Committee.

Core MPO Functions

There are five core functions of an MPO. Federal transportation regulations detail the framework to carry out these functions:

- Establish a Setting: Establish and manage a fair and impartial setting for effective regional decision making in the metropolitan planning area.

Map 1-1



- Identify and evaluate alternative transportation improvement options: Use data and planning methods to generate and evaluate alternatives.
- Prepare and maintain the Metropolitan Transportation Plan (MTP): Develop and update a long-range transportation plan for the metropolitan statistical area covering a planning horizon of at least twenty years. The objectives are to foster mobility and access for people and goods,

provide efficient system performance, preserve the existing system, and contribute to a good quality of life.

- Develop a Transportation Improvement Program (TIP): Develop a short-range program of transportation improvements based on the long-range transportation plan. The TIP should be designed to achieve the area's goals, using regulating, operating, management, and financial tools.
- Involve the Public: Actively engage the general public and other affected stakeholders in the four essential functions listed above.

Federal Planning Requirements

The Federal Government, via the FAST Act, requires that each MTP address specific national planning factors. These factors are:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. Increase the safety of the transportation system for motorized and non-motorized users.
3. Increase the security of the transportation system for motorized and non-motorized users.
4. Increase the accessibility and mobility of people and freight.
5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. Promote efficient system management.

Figure 1-1

MESILLA VALLEY MPO

Figure 1-1

Governing Board

The Governing Board is the governing body for the MPO. Information is gathered from the public and the two advisory committees under their oversight. The Governing Board then decides how best to direct MPO staff to help meet the transportation needs of the MPO area.

- 3 City of Las Cruces Councilors
- 3 Town of Mesilla Trustees
- 3 Dona Ana County Commissioners
- 1 NMDOT District One Engineer

Technical Advisory Committee

The Technical Advisory Committee (TAC) provides planning and engineering input to the Policy Committee regarding transportation projects and their potential impact within the region.

- CLC - Public Works
- Mesilla - Public Works
- CLC - Community Development
- Mesilla - Planning
- CLC - RoadRUNNER Trasnsit
- Elephant Butte Irrigation District
- DAC - Engineering
- NMSU
- DAC - Flood Commission
- Bureau of Land Management
- DAC - Planning
- Las Cruces Public Schools

Bicycle & Pedestrian Facilities Advisory Committee

The Bicycle and Pedestrian Facilities Advisory Committee (BPAC) provides input to the Policy Committee regarding bicycle and pedestrian planning processes and facilities within the MPO, including how they can be improved and expanded to serve residents better.

- CLC - Citizen Representative
- Town of Mesilla - Staff
- DAC - Citizen Representative
- CLC - Public Works Staff
- Mesilla - Citizen Representative
- DAC - Planning Staff
- Bicycling Community Representative
- NMSU - Staff
- Bicycling Community Representative
- NMDOT - Staff

Staff

- Executive Director
- Transportation Planners
- Associate Transportation Planner
- Co-Op

8. Emphasize the preservation of the existing transportation system.
9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
10. Enhance travel and tourism.

Additionally, the IIJA requires the Metropolitan Planning process to develop and implement performance targets in the areas of Safety, State of Good Repair, System Performance, and Transit Asset Management. Future performance targets may be forthcoming in future transportation authorization legislation.

Metropolitan Transportation Plan Development Process

Mesilla Valley MPO Staff initiated development of what became Metropolitan Transportaton Plan 2050 in the first half of 2024 by preparing for the public engagement process. The first public process for MTP 2050 commenced with a public meeting on Feburary 14, 2024. This first round of public comment lasted until April 2024. During this initial engagement process, MPO Staff engaged with our member jurisdictions to establish the regional transportation needs. MPO Staff also hosted and presented at multiple public meetings to listen to the public and regarding their transportation concerns. The MPO also had an online survey available to the public throughout this process.

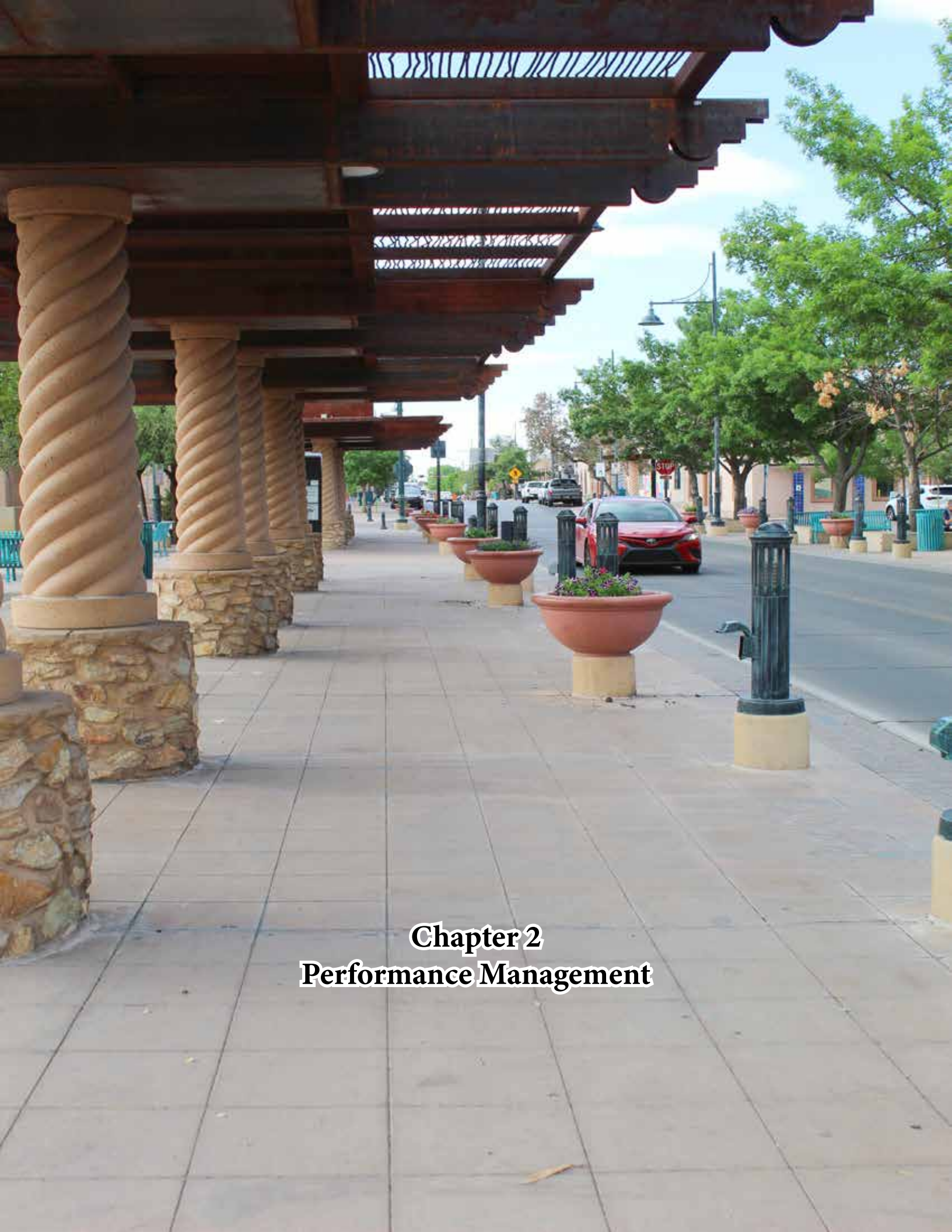
The final round of public engagement launched in April 2025. In this final round MPO Staff presented the final draft of MTP 2050 to the MPO member jurisdictions and to the public for their final comment.

Mobility 2050 Goals and Objectives

Mobility 2050 has the following objectives as regional priorities:

- Provide safe travel for all transportation users
- Prioritize system maintenance
- Provide for equitable transportation choice for all users
- Provide improved connectivity within the transportation network and improved connectivity between the modes.
- Promote system efficiency, reliability, resiliency, and effectiveness
- Support economic vitality and competitiveness
- Adapt to changing technology
- Enhance the environment
- Support health and wellness
- Support community character and context

The vision established by MTP 2050 are designed to meet and support these goals.



Chapter 2
Performance Management

Transportation Planning Initiatives: Performance Management

MTP 2050 must comply with national transportation goals and address the required federal planning factors to be eligible to receive federal funding. Since 2012, the US Department of Transportation has changed to a performance-based planning approach for our national transportation systems, with the development of MAP-21 and then with the FAST Act. Under the Fast ACT States and MPO are required to develop perfomance measure targets. The current legislation is the Infrastructure Investment and Jobs Act. (IIJA)

The Moving Ahead for Progress in the 21st Century Act (MAP-21) addressed a broad range of issues such as climate change, enhancement of rail transportation, and land use with transportation coordination. The bill included recommendations to simplify funding and planning categories that need to be addressed by State Departments of Transportation and MPOs. One important change made by MAP-21 was the creation of the Transportation Alternatives Program (TAP), which consolidated bicycle and pedestrian funding into a single broad program. A significant change made by MAP-21, is the emphasis the bill placed on performance measures as a means of accountability for spending. MAP-21 requires that state Departments of Transportation coordinate with MPOs, local agencies, and public transportation providers when setting performance targets. Metropolitan Planning Organizations (MPOs), to the extent practicable, are required to coordinate with relevant State and public transportation providers when setting regional targets.

The national policy which directs performance management:

"Performance management will transform the Federal-aid highway program and provide a means to the most efficient investment of Federal transportation funds by refocusing on national transportation goals, increasing the accountability and transparency of the Federal-aid highway program, and improving project decision-making through." (1203; 23 USC 150(a))

The Fixing America's Surface Transportation (FAST) Act was signed into law by President Barak Obama on December 4, 2015. Long-term funding provided by FAST Act is being utilized for surface transportation, infrastructure planning, and investment. The FAST Act emphasizes increased focus on safety, keeps intact the established structure of the various highway programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects. The Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) require performance measures for the following areas: Safety, State of Good Repair, Transit Asset Management, and System Performance. After each Final Rule was issued, each state is required to develop targets for each performance measure. Subsequent to this, the FAST Act requires MPOs to also adopt performance targets for these same measures. Additional performance measures may come from the federal government in future transportation authorization legislation. MTP 2050 will emphasize the attainment of performance targets.

The current transportation legislation is the Infrastructure Investment and Jobs Act (IIJA) was signed into law November 15, 2021 and is slated to bring roughly $1.2 trillion in spending with $550 billion in newly authorized spending beyond the regular authorization. The bill is set to expire after federal fiscal year 2026.

Table 2-1

FHWA Performance Management

Federal Highway Administration Performance Measurement Goals

FHWA Goal	Performance Area	Performance Measure	CFR
Safety (PM 1)	Injuries & Fatalities	• Number of fatalities • Fatality rate (per 100 million vehicle miles traveled) • Number of serious injuries • Serious injury rate (per 100 million vehicle miles traveled) • Number of non-motorized fatalities and non-motorized serious injuries	23 CFR §150(b)
Infrastructure Condition (PM 2)	Pavement Condition	• % of pavements on the Interstate System in Good condition • % of pavements on the Interstate System in Poor condition • % of pavements on the non-Interstate NHS in Good condition • % of pavements on the non-Interstate NHS in Poor condition	23 CFR §150(b)
	Bridge Condition	• % of NHS bridges classified as in Good condition • % of NHS bridges classified as in Poor condition	
Performance Of the NHS, Freight, And CMAQ Measures (PM 3)	Performance of the National Highway System	• % of person miles traveled on the Interstate System that are reliable • % of person miles traveled on the non-Interstate NHS that are reliable	23 CFR §150(b)
	Freight Movement/ Economic Vitality	• Truck Travel Time Reliability Index	
	Congestion Reduction	• Annual hours of peak-hour excessive delay per capita • % of non-single-occupant vehicle travel	
	Environmental Sustainability	• On-Road Mobile Source Emissions reduction	

(Source: http://crcog.org/wp-content/uploads/2018/10/2018_04-Performance-Measures-Oct-25.pdf)

Safety (PM 1): The goal is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Infrastructure Condition (PM 2): The goal is to maintain the highway infrastructure asset system in a state of good repair.

Performance of the NHS, Freight, and CMAQ Measures (PM 3): The goal is to improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.

Congestion Reduction: The goal is to achieve a significant reduction in congestion on the National Highway System.

Environmental Sustainability: The goal is to enhance the performance of the transportation system while protecting and enhancing the natural environment.

Reduced Project Delivery Delays: The goal is to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Federal Guidelines

Federal Planning Factors

Intermodal Surface Transportation Efficiency Act (ISTEA) created eight federal planning factors. The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A legacy for Users (SAFETEA-LU) expanded the planning factors. The FAST Act created two new planning factors for a total of ten. These ten factors must be considered during the planning process:

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.

   Improving connectivity to regional, national, and international markets will support economic vitality as the connection to major markets will attract significant economic investment. Strengthening the regional freight network will tie directly to this objective and create the potential to link to global opportunities.

2. Increase the safety of the transportation system for motorized and non-motorized users.

   Constructing and maintaining well-designed facilities will decrease the number of fatalities and serious injury crashes. Transportation networks must be multimodal when planned and constructed with safety for all users being the top priority. The transportation network must support improved response times for police and first responders.

3. Increase the security of the transportation system for motorized and non-motorized users.

   It is critical to prioritize possible security risks identified in the transportation system and increase security planning to minimize future incidents. Maintaining a partnership with regional and state law enforcement entities will foster collaboration in preventative security measures.

4. Increase the accessibility and mobility of people and freight.

   Providing a variety of transportation options that accommodates all users improves the ability for travelers to reach destinations quickly and efficiently. Improving and maintaining the regional freight network enhances the speed of freight between destinations.

5. Protect and enhance the environment, promote energy conservation, improve quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.

   Explore new methods for addressing environmental and cultural impacts and encourage sustainable and energy efficient designs and applications. Promote multi-modal transportation options which can offer households better quality of life and improved personal mobility. Consult with state and federal land use agencies and stakeholder organizations before projects are designed and implemented.

6. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.

   Promote multi-modal transportation options for all users to offer households a better quality of life and improved personal mobility. Promote a safe and efficient transportation network for regional and national freight movement.

7. Promote efficient system management.

   Develop system management techniques that will ensure efficient performance of existing and new transportation network systems.

8. Emphasize the preservation of the existing transportation system.

   MTP 2050 supports the preservation of the existing transportation system by prioritizing “Fix It First” with regard to the transportation network within the Mesilla Valley MPO. This means that area

jurisdictions should prioritize maintenance projects over new construction or capacity expansion projects.

9. Improve resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.

   MTP 2050 encourages the Mesilla Valley MPO member jurisdictions to consider how to mitigate weather impacts to the transportation network for all modes. It is critical that the transportation network be reliable for all users.

10. Enhance travel and tourism.

    Central Doña Ana County has a unique and vibrant culture and travel and tourism are keystones of the regional economy. MTP 2050 supports the economic vitality of the region.

Table 2-2

Federal Transit Administration Performance Measurement Goals

FTA Goal	Performance Area	Performance Measure	Reporting Units	CFR
Transit Asset Management (TAM) Plan	Rolling Stock & Equipment	The percentage of vehicles that exceed the useful life benchmark (ULB).	• Rolling Stock are reported by vehicle type. The NTD divides vehicles into 26 types. • Equipment is reported only if it is a road-worthy, self-propelled maintenance or construction vehicle. Equipment assets are categorized into three vehicle types: automobiles, rubber-tired vehicles, and steel wheeled vehicles.	49 CFR part 625
	Facilities	The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.	Four types of facilities are reported to NTD. They are grouped into two classes for the purpose of performance measurement and target setting: • Administrative Maintenance • Passenger and Parking	
	Infrastructure	The percentage of track segments (by rail mode) that have performance restrictions. The infrastructure performance measure applies only to rail fixed guideway systems.	Track segments by rail mode. Speed restrictions on a specific track segment may be caused by issues with any class of rail infrastructure, not solely the track elements.	

*Useful Life Benchmark: The expected lifecycle of a capital asset for a particular transit provider's operating environment, or the acceptable period of use in service for a particular transit provider's operating environment

FTA Performance Management

The Transportation Asset Management (TAM) Final Rule introduced the definition of a "state of good repair" and revised the reporting requirements for the National Transit Database (NTD), thereby altering how transit agencies report data. Under the Federal Transit Administration's (FTA) performance-based management framework, transit agencies are now required to annually submit an asset inventory, condition assessments, performance targets, and a narrative report to the NTD. These requirements are in addition to the development of a Transit Asset Management (TAM) Plan.

The FTA evaluates performance across four primary asset categories—Rolling Stock, Equipment, Facilities, and Infrastructure—at the asset class level. It is important to note that some performance measures are applicable only to specific asset classes within each category. Tables outlining each asset category, along with representative asset classes and their associated performance measures, are provided further below.

For each asset category, the performance measure reflects the percentage of assets that are not in a state of good repair. These measures are intentionally designed so that lower values indicate better performance. As assets age or their condition declines, the corresponding performance measure values increase.

Rolling Stock & Equipment

Equipment with a value exceeding $50,000—such as construction and maintenance assets (e.g., cranes, prime movers, forklifts, solar panels, battery packs, and generators)—is included in the Transit Asset Management (TAM) Plan asset inventory and condition assessment. However, this equipment is neither reported to the National Transit Database (NTD) nor included in the Equipment performance measure.

Table 2-3

Rolling Stock & Equipment Example

Performance Measure	Asset Category	Example Asset Class	Example Vehicle Type
Percentage of revenue vehicles met or exceeded Useful Life Benchmark by vehicle type	Rolling Stock	Buses	Articulated Bus (AB)
			Cutaway Bus (CU)
		Other Passenger Vehicles	Cable Car (CC)
		Railcars	Light Rail Vehicle (LR)
			Commuter Rail Locomotive (RL)
		Ferries	Ferryboat (FB)
Percentage of nonrevenue vehicles met or exceeded Useful Life Benchmark by vehicle type	Equipment	Nonrevenue Service Vehicles	Automobile (AO)
			Rubber-Tired Vehicles
			Steel-Wheeled Vehicles

Facilities

The FTA mandates that facility condition data be fully updated at least once every four years. Agencies have the option to assess 25% of their facilities annually or conduct assessments more frequently. Each annual report must include updated condition data for any facilities evaluated since the previous reporting period. Note: Condition assessments are required only for facilities for which the agency has direct capital responsibility.

Table 2-4

TERM Rating	Condition	Description
Excellent	4.8 - 5.0	No visible defects; new or near new condition; may still be under warranty if applicable
Good	4.0 - 4.7	Good condition, but no longer new; may be slightly defective or deteriorated, but is overall functional
Adequate	3.0 - 3.9	Moderately deteriorated or defective; but has not exceeded useful life
Marginal	2.0 - 2.9	Defective or deteriorated; in need of replacement; exceeded useful life
Poor	1.0 - 1.9	Critically damaged or in need of immediate repair; well past useful life

Table 2-5

Facilities Example			
Performance Measure	**Asset Category**	**Example Asset Class**	**Example Facility Class**
Percentage of assets with condition rating below 3.0 on FTA TERM Scale by asset class	Facilities	Administrative & Maintenance Facilities	Revenue Collection Facility
			Service and Inspection Facility
		Parking & Passenger Facilities	Parking Garages
			Park and Ride Lots
			Rail Terminals
			Bus Transfer Stations

Infrastructure

The following key terms and concepts are associated with the infrastructure performance measure:

- Performance Restriction: A performance restriction refers to a segment of guideway track where the maximum allowable speed for transit vehicles is set below the guideway's full-service speed. Such restrictions may result from issues related to rail fixed guideway systems, track conditions, or power and signal systems.
- Track Miles: This refers to the total miles of track utilized for transit service, regardless of directionality.
- Track Segments: Track segments are measured with a precision of up to 0.01 mile.
- Annual Infrastructure Performance Measure: This metric is calculated as the average of monthly performance restriction values recorded throughout the year. Performance restrictions are to be measured at 9:00 AM local time on the first Wednesday of each month.

Table 2-6

Infrastructure Example			
Performance Measure	**Asset Category**	**Example Asset Class**	**Example Infrastructure Type**
Percentage of track segments with performance restrictions	Infrastructure	Guideway Elements	At-Grade In-Street/Embedded
			Elevated Steel Viaduct or Bridge
			Below-Grade Retained Cut
			Below-Grade Bored or Blasted Tunnel
		Power & Signal Elements	Third Rail/Power Distribution
			Train Control and Signaling
		Track Elements	Grade Crossing
			Single Turnout

Target Settings

A performance target is a goal used to track the progress of capital assets toward achieving a State of Good Repair (SGR). Targets align a transit provider's strategic objectives with the specific actions needed to reach those goals.

The TAM Final Rule defines a performance target as a quantifiable level of performance or condition, expressed as a value for the applicable measure, to be achieved within a timeframe specified by the Federal Transit Administration (FTA).

Note: Lower Performance Measures Values = Better State of Good Repair

FTA requires transit providers to establish performance targets for each applicable measure and report them annually to the National Transit Database (NTD) for the upcoming fiscal year.

When setting targets for each performance measure, agencies must include:

- Only those assets for which the agency has direct capital responsibility
- Only the asset types explicitly referenced in the performance measure

While the TAM Final Rule does not mandate a specific methodology for setting targets, the TSI course "Calculating Performance Measures and Setting Targets – Lesson 2" offers a comprehensive overview of the process. Target setting is a local decision and should be based on available data, anticipated funding from all sources, and realistic expectations for the upcoming year.

In determining appropriate target levels, agencies should consider their ability to maintain or improve the condition of capital assets, as well as how the targets will be perceived by key stakeholders. The TAM Final Rule does not impose penalties for failing to meet performance targets, nor does it provide rewards for achieving them.

A ***performance restriction*** is defined as a segment of guideway track miles where the maximum permissible speed of transit vehicles is set to a value that is below the guideway's full-service speed. Restrictions can be caused by issues with rail fixed guideway, track, power and signal systems.

Chapter 3
Current Conditions

Introduction

Transportation and land-use policies, codes, and practices have a major impact on the creation of healthy, livable, and safe communities. These overarching goals aside, transportation related issues also have a direct impact on people's daily lives, from air quality and traffic safety to economic development and mobility to jobs, services, and shopping.

Gathering information on existing conditions is one of the first steps in the transportation plan development process. It is imperative to understand the existing socio-economic, land use, environmental, and transportation conditions of a region before forecasting potential future conditions and deriving implementation strategies. In this chapter, current characteristics and future scenarios in the Mesilla Valley are covered as they relate to the following topics:

- Geographic Location, Environmental Characteristics, and Population Characteristics
- Location Efficiency and Economic Conditions
- Health and the Transportation System
- Safety
- NMDOT Safety Planning and MVMPO Safety Statistics
- Mobility Conditions
- Modeling

The discussion of the above topics will include a brief examination of national and state-wide studies and trends and a more detailed discussion of the potential impacts of existing local and regional conditions.

Geographic Location

The transportation system must be examined on a regional level because the MPO planning area covers the Town of Mesilla, the City of Las Cruces, and Doña Ana County. One of the unique characteristics of this region is its proximity to the border with Mexico. The demographics, characteristics, and culture of the region reflect the proximity to the border. The border crossing at Santa Teresa in recent years has been a spur for growth in the southern portion of the County. The MPO area contains the junction of two interstates (I-25 and I-10). Interstate 10 is a major east-west corridor and the only one that is open year-round due to weather conditions on other east-west corridors. Interstate 25, which begins in Las Cruces, is a major north-south corridor that connects the Western States of the U.S. with Mexico and Canada.

One of the chief characteristics of New Mexico in general and Dona Aña County specifically, is the presence of the Federal Government as a considerable part of the economy and one of the largest landholders. Near Las Cruces is White Sands Missile Range, large areas owned by the Bureau of Land Management (BLM) and NASA facilities. One major feature is the Organ Mountains, which is a National Mountains.

Environmental Characteristics

The MPO region is in the Chihuahuan Desert and contains a unique agricultural community adjacent to the Rio Grande. The Rio Grande bisects the Mesilla Valley and currently traverses just west of the incorporated City of Las Cruces. Culturally, the region has its roots dating back to civilizations from the early 1000s. The historic El Camino Real, which runs parallel to the Rio Grande through the area, has been utilized as a key transportation corridor for over 400 years.

Desert grasslands extend from the edges of the city to the lower slopes of the nearby Organ and Robledo Mountains. The arroyos separate the desert grasslands during rainy seasons. These arroyos also serve as wildlife corridors. Other issues related to the natural environment include the need for shade due to the number of sunny days, and the wind's impact on health and air quality. Though the MPO is not currently required to address air quality concerns, it is possible that this will become a requirement in the future.

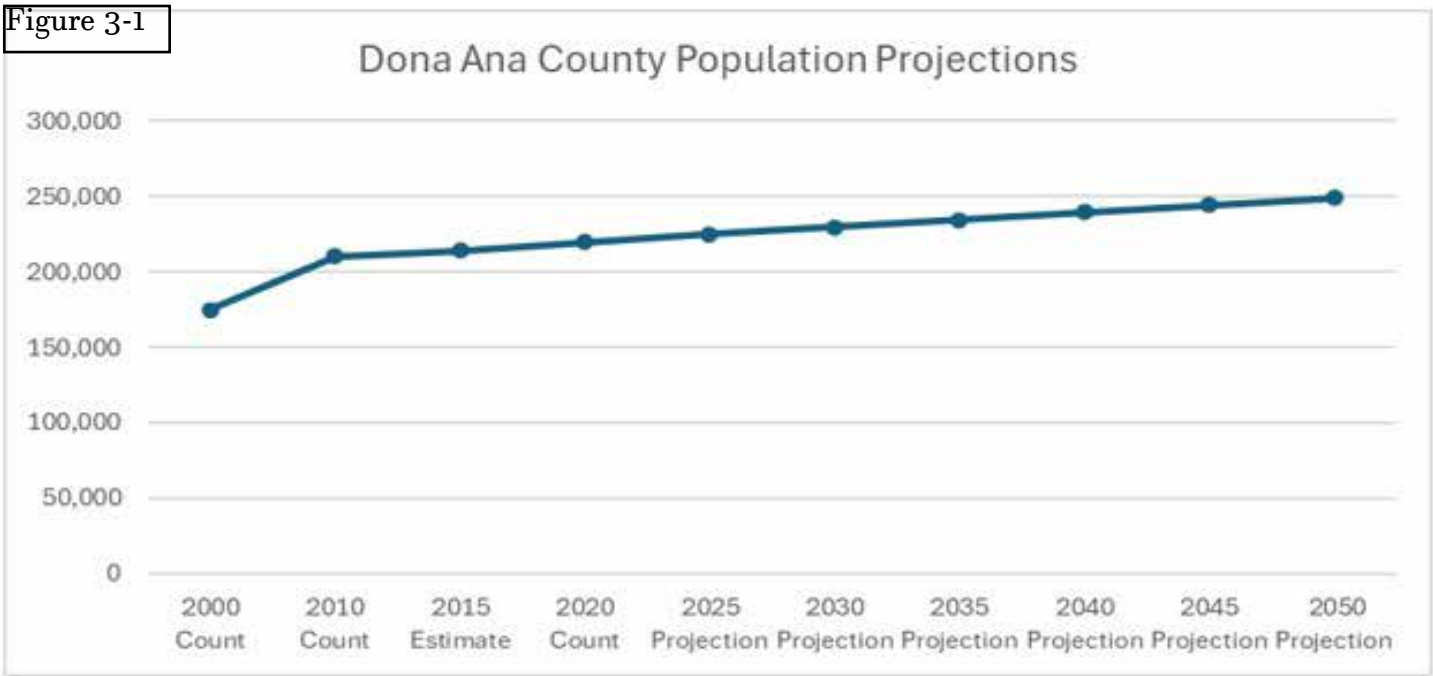
The Mesilla Valley MPO transportation planning process includes the identification of natural and cultural resources, a robust public engagement process to determine potential impacts to the resources, and an evaluation to mitigate or eliminate potential negative

impacts. The process protects these resources and provides for enhanced urban and rural environments. Appropriate land use densities and planned developments that encourage the use of all modes should receive high priorities. While land use decisions are not made by the MPO, the MPO can consider land use development when making transportation decisions. Continuing to facilitate better coordination between local entities and regional and state agencies by the MPO will help to ensure sound transportation investments are made.

During the development of Mobility 2050, the MPO considered environmental concerns, such as the location of arroyo crossings and wilderness areas. Some of the roadway alignments pass through steep topography and near recreational areas maintained by the Bureau of Land Management (BLM). The BLM is particularly interested in improving access to the Organ Mountains - Desert Peaks National Monument. Additionally, the federal government also maintains the Prehistoric Trackways Park located west of the Rio Grande and north of Picacho Peak. These areas are important economic assets to the region. However, the existence of the Desert Peak National Monument impacts the future thoroughfare network of the Mesilla Valley MPO. These impacts are reflected in the Future Thoroughfare Plan of Mobility 2050.

The six criteria air pollutants monitored by the Environmental Protection Agency (EPA) are: nitrogen oxides, carbon monoxide, volatile organic compounds, PM10, PM2.5, sulfur dioxide, and ammonia. Per the EPA 2017 Air Quality Report, concentrations of the criteria air pollutants have dropped significantly since 1990. Also, from 1990 to 2014, emissions of air toxins declined by 68%, largely driven by federal and state implementation of stationary and mobile source regulations and technological innovations.

Figure 3-1



County	2000 Count	2010 Count	2015 Estimate	2020 Count	2025 Projection	2030 Projection	2035 Projection	2040 Projection	2045 Projection	2050 Projection
Dona Ana	174,682	210,538	214,295	219,561	224,974	229,784	234,595	239,406	244,217	249,028
% Change		20.5%	1.8%	2.5%	2.5%	2.1%	2.1%	2.1%	2.0%	2.0%
By Census Year				25.7%		4.7%		4.2%		4.0%

Population Characteristics

Between 2000 and 2020, Doña Ana County experienced steady population growth, increasing from 174,682 residents in 2000 to 219,561 in 2020—a growth of approximately 25.7% over two decades.

Looking ahead, the county's population is projected to continue growing, albeit at a more moderate pace. Projections indicate:

- 2025: 224,974
- 2030: 229,784
- 2035: 234,595
- 2040: 239,406
- 2045: 244,217
- 2050: 249,028

From 2020 to 2050, the population is expected to grow by about 13.4%, reaching just under 250,000 by mid-century.

The rate of population growth is projected to slow in each subsequent decade:

- 2020–2025: 2.5%
- 2025–2030: 2.1%
- 2030–2035: 2.1%
- 2035–2040: 2.1%
- 2040–2045: 2.0%
- 2045–2050: 2.0%

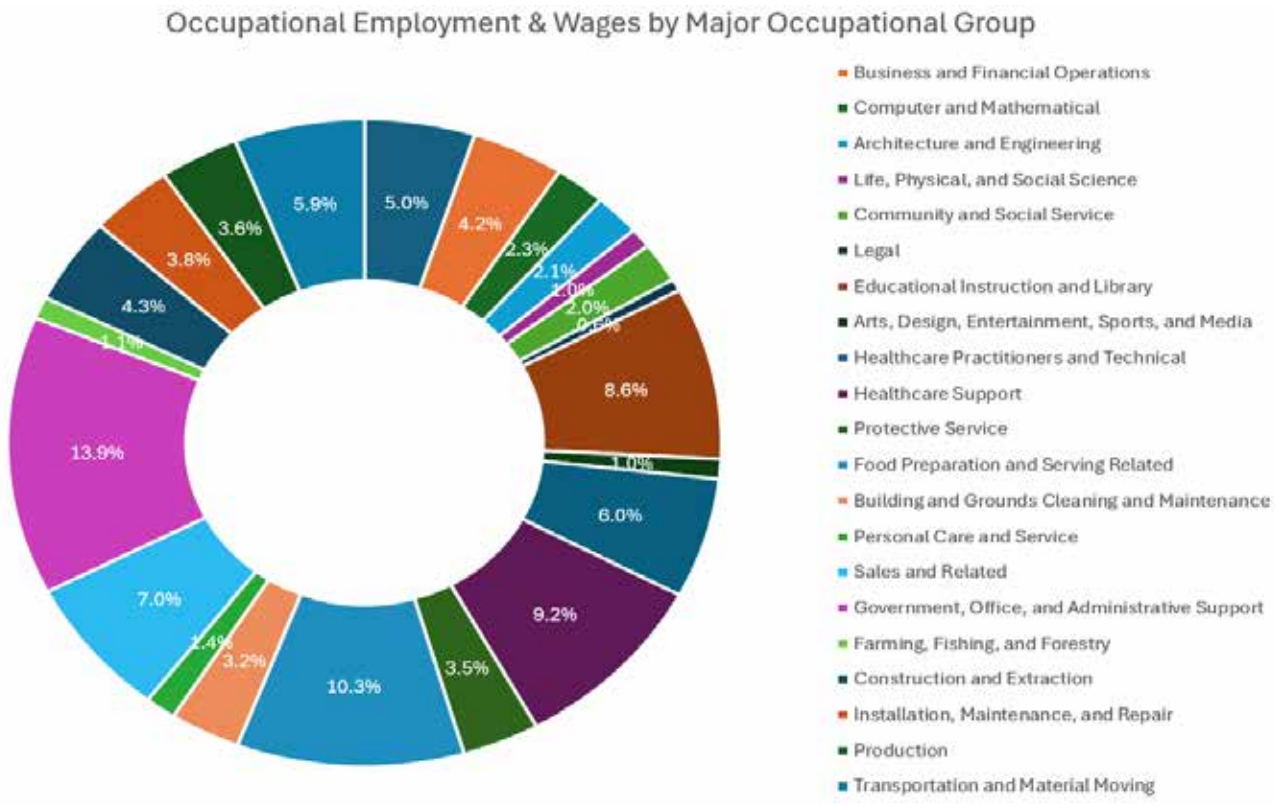
This trend reflects a gradual deceleration in population growth, which may influence future planning efforts in housing, transportation, infrastructure, and public services across the county.

Location Efficiency

Housing location and transportation options can have a significant impact on a household budget. Housing costs are the largest household expense, yet transportation costs can also dramatically impact the household budget. Transportation costs can include purchase of a vehicle or bicycle, fuel, short and long-term maintenance, registration, insurance, and other fees. The largest indicator of current and future transportation costs is urban form (particularly proximity to employment centers and regional destinations) and access to public transportation. These costs can vary considerably across a metro area depending upon development patterns and transportation system connectivity. For example, widely dispersed retail shops, employment centers, and service providers can increase the impact of transportation costs on a household budget.

There are two main hospitals, Memorial Medical Center and Mountain View Regional Medical Center, in the Mesilla Valley region, as well as a variety of medical clinics, retirement and assisted living centers, nursing agencies, and specialty hospitals. The location of hospitals and medical clinics are significant destinations that must be easily accessible by all residents. In the Las Cruces metropolitan area, RoadRUNNER Paratransit services and RoadRUNNER bus routes provide residents with access to health care facilities. The South Central Regional Transit District (SCRTD) also provides access to additional medical facilities in El Paso, Texas, by providing daily round trip bus routes from Las Cruces to El Paso. Emergency services need uncongested and well-connected routes to hospitals.

Figure 3-2



Economic Conditions

As of December 2023, approximately 98,200 individuals were employed in the Las Cruces Metropolitan Statistical Area, according to the New Mexico Department of Workforce Solutions. Employment patterns across sectors directly influence transportation needs, with non-traditional work hours in retail and healthcare contributing to off-peak congestion and informing transit service planning.

The education and healthcare sectors are the region's largest employers, with major facilities such as Memorial Medical Center, Mountain View Regional Medical Center, and numerous educational institutions including NMSU and DACC. These sites operate around the clock and are key transit destinations. Local, state, and federal government offices—including White Sands Missile Range—also significantly contribute to peak-hour traffic.

Key economic hubs include the West Mesa Industrial Park, which offers developed infrastructure, access to fiber-optic networks, and proximity to major transportation routes and technology assets. The revitalized Las Cruces Downtown serves as a cultural and commercial corridor, while NMSU, located at the intersection of I-10 and I-25, anchors regional economic development through education, research, and medical programs, including the Burrell College of Osteopathic Medicine.

The intersection of Lohman Avenue and Telshor Boulevard marks another major activity center, featuring the Mesilla Valley Mall and various commercial services, and serves as a critical connector between central Las Cruces and East Mesa.

Health and The Transportation System

Health related issues linked to transportation planning include changes in air quality, which affects respiratory health. A poorly designed built environment may encourage driving while discouraging physical activity, which contributes to obesity and weight-related diseases. Transportation can pose significant health risks through injuries or fatalities resulting from crashes. Mobility and accessibility for children, the elderly, and persons with disabilities are critical issues for a region.

Over the past 20 years, there is evidence that the built environment has contributed to a decrease in the health of U.S. citizens. In the United States, obesity among adults and children is at epidemic levels and is the fastest growing public health problem. A poorly connected transportation system can promote a sedentary lifestyle that contributes to obesity. The built environment contributes to health- related issues such as heart disease, certain cancers, and arthritis.

Many experts now believe there is a connection between decreased physical activity and the design of our towns and cities. Associations between Urban Sprawl and Life Expectancy in the United States was written by Shima Hamidi, Reid Ewing, Zaria Tatalovich, James B. Grace, and David Berrigan and published online on April 26, 2018, in the International Journal of Environmental Research and Public Health 15(5). In this article, the authors evaluated numerous studies regarding how urban sprawl contribute to increasing obesity and other health issues. The authors suggest that obesity is lower in compact counties compared to sprawling counties. Urban sprawl is known to be associated with the environmental, as well as behavioral factors which directly relate to life expectancy statistics. Limited accessibility to essential services leads to an increasing dependence on automobiles, which in turn, potentially reduces physical activity and a more sedentary lifestyle (Hamidi S., Ewing R., Tatalovich Z., Grace J.B., & Berrigan D., 2018).

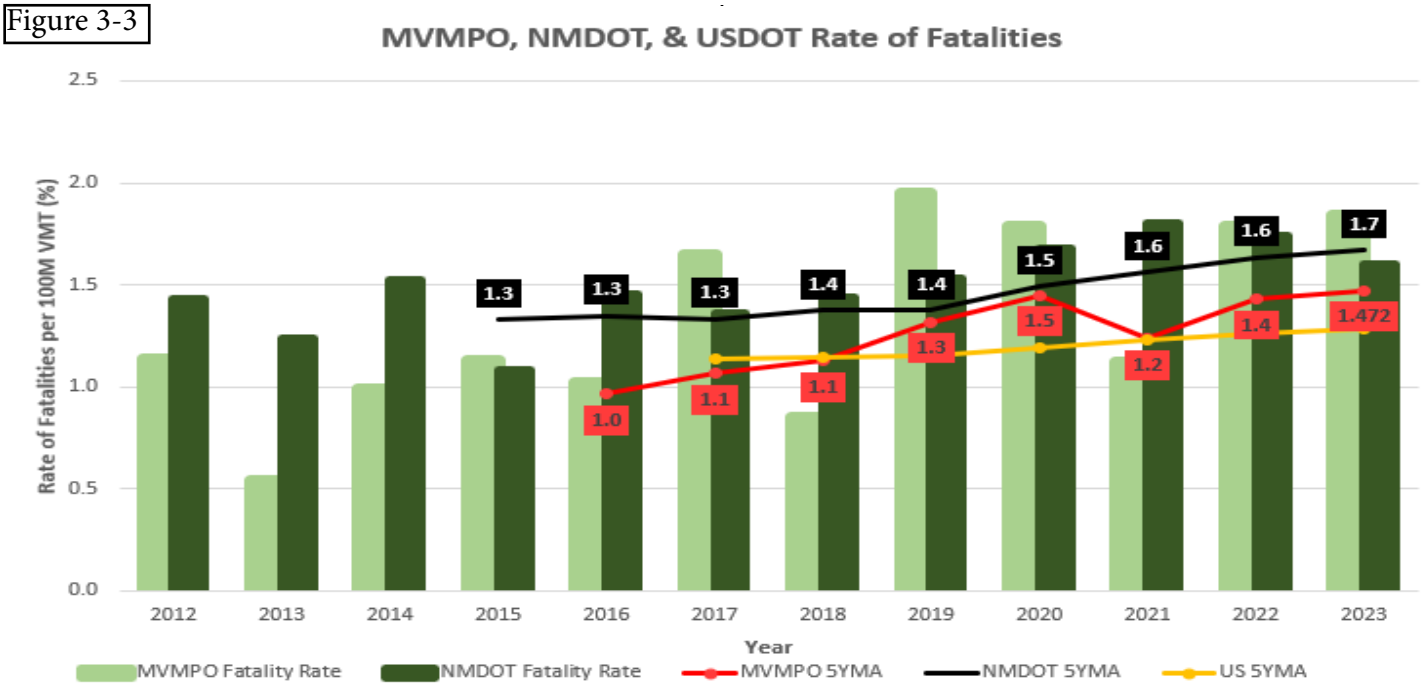
Additional studies have shown that people living in areas with increased opportunities for active transportation can experience improvements in overall health. Ultimately, appropriate changes to our transportation and land use policies may be necessary.

Safety

Promoting a safer transportation network begins with providing accurate, timely, and actionable data to the agencies responsible for planning, designing, and constructing public infrastructure. While safety cannot be guaranteed across all transportation facilities and corridors, data-driven analysis plays a critical role in helping identify hazardous locations, prioritize high-risk routes and intersections, and support decisions that aim to reduce crashes, injuries, fatalities, and property damage. Improving safety system-wide not only protects lives but also reduces regional economic burdens caused by crash-related delays, emergency services, medical costs, and lost productivity.

Despite ongoing safety efforts at various levels of government, motor vehicle crashes remain a leading cause of accidental death nationwide. According to the National Highway Traffic Safety Administration (NHTSA), fatality trends have fluctuated over the past decade, with some periods of decline and others marked by significant increases. Recent data for the Mesilla Valley MPO (MVMPO) and the State of New Mexico reflect growing concern. The graph titled "MVMPO, NMDOT, & USDOT Rate of Fatalities" presents fatality rates per 100 million vehicle miles traveled (VMT) from 2012 to 2023 and shows that the MVMPO fatality

Figure 3-3



rate has varied widely, from a low of 0.6% in 2013 to nearly 2.0% in 2019. Despite these fluctuations, the MVMPO's 5-year moving average (5YMA) reveals a steady increase—from 1.0% in 2016 to 1.472% in 2023.

The statewide fatality rate, reported by the New Mexico Department of Transportation (NMDOT), also shows a consistent upward trend, with its 5YMA growing from 1.3% to 1.7% over the same period. In comparison, the national trend represented by the USDOT 5YMA has remained relatively stable, increasing only slightly from approximately 1.1% to 1.472%. This disparity highlights that both the MVMPO region and the State of New Mexico are experiencing more severe safety challenges than the nation overall. Of particular concern, New Mexico continues to have the highest pedestrian fatality rate in the country. These trends reinforce the value of ongoing performance monitoring and the importance of sharing relevant safety data with partner agencies to inform targeted infrastructure improvements and policy decisions.

MPO Region Crash Data

Mesilla Valley MPO Staff monitors crash statistics for the Mesilla Valley MPO region.

Crash Density Analysis (2018–2023) – Mesilla Valley MPO Region

The series of maps illustrates high frequency crash areas across the Mesilla Valley MPO region from 2018 to 2023 based on a standard deviation analysis. The density of crashes is represented by color intensity, with darker red shades indicating higher-than-average concentrations of crashes relative to other locations in the MPO.

1. Regional Overview

The full MPO map highlights that the most crash-prone zones are consistently located in central and east-central Las Cruces, particularly in:

- Downtown Las Cruces
- Telshor Boulevard Corridor
- Missouri Avenue
- Amador Avenue
- University Avenue

These areas display persistently high densities of crashes (≥2.5 standard deviations above the mean) throughout the six-year span, suggesting systemic safety challenges.

2. University

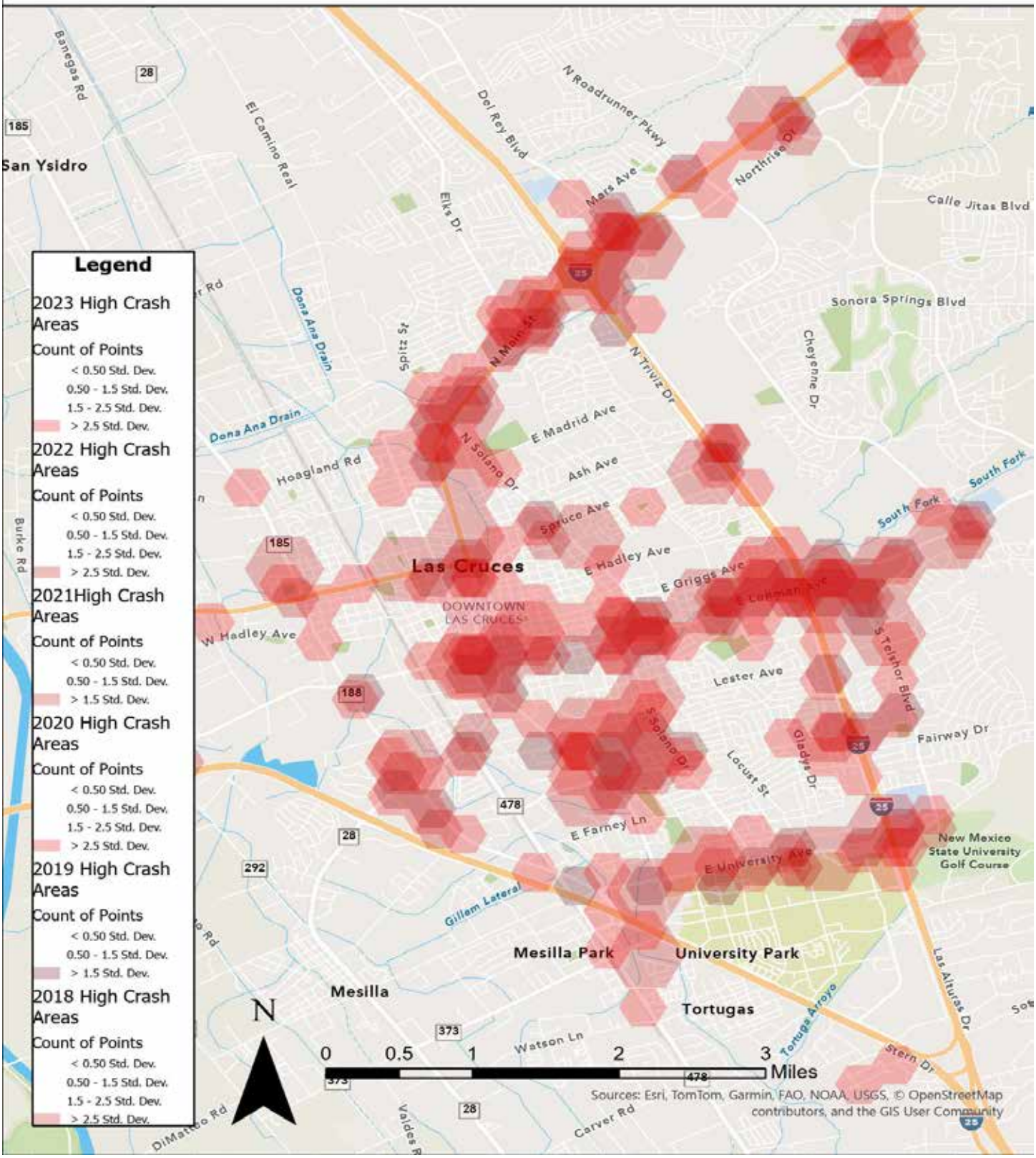
This close-up map emphasizes a significant crash cluster stretching from University Avenue. The density patterns suggest that this corridor is a persistent hotspot for crashes.

3. Lohman, Amador, & Downtown

This section also ranks as one of the most crash-dense corridors. Lohman Avenue and Amador Avenue serve as key arterial roads with heavy vehicular traffic and numerous signalized intersections.

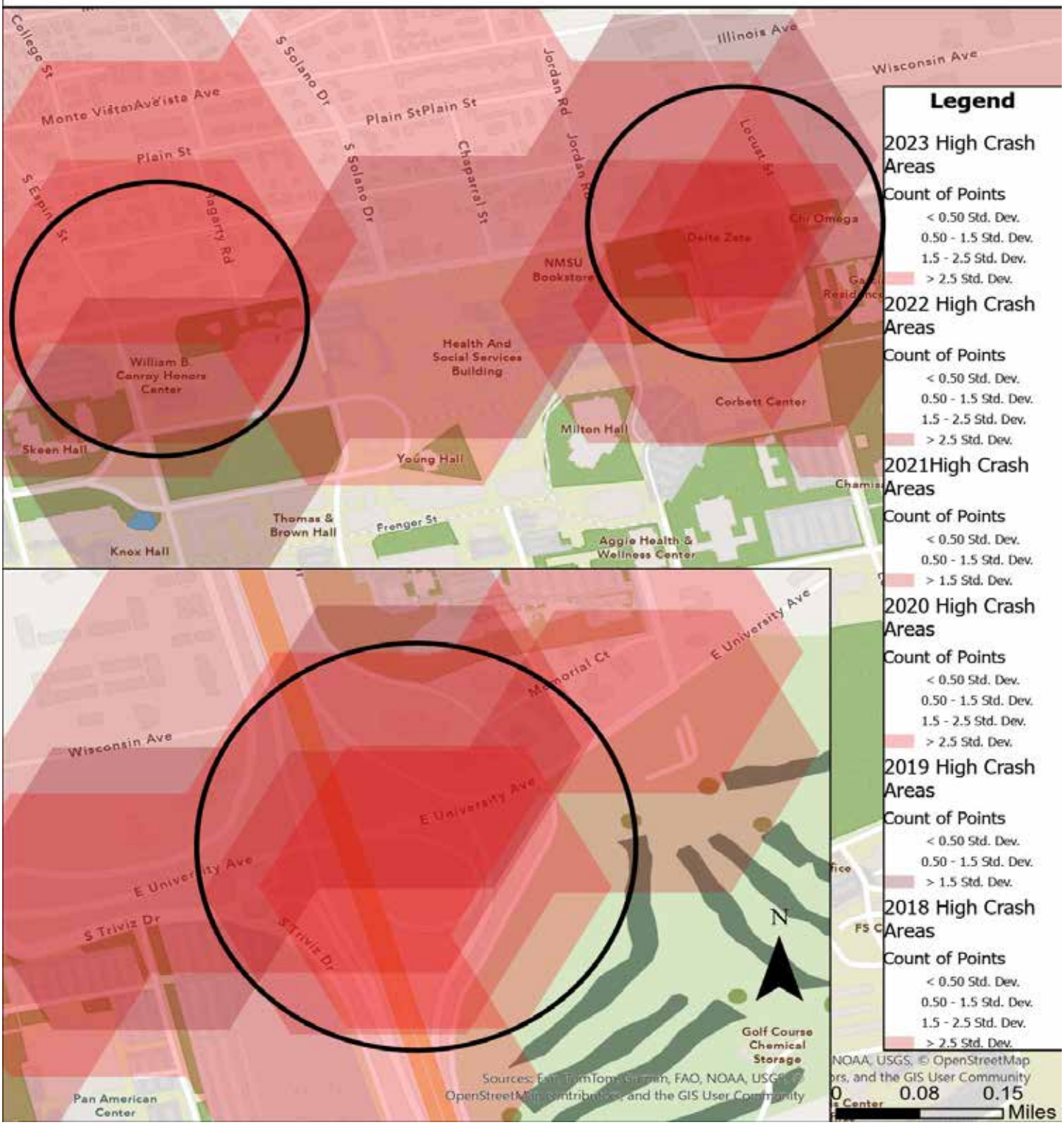
Map 3-1

High Crash Areas (2018 - 2023)



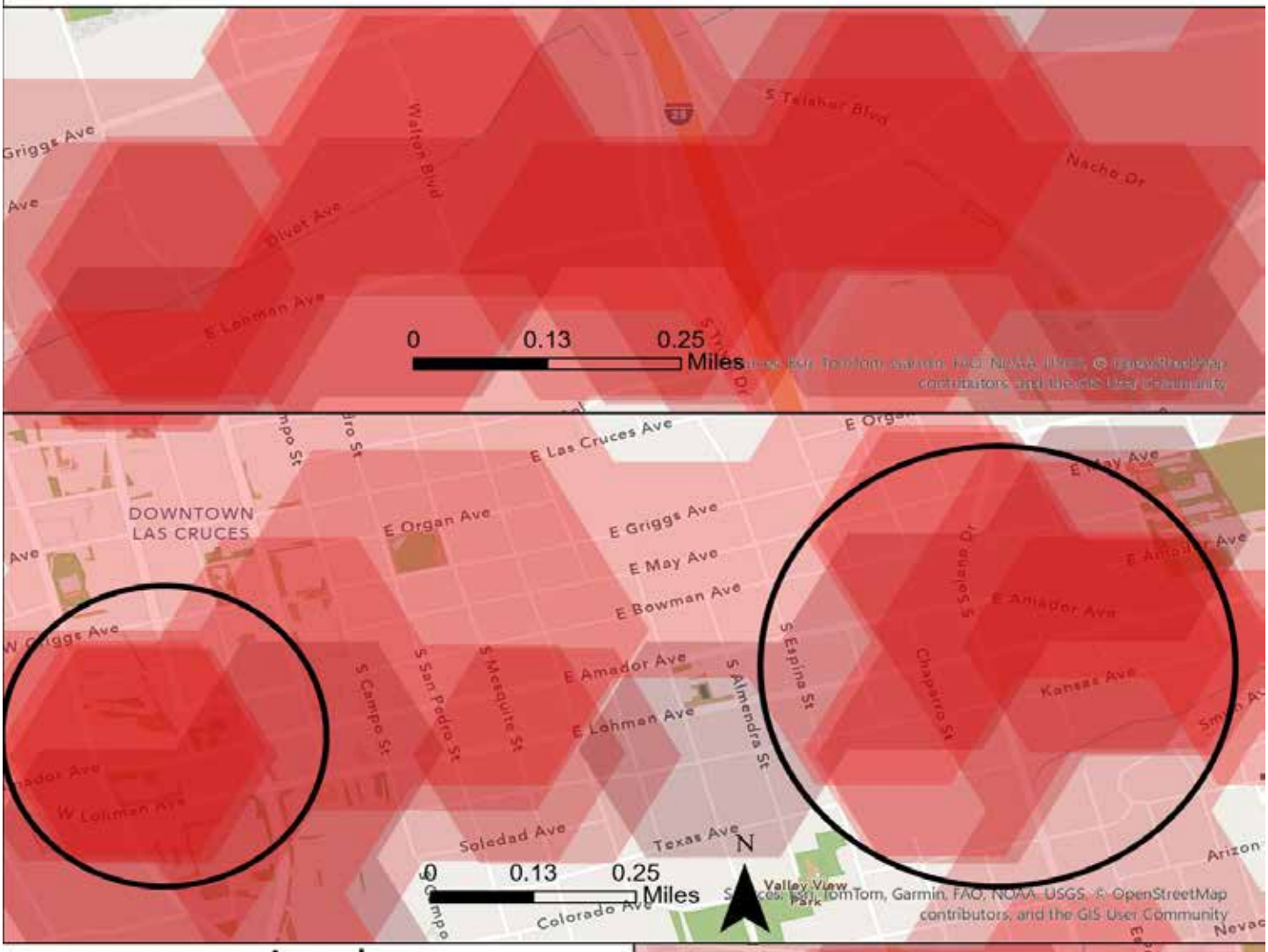
Map 3-2

University (High Crash Areas 2018 - 2023)



Map 3-3

Lohman, Amador, and Downtown (High Crash Areas (2018 - 2023)



Legend

2023 High Crash Areas
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

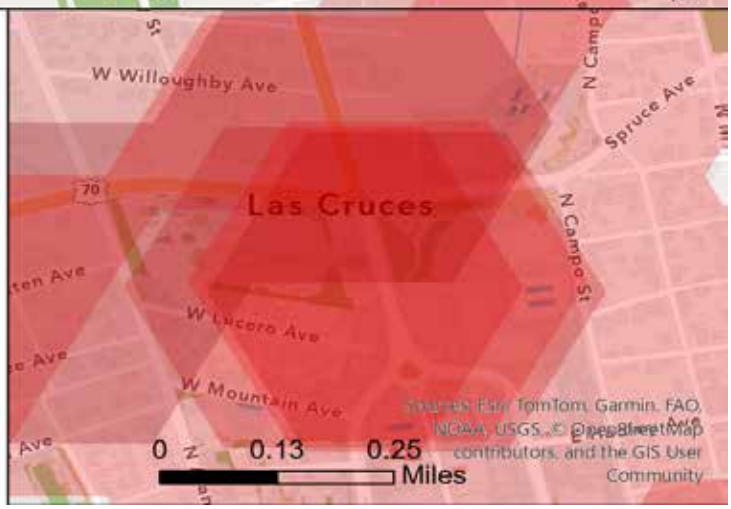
2022 High Crash Areas
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

2021High Crash Areas
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- > 1.5 Std. Dev.

2020 High Crash Areas
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

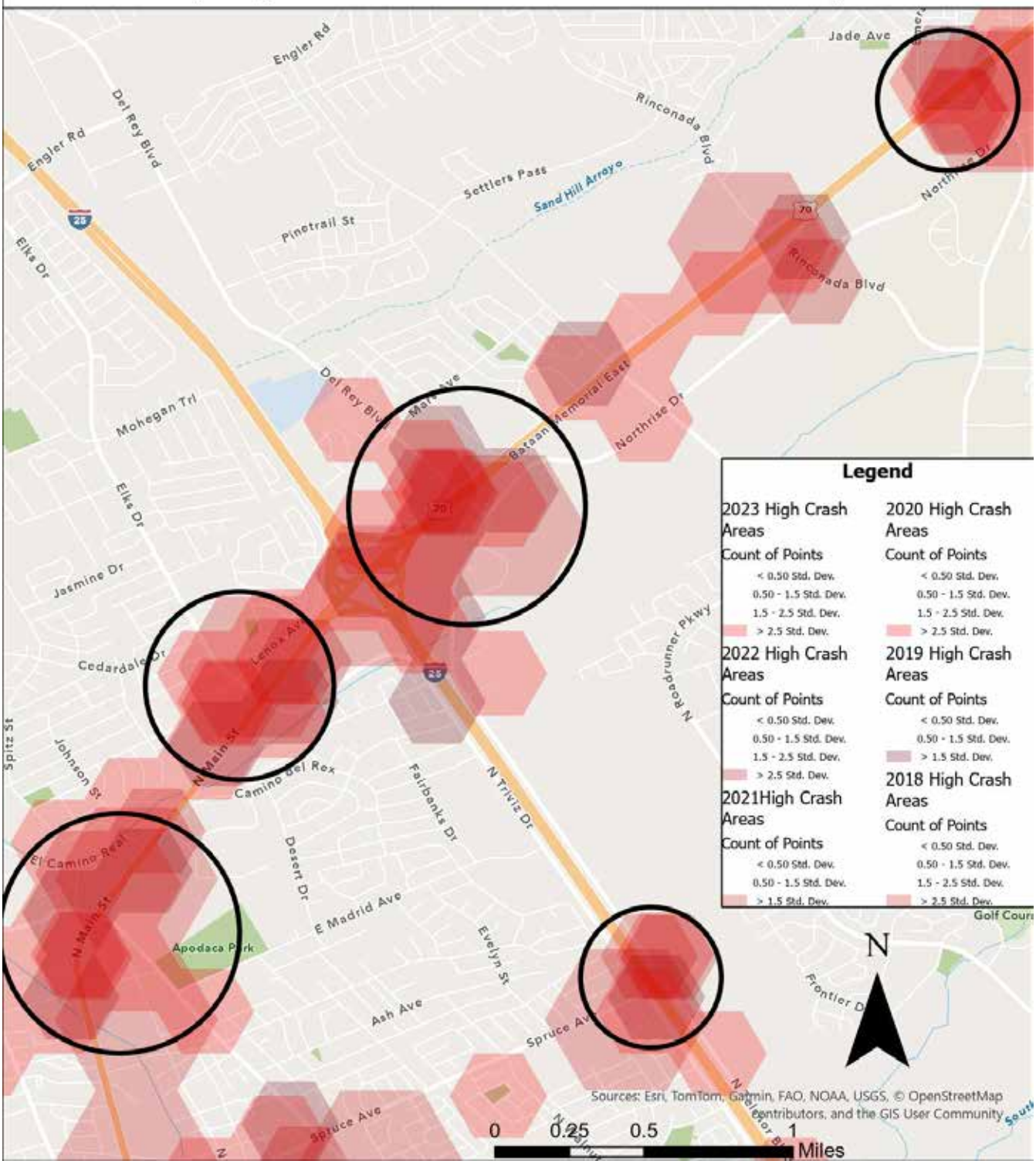
2019 High Crash Areas
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- > 1.5 Std. Dev.

2018 High Crash Areas
Count of Points
- < 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.



Map 3-4

North Main, I-25, Del Rey, Rinconada, Sonoma Ranch, & Spruce (High Crash Areas 2018 - 2023)



4. North Main, US 70, Del Rey, I-25 & Sonoma Ranch

Northern and northeastern Las Cruces corridors—especially around major highways like US 70, I-25, and North Main Street—exhibit notable crash concentrations. The intersections at Del Rey, Rinconada, and Sonoma Ranch, in particular, indicate higher crash density zones, pointing to potential issues with speed transitions, ramp merges, or suburban arterial development patterns.

The map indicates key locations where crash rates are high and further crash analyses are needed to determine cause and potential countermeasures. These locations are mostly at intersections of thoroughfares, but sometimes entire corridors need to be evaluated.

These intersections should be a top priority for future studies and funding to identify and implement safety countermeasures. Further studies should also include a more thorough examination of crash types, time of day, and other behavioral and physical crash factors.

For further information on crash data in the MPO area, consult the annual Mesilla Valley MPO Safety Report.

Multimodal Mobility Conditions

Mobility in transportation planning refers to the movement of people between locations and the availability of various transportation modes. Expanding and improving options such as transit, biking, and walking can help reduce roadway congestion. However, in many rural areas of Doña Ana County, limited public transportation and poor street connectivity significantly hinder access to jobs, schools, and essential services through alternative transportation modes.

A well-connected transportation system is essential to ensure accessibility for all users. This requires seamless integration across all modes—pedestrian, bicycle, transit, and motor vehicle.

Accessibility is defined as the ability to reach desired destinations within the network. Enhancing it involves both increasing transportation options and promoting mixed land uses. Placing jobs, schools, and services closer to residential areas shortens trip lengths and supports alternative modes of travel.

Transportation planning accounts for how infrastructure and land-use decisions affect mobility across all modes. Smooth transitions between modes—for example, bike-to-transit connections—are critical for a functional, safe, and inclusive multimodal network. Designing people-oriented streets fosters community cohesion and ensures safety for all, including children and non-motorized users. Streets should accommodate and prioritize comfort and safety for everyone.

Freight Conditions

The NMDOT Multimodal Freight Study (Phase One Final Report) highlights the safety needs of trade corridors and intermodal access routes that traverse disadvantaged neighborhoods. The study also identifies the need to address health and environmental concerns. Detailed information on freight is in the NMDOT Multimodal Freight Study section on Regional Movement, Freight Corridors, and Security.

Two vital cross-country routes are in Doña Ana County. These routes facilitate the movement of goods from major US seaports and international manufacturing to regional distribution. Major roadways and rail lines connect the Mesilla Valley MPO area to national and international facilities, such as the Santa Teresa Port of Entry, Foreign Trade Zones located at the Las Cruces and Santa Teresa Airport, White Sands Missile Range, NASA, the future Spaceport, El Paso, and Ciudad Juárez. Because of this location, the Mesilla Valley MPO region has several transportation facilities that are important to regional, state, and national security. These include:

- Interstate Highway 10
- Interstate Highway 25
- U.S. Highway 70
- Las Cruces International Airport
- Burlington Northern Santa Fe (BNSF) rail line, rail

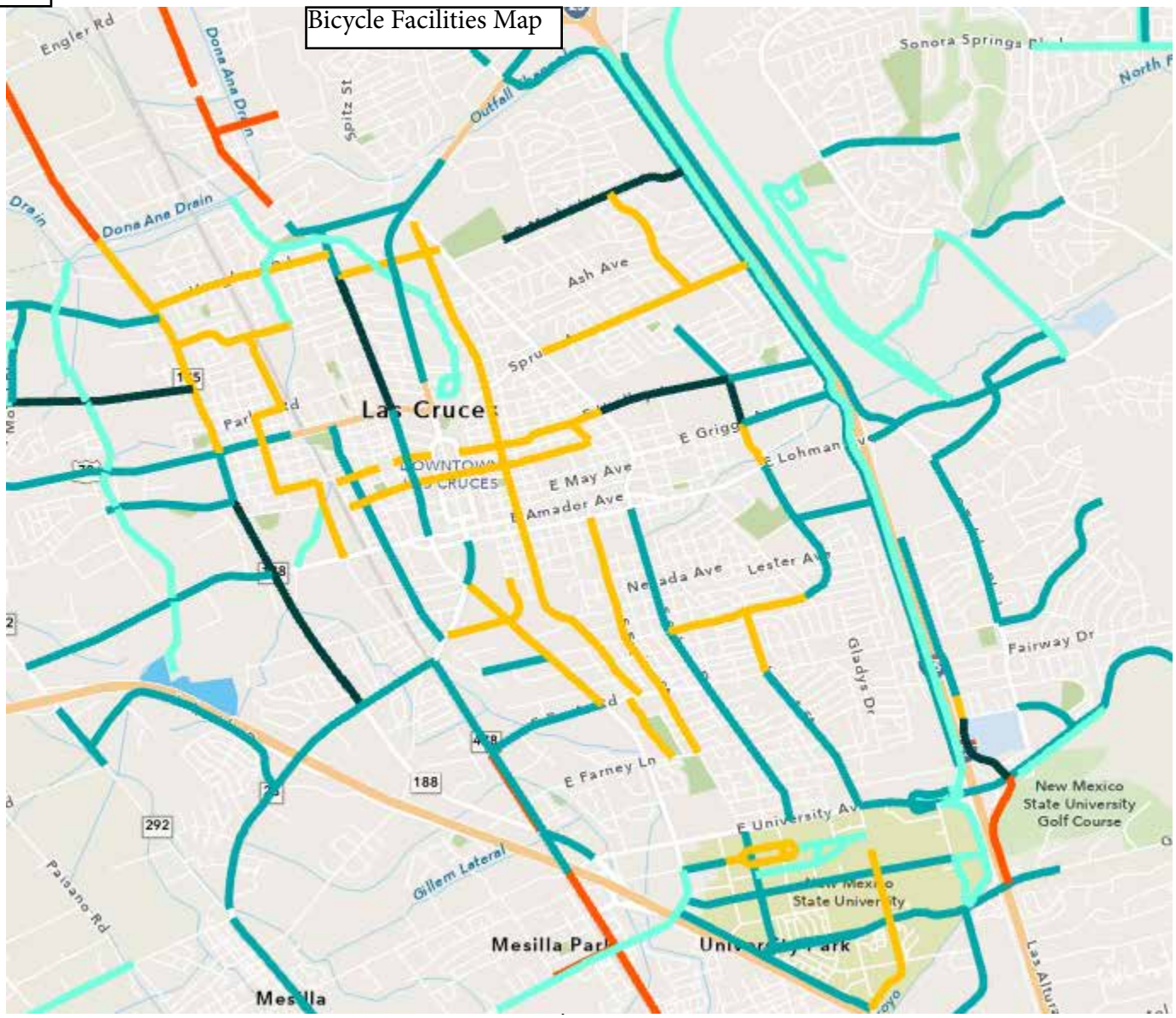
yard

- Union Pacific Intermodal Center and
- Santa Teresa Port of Entry

There is significant potential for future development at the Las Cruces Inovation and Industrial Park to take advantage of the economic activity ongoing along the U.S., Mexican Border. This potential is dependent upon the further improvement of the freight connections between Santa Teresa and central Doña Ana County. MPO Staff supports the creation the creation of an industrial zone near the existing railroad to take advantage of the regional economic activity and secure this area's future economic security.

Map 3-5

Bicycle Facilities Map



Interstate 10

Interstate 10 passes through the MPO region, connecting the area to the southern tier of US states from Florida to California. Traffic volumes along Interstate 10 range from approximately 18,000 Average Annual Daily Trips (AADT) west of Las Cruces to approximately 40,000 AADT south of the junction with Interstate 25. Interstate 10 is the only US cross-continental freight corridor located in a frost-area. Interstate 10 also has connections to the Santa Teresa Port of Entry and ultimately to Mexican Highway 2.

Interstate 25

Interstate 25 begins at the interchange with I-10 in southern Las Cruces and terminates in Wyoming. The average daily traffic on this facility ranges from ~16,000 AADT in the metro area to ~6,000 AADT north of Las Cruces. I-25 creates a transportation spine through the State of New Mexico, connecting Las Cruces with Albuquerque and Santa Fe.

US Highway 70

Within the MPO area, US Highway 70 diverges from I-10 at the Jackrabbit Interchange west of Las Cruces. US 70 is the only roadway that traverses the MPO area from east to west. In Las Cruces, Picacho Avenue and North Main Street make up US 70 through the city. East of I-25, the roadway becomes a controlled-access highway with frontage roads. US 70 continues east to White Sands and Alamogordo. The average daily traffic on this facility ranges from ~11,000 AADT west of Las Cruces to ~37,000 AADT in the metro area, to ~24,000 east of Las Cruces.

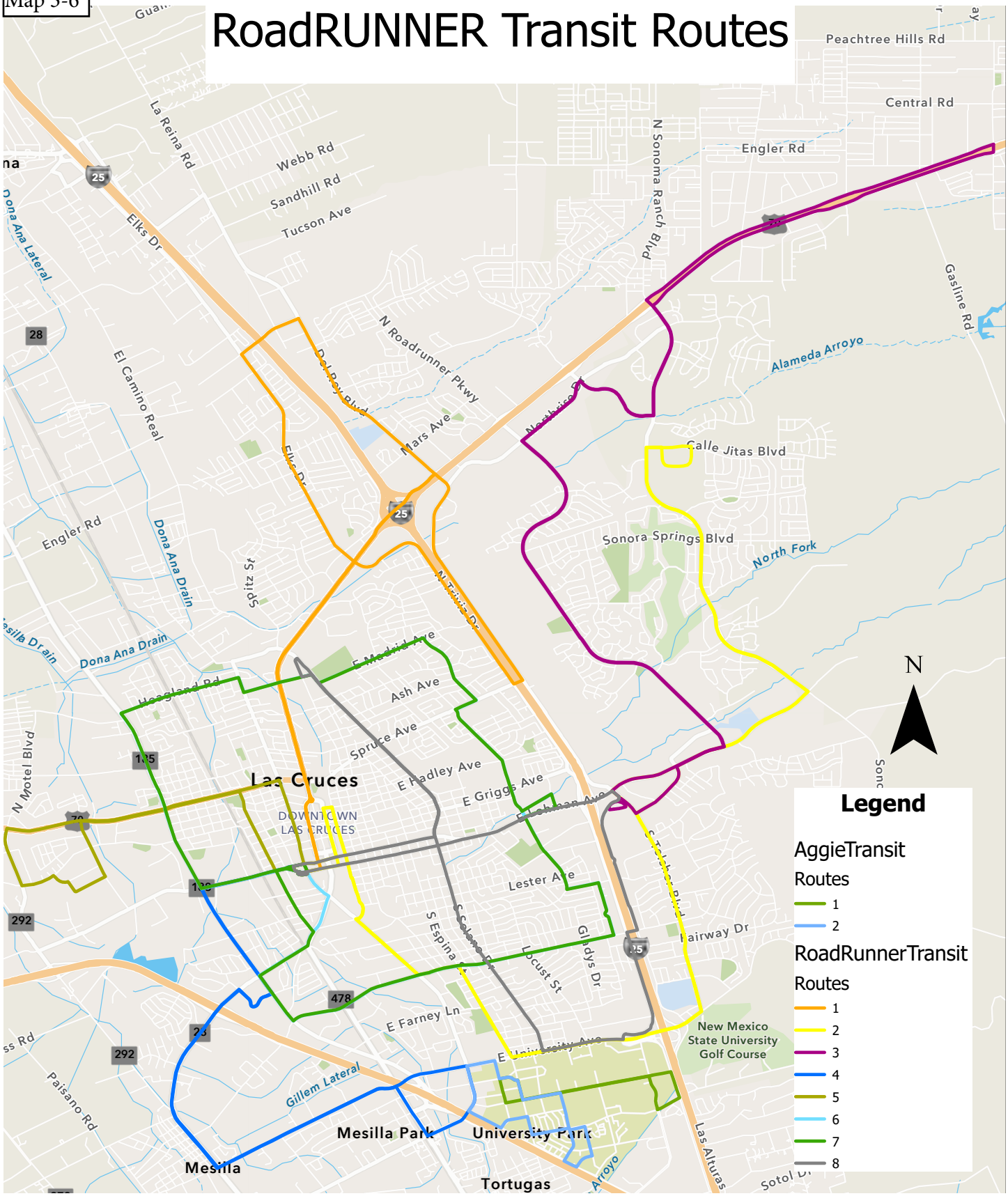
RoadRUNNER Transit Conditions

RoadRUNNER Transit is a division of the City of Las Cruces that provides fixed-route bus service and Dial-a-Ride paratransit service. RoadRUNNER fixed-route service began operating in 1986 under the City of Las Cruces Public Services Department. Since then, the system has grown from 4 routes to 8. RoadRUNNER also administers an internal transit service for NMSU when it is in session. Several changes were made to the RoadRUNNER system in March 2008 to improve route directness and reduce customer travel time. In November 2013, the Mesilla Valley Intermodal Transit Terminal (MVITT) opened in downtown Las Cruces. This facility serves at the primary transit hub in Las Cruces by providing customers with a safe and convenient off-street transfer location for local and regional transit services. RoadRUNNER Transit began using several new downtown bus stops on June 17, 2019. The completion of the two-way conversion of Water and Church Streets allowed for the creation of the new bus stops. On July 1, 2019, RoadRUNNER Transit Dial-a-Ride began charging $1.00 per trip for all users. RoadRUNNER Transit will continue furnishing single runs to and from City of Las Cruces senior program sites. RoadRUNNER Transit extended its hours for its fixed route and Dial-a-Ride paratransit service on May 13, 2019. Saturday Service hours will remain the same. There is no Sunday service. The extended service hours has resulted in increased ridership.

RoadRUNNER Transit completed its Short-Range Transit Plan in 2016. The initial phase of the study included a comprehensive evaluation of the entire transit system and service area. Socio-economic, employment, and demographic characteristics of the Las Cruces area were analyzed to identify concentrations of high transit demand. Reviewing each bus route through extensive fieldwork was part of the evaluation process. The evaluation of the system by measuring the ridership for each route, trip, and bus stop is how system performance is determined. The existing condition report created service recommendations from the findings of the service evaluation and outreach. There are two categories of service recommendations: System Route Restructuring and System Service Expansion. RoadRUNNER staff is beginning work on the next Short-Range Transit Plan. Transit plans are usually scheduled on a five-year basis.

Map 3-6

RoadRUNNER Transit Routes



System expansion recommendations require additional funding to increase the number of service hours and number of vehicles. The expansion recommendations build upon the restructuring recommendations. Further information on the transit system can be found on the City of Las Cruces and Mesilla Valley MPO websites.

Curb-to-curb demand-response paratransit service, also known as Dial-a-Ride, was established along with the fixed route service in 1986. Originally operated within a ¾ mile radius of the fixed-route service and was available to citizens who meet the qualifications of the Americans with Disabilities Act (ADA). The ADA requires the service in any area that offers fixed-route service.

South Central Regional Transit District

The Regional Transit District Act, signed into law in 2003, authorized the creation of regional transit districts (RTDs) in New Mexico, allowing voter-approved funding through a gross receipts tax increase. RTDs can leverage local funds to secure federal transportation funding.

The South Central Regional Transit District (SCRTD) was established in 2006 through an intergovernmental agreement among ten municipalities and counties. In 2014, it launched initial routes in Sierra and Doña Ana Counties, leading to the adoption of a Five-Year Service and Financial Plan in 2015. By 2016, SCRTD began operating regular routes connecting rural communities to larger transit networks, including El Paso. In its first year, ridership increased 160%, with costs per passenger trip dropping significantly.

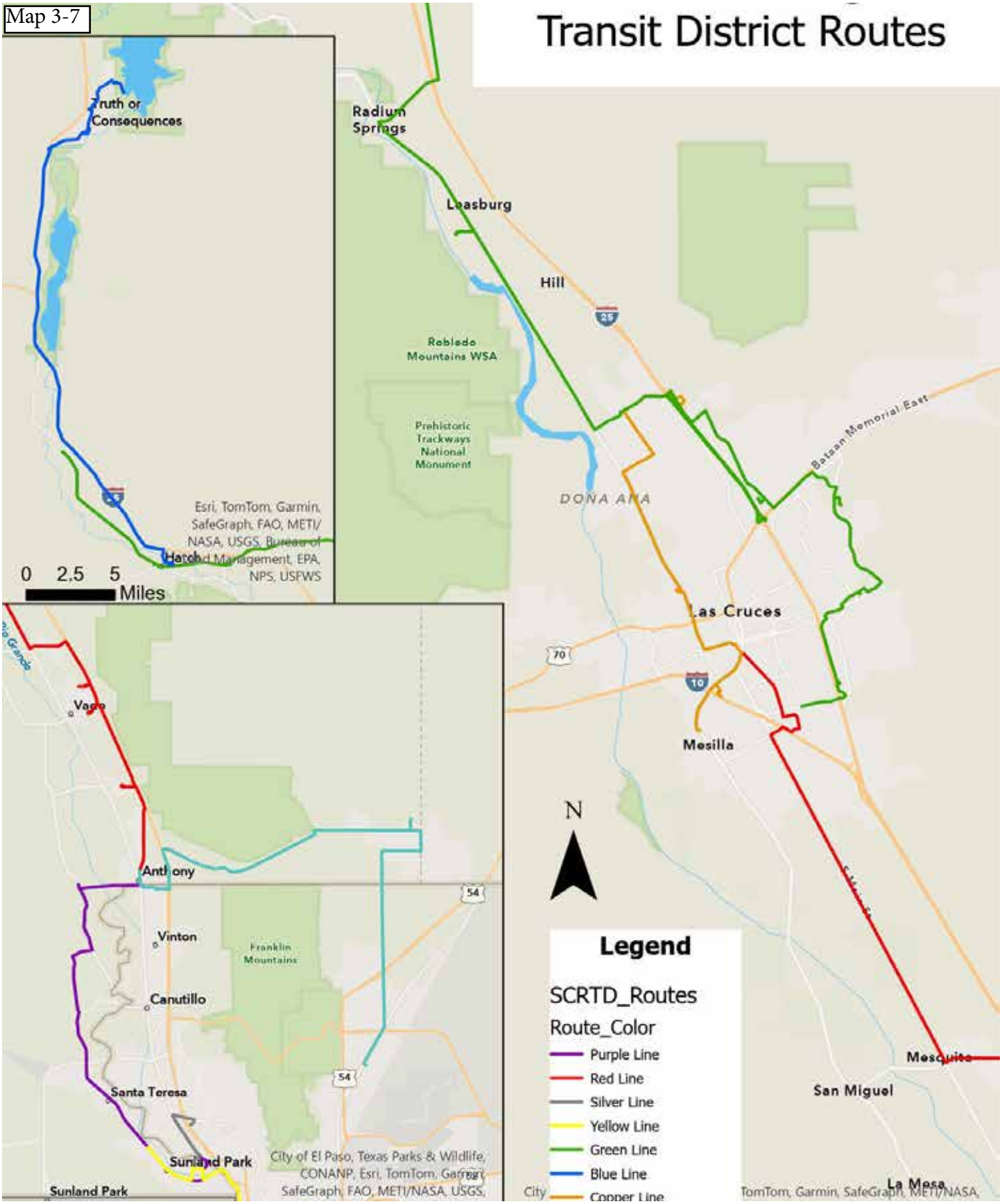
SCRTD's success is bolstered by partnerships with Las Cruces RoadRUNNER Transit, NMDOT Park and Ride, El Paso Sun Metro, and Z-Trans, providing connections across Otero, Doña Ana, and El Paso counties. The district now utilizes key transit hubs, including the Mesilla Valley Intermodal Transit Terminal in Las Cruces, three terminals in El Paso, and one in Sunland Park.

Current SCRTD members include representatives from multiple cities and counties. Although Otero County is no longer a member, Z-Trans continues to coordinate service between Otero County and Las Cruces, ensuring regional connectivity.

NMDOT Commuter Service Conditions

The MPO Area has two commuter routes, Gold and Silver, operated by NMDOT, which connects Las Cruces, El Paso, and White Sands Missile Range. These routes have been in operation since 2012. The Gold Route provides eleven eastbound trips and nine westbound trips between Las Cruces and El Paso, also serving Anthony. The Silver Route provides two round trips between Las Cruces and White Sands Missile Range.

Map 3-7


Transit District Routes
Truth or Consequences
Radium Springs
Leasburg
Hill
Robledo Mountains WSA
Prehistoric Trackways National Monument
DONA ANA
Batson Memorial East
Las Cruces
Mesilla
Vado
Anthony
Vinton
Franklin Mountains
Canutillo
Santa Teresa
Sunland Park
San Miguel
La Mesa
Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USFWS
City of El Paso, Texas Parks & Wildlife, CONANP, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS,
TomTom, Garmin, SafeGraph, METI/NASA,
0 2.5 5
Miles
N
Legend
SCRTD_Routes
Route_Color
Purple Line
Red Line
Silver Line
Yellow Line
Green Line
Blue Line
Copper Line

Pedestrian Conditions

This map highlights areas within Las Cruces where pedestrian-involved crashes are most concentrated. Crash frequency is depicted using a hexagonal standard deviation grid, overlaid with the city's existing bicycle infrastructure and multi-use paths to assess correlations between pedestrian incidents and multimodal network coverage.

Key Findings

1. High Pedestrian Crash Zones

Concentrations of pedestrian crashes are evident in:

- Downtown Las Cruces, with particularly high densities along Main Street, Alameda Blvd, and Amador Avenue.
- The University Avenue corridor, including areas near New Mexico State University (NMSU) and El Paseo Rd.
- Lohman Ave and the intersection of Missouri Ave and Don Roser Dr also show elevated crash rates.
- These areas are marked by red and dark orange hexagons, representing multiple standard deviations above the regional average.

2. Limited Impact of Multi-Use Paths

- Multi-use paths (light blue) are concentrated on the edges of the densest populated area and do not overlap significantly with high pedestrian crash zones.
- This implies that pedestrian crashes are more associated with urban street crossings and arterials than with off-street paths.

3. Infrastructure Gaps in Crash-Prone Areas

Several high-crash pedestrian zones lack clear or protected pedestrian infrastructure:

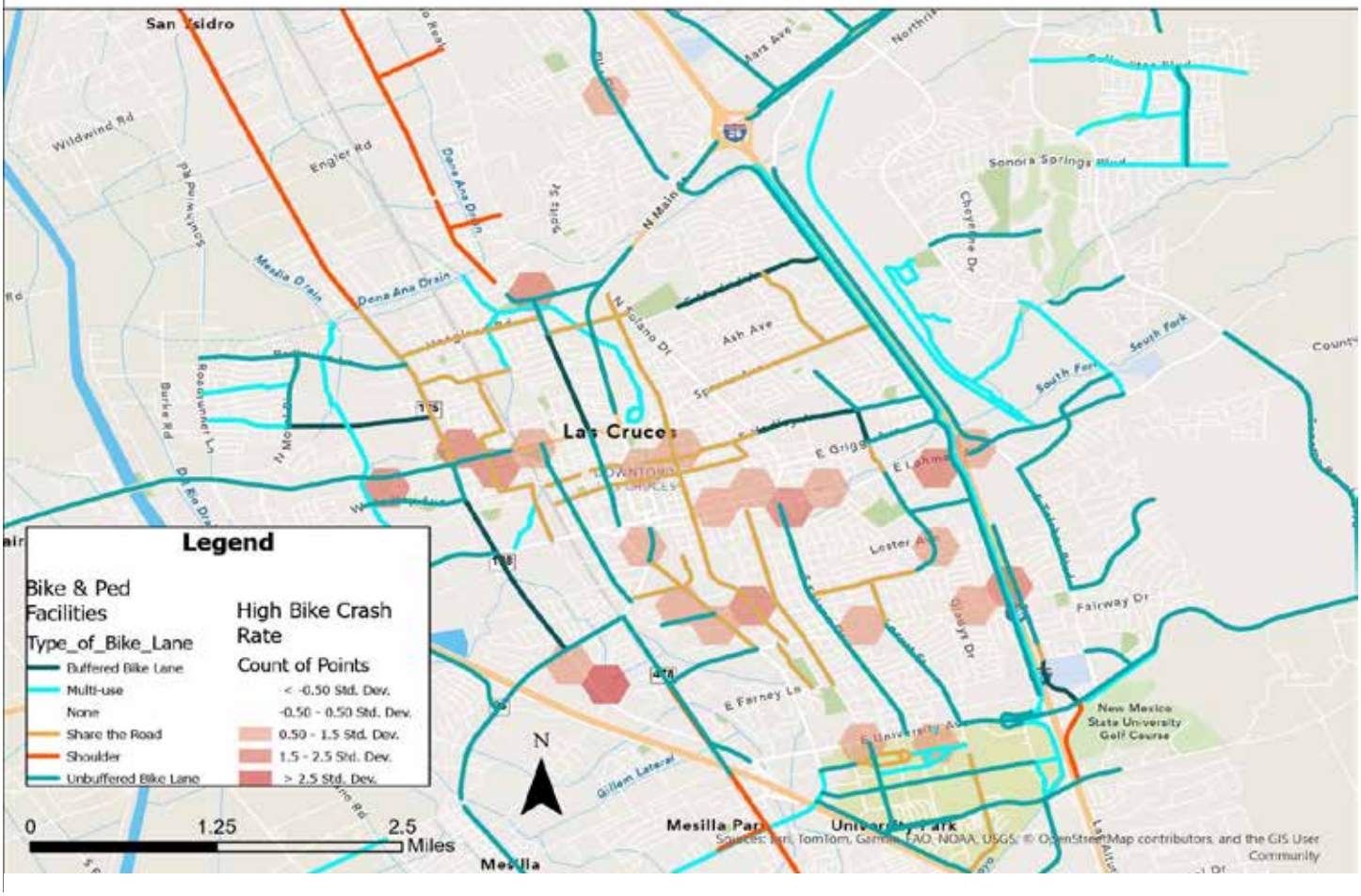
- Missouri Ave, South Valley Dr, and Lester Ave stand out as areas where infrastructure appears minimal or automobile-oriented.
- Downtown's mix of modal activity and shared-use corridors may contribute to elevated risks without dedicated pedestrian improvements.

Map 3-8

Pedestrian-Involved High Crash Areas

Map 3-9

Pedalcyclist-Involved High Crash Areas



Bicycle Conditions

This map illustrates the spatial distribution of crashes involving pedalcyclists (bicyclists) throughout the City of Las Cruces, overlaid with existing bicycle infrastructure including buffered bike lanes, unbuffered bike lanes, shared roads, shoulders, and multi-use paths. The intent is to identify locations with elevated crash risk and assess the adequacy of current bicycle facilities.

Key Findings

1. High Crash Clusters

- The central corridor of Las Cruces, especially Picacho Ave, shows the highest density of pedalcyclist-involved crashes. These areas are marked with purple hexagons, indicating 4 to 7 crashes within each hexagonal bin.
- Other high-crash corridors include:
- University Avenue, Union Ave, and Solano Drive.
- Lohman/Amador Avenue and El Paseo Road.
- Segments of Missouri Avenue and South Main Street.

2. Bicycle Infrastructure Coverage

- Many of the streets experiencing high crash densities are designated with some form of bicycle facility:
- Unbuffered bike lanes (teal) and “Share the Road” routes (light orange) are common in central areas, but their presence does not appear to prevent high

crash rates.

- Buffered bike lanes (dark teal) and multi-use paths (light blue) are present along select corridors, but less frequent in areas with the highest crash concentrations.

3. Disparities Between Facility Type and Crash Frequency

- Streets with unprotected or shared facilities (such as shared lanes or unbuffered bike lanes) are consistently associated with higher crash clusters when comparing different bicycle facilities. This includes parts of Solano Dr, Picacho Ave, and Downtown Las Cruce.
- Conversely, corridors with off-street multi-use paths, especially on the periphery of the city (e.g., north and east), show lower crash rates, suggesting that separation from vehicular traffic may reduce conflicts and improve safety.

4. Notable Infrastructure Gaps

- Several areas with medium to high crash densities lack any dedicated bicycle infrastructure, such as:
- The northern portion of Main Street
- Lohman/Amador Ave
- Parts of Valley Dr
- Missouri Ave

These areas present key opportunities for targeted infrastructure investment.

Map 3-10

Pedestrtian & Pedalcyclist-Involved High Crash Areas

Pedestrian & Bicycle Conditions

This map presents an analysis of bicycle and pedestrian crash concentrations within the City of Las Cruces, overlaid with existing bicycle infrastructure and multi-use paths. The purpose is to identify critical safety concerns and infrastructure needs related to non-motorized users. Listed are some key findings from this study.

1. High Crash Density Areas

Significant clusters of bicycle and pedestrian crashes are concentrated in:

- Downtown Las Cruces, particularly near intersections of Main Street, Lohman Avenue, and Amador Avenue.
- The University Avenue corridor, especially near New Mexico State University (NMSU).
- Segments of El Paseo Road, Solano Drive, and South Valley Drive.

These locations are characterized by overlapping high pedestrian and bicycle crash densities, represented by red-orange (pedestrian) and purple (bicycle) hexagons, indicating multiple standard deviations above average crash frequency.

2. Bicycle Infrastructure and Crash Correlation

Many high crash zones coincide with streets that have existing bicycle facilities, including:

- Unbuffered Bike Lanes and Shoulder bike facilities

such as those on Solano Dr and Telshor Blvd.

- "Share the Road" segments (light orange), commonly seen along Espina St and parts of El Paseo Rd.

This overlap suggests that existing infrastructure may be insufficient to prevent conflicts and injuries, particularly in dense urban areas with high mixed-use activity.

3. Multi-Use Paths and Lower Crash Risk

- Multi-use paths (light blue) provide physically separated facilities. These areas generally show lower crash densities, indicating these paths may offer safer conditions for non-motorized travel.
- Notably, regions north and east of the city core, where multi-use paths are more prevalent, experience fewer reported crashes.

4. Infrastructure Gaps

Several corridors with high crash densities lack any form of bicycle infrastructure, such as:

- Missouri Avenue
- South Valley Drive
- Parts of Solano Dr
- Lohman/Amador Ave

The absence of infrastructure in these areas highlights opportunities for targeted facility improvements to address pedestrian and cyclist safety.

Trail Conditions

Multi-use paths on independent rights-of-way can provide expansion of existing non-motorized facilities and unique connections to many destinations such as schools, parks, recreational facilities, and open spaces. The American Association of Highway Transportation Officials (AASHTO) recommends the use of multi-use paths in locations that minimize intersection conflicts. A variety of both paved and unpaved paths are available in the MPO area. Some of the paved multi-use include the Outfall Channel, Triviz Multi-Use Trail, La Llorona, Sonoma Ranch Multi-Use Path, the Union Multi-Use Trail, and the University Multi-Use Path.

The City of Las Cruces updated their Memorandum of Understanding (MOU) with Elephant Butte Irrigation District (EBID) in March 2017 to continue developing a regional trail network along EBID laterals and drains. The MOU addresses liability issues, special use permits, and maintenance and operations. The MPO encourages Doña Ana County and the Town of Mesilla to enter into similar MOUs with EBID to create a complete regional trail network. Trails in the MPO area could potentially become part of the proposed state-wide Rio Grande Trail System.

Automobile Traffic Conditions

A traffic count program is operated by the MPO on approximately five hundred road segments within the Mesilla Valley MPO jurisdiction. This provided data is utilized by variety both professional and public stakeholders.

MPO staff has divided the complete list of road segments to be counted into three approximately equal lists. Each lists is counted during the course of a year allowing each counts to be revised on a 3-year cycle. In addition special counts are conducted on an as needed basis for specific segments as concerns arise. The MPO Staff updates the Interactive Traffic Flow map yearly with the information collected. The entire history of the traffic flow maps with this information is available on the MPO website.

The data collected by these counts is more inclusive than just the number of vehicles that travel on a particular segment of roadway within a set time. Volume by Classification (VBC) data is collected as part of the traffic count program, this data shows the different classification of vehicles that utilize the road network in the Mesilla Valley MPO area. This classification data is especially useful for monitoring and designating freight movement. Speed data collected indicates vehicles traveling over the speed limit by 5 or 10 mph.

Nationally, VMT steadily increased from 1960 to 2008.

Table 3-1 Mesilla Valley MPO Vehicle Miles Travelled

MVMPO 100 M VMT	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
HMVMT	966.9	927.4	1012	1330	1368	1095	1060	1078	896.1	982.945	949.184	1032.220

Slight decreases were seen in 1974, 1979 and 2008 due to high oil prices. Additionally the decline of the VMT in 2008 was due to a combination of factors, including high oil prices and the 2008 recession. The COVID-19 pandemic resulted in a decrease to the VMT of almost 15% in 2020. The VMT has not returned to the same level as pre-pandemic and has been increasing at a slower rate. Facts that may cause this slugish increase include aging Baby Boomers, Millennials not driving, and on-line commerce as well as remote workers being more common than pre-pandemic.

The VMT for the Las Cruces Urbanized Area shows a stagnation from 2001 to 2014. Included in that is a slight decrease from 2008 to 2013 related to The Recession. The projections show that the VMT will continue to increase but at a slower rate than pre-pandemic levels. The volatility of the local economy and the stagnation of housing growth, could substantially effect this projection.

Aviation Conditions

Three airports serve the City of Las Cruces and Doña Ana County. Cargo, charter, and general aviation services are available via the Las Cruces International Airport and the Dona Ana County International Jetport at Santa Teresa, NM. El Paso International Airport provides commercial passenger air service.

The Las Cruces International Airport was constructed in 1942 as a military training facility. It serves as the main airport in the Mesilla Valley MPO. The Las Cruces International Airport is zoned M-3C, heavy industrial with conditional use. There exists a Foreign Trade Zone within the West Mesa Industrial Park, which is immediately south of the Las Cruces International Airport. Special overlay zones exist to limit encroachment of Non-Aviation Compatible uses in the vicinity of the Airport.

For further information on the Las Cruces International Airport, please refer to the Las Cruces International Airport Master Plan.

Spaceport Conditions

Spaceport America is an FAA-licensed launch complex located north of Upham, in Sierra County. The spaceport site provides for flight testing, aeronautical and astronautical testing, educational research, and spaceport leasing. This site may have a significant impact on the Mesilla Valley MPO area in the future. There is anticipation that Spaceport employees will live in the region, and aerospace engineering and construction firms may locate in and around Las Cruces to support the spaceport operations.

Potential Commuter Rail

With a growing population of more than a million New Mexico and Texas residents, the Las Cruces – El Paso corridor has a more than adequate demographic and economic base to support a commuter rail service. In 2017 the Center for Neighborhood Technology conducted a Passenger Rail Feasibility Study on behalf

of the South Central Regional Transit (SCRTD). According to this study, residents of Doña Ana County on average pay more than 60% of their income towards housing and transportation costs. The region has an economic need as well as an opportunity for a new transportation service that might reduce user costs.

Travel Demand Modeling

The Mesilla Valley MPO will now be using new tools in ArcGIS Pro to better understand and predict traffic patterns. One set of tools, called the Time Series AI tools, uses deep learning—a type of artificial intelligence—to analyze historical traffic data and forecast what traffic trends in the future. These tools work by recognizing patterns in data collected from our Traffic Counts Program, such as vehicle counts (AADTs) and speeds, and can also factor in things like weather or new road construction. The models can predict traffic conditions at specific locations and times, helping our shareholders plan and decrease traffic congestion or long-term changes in travel behavior within our planned area.

To manage these complex forecasting processes, the Mesilla Valley MPO will use a feature in ArcGIS Pro called ModelBuilder. This is a visual workflow tool that helps organize and automate each step—bringing in the data, running the AI models, and producing maps and reports. It ensures that the same process can be repeated reliably with new data or for different locations. Together, these tools make it easier to make informed decisions, reduce traffic problems, and improve how people move throughout our planned area.

NMDOT Safety Planning

The New Mexico Transportation Plan 2040 and the NMDOT Strategic Highway Safety Plan (SHSP) address safety issues on a state level. The New Mexico Transportation Plan addresses issues such as safety in construction zones, increasing pedestrian and bicycle safety, public awareness, and Intelligent Transportation Systems (ITS) solutions. The plan also supports Livable Communities and Complete Streets concepts that promote designing communities to facilitate walking, biking, and using public transit as alternatives to dependence on private vehicle usage. The 2016 edition of the SHSP includes a program to reduce fatalities and serious injuries on New Mexico's roadways.

In conjunction with the SHSP, NMDOT's transportation safety planning program has been designed to orient the planning process to more effectively integrate safety. NMDOT created a Traffic Safety Management Team (TSMT) to guide safety implementation. It includes the Secretary of Transportation and senior leadership from NMDOT's planning, traffic safety, engineering (design, construction, operations, and maintenance), transit, rail, research, and public information divisions. The TSMT meets monthly to track implementation progress, create initiatives, and address barriers to safety improvments.

Chapter Four
Vision and Implementation

Chapter Two discussed the new federal performance measure requirements that are part of the Infrastructure Investment and Jobs Act IIJA. Chapter Three discussed the current transportation and land use conditions in the MPO region. Additionally, MPO Staff conducted three rounds of public engagement in the development of this Metropolitan Transportation Plan. These conditions, combined with the public input received during our engagement process, form the foundation for Mobility 2050.

- Pursuing strategies that include: safety first for the most vulnerable modes, increased connectivity of the street system, improved walking and bicycling conditions, enhanced employment if Intelligent Transportation Systems (ITS), and preservation of arroyos and trails can be steps to providing healthier more sustainable options for the MPO region as a whole.

Core Vision

The core policy keeps *MTP 2050* simple and active by setting the framework for the main goals. The core policy is a statement emphasizing the necessity of coordinating land use and transportation to achieve sustainable communities. It provides a direct connection between the MPO and the planning efforts of the City of Las Cruces, Doña Ana County, and the Town of Mesilla.

The core policy of *MTP 2050* is as follows:

Serve all transportation users by planning, implementing, and maintaining a safe transportation system that coordinates land use and transportation planning.

Chapter Four of *MTP 2050* serves as the narrative expansion of the goals discussed in Chapter One.

Metropolitan Transportation Plan 2050 Core Vision

Serve all transportation users by planning, implementing, and maintaining a Safe transportation system that coordinates land use and transportation planning.

Provide Safe Travel for all Transportation Users

TThe ability for all users to travel safely by all modes is a primary goals of the Mesilla Valley MPO. Crashes involving injuries or fatalities are often preventable. It is non-motorized users, such as bicyclists and pedestrians, who are most often at risk of serious injury in an automobile-oriented environment. Various actions, including education, enforcement activities and geometric adjustments aid in preventative strategies to reduce crashes. These strategies include:

1. Data collection and monitoring determine the location and causes of crashes. The Mesilla Valley MPO has started the compilation of an Annual Safety Report to document trends and problem spots in the MPO area such as intersections and sections of roadway. The Annual Safety Reports are available on the Mesilla Valley MPO website.

2. Detailed analysis of intersections and corridors that historically have high crash rates, aids in strategically prioritizing safety measures and projects. The MPO now requires all TIP projects to specify how they address adopted Safety Targets.

3. Jurisdictions using the link between land use and transportation to encourage mixed use development may reduce demand on the transportation system. By encouraging walkability, bicycling, and public transit use reduces Vehicle Miles Travelled (VMT). These mixed use development factors tend to reduce exposure for crashes to occur as well as pollution.

4. The Vision Zero process looks at reduction of crashes using a holistic approach of methodologies and perspectives such as law enforcement and technology. Building upon the foundation laid by the Vision Zero model, transportation planners and engineers should encapsulate wider and non-traditional data sources. Using methods for transportation facility planning and implementation.

Prioritize System Maintenance

The preservation of the existing transportation system at the most cost-effective means to serve the mobility needs of those within the MPO jurisdiction is an essential need. This need is in keeping with the eighth federal planning factor. Traditional maintenance activities such as resurfacing and reconstructing roadways, improving pedestrian access with repaired sidewalks, or rebuilding bridges all contribute to achievement. The management of this transportation system, both current and in the future, is paramount in the assistance of the preservation of improved safety, decrease travel delays, and provide traveler information.

Systems management and operations include upgrading traffic signal systems for better coordination, applying Intelligent Transportation Systems (ITS) technology to improved transit and emergency services, and using dynamic message signs during special event and traffic incident management.

The existing infrastructure should be targeted for growth, however new links of a growing network will not function to the fullest potential if the existing transportation system is not maintained to the same high standard. The expansion of the regional transportation network should be accomplished in a cost-effective complete and same manner. Ensuring cost-effectiveness will reduce the strain on needed resources from the existing system, allowing more fluid growth of any and all newly proposed advancements. Improved system maintenance could include:

1. A comprehensive program by all MPO member jurisdictions for monitoring the condition of their transportation facilities.
2. Jurisdictions should dedicate consistent funding for maintenance of their existing transportation networks.

3. All jurisdictions should create a preventative maintenance program.
4. Jurisdictions should optimize existing facilities by use of ITS.
5. Accepting Level of Service D for peak hours in lieu of expansion of capacity.

Provide Improved Connectivity within the Transportation Network and Between Modes

Connectivity is a key component in developing a robust transportation system. A well-connected transportation network reduces the distance traveled to reach destinations and can facilitate pedestrian and bicycle networks. Effective multimodal networks have the characteristics of direct routing, accessibility, few dead-ends, and efficient bicycle and pedestrian infrastructure. Understanding the link between land use and transportation is key in the creation of a well-connected network as the location of places of employment, retail, schools, medical care, and recreational facilities dictate the shape and use of the transportation network. Effectively placing these amenities reduces the need for vehicular transportation.

Some strategies to aid connectivity are:

1. Encourage development that reflects traditional grid patterns, which provide more numerous connections and avoid dead ends.
2. Create an integrated network of bicycle and pedestrian facilities.
3. Create effective transit networks that are internally connected and have connections to surrounding transit providers.
4. Encourage the construction of bus shelters, with bicycle facilities, safely connected to the pedestrian network, at all transit stops in the MPO area.

Promote System Efficiency, Reliability, Resiliency, and Effectiveness

Transportation system users should be able to get to their destinations without undue delays. The efficiency of the transportation system aids in the reduction of pollution and congestion on roads, helping to increase quality of life. Improving system efficiency applies to non-motorized modes of transportation as well. System Reliability is a federally required performance metric adopted by the MPO. Member jurisdictions must

take this into consideration when advancing projects through the MPO process. Some possible strategies for improving system efficiency include:

1. Monitoring delays and travel times along corridors in the MPO planning area.

2. Maintenance of the MPO Travel Demand Model to assess future delays and potential alternatives.

3. Utilizing ITS and geometric improvements to reduce travel delay at peak times.

4. Continuance of the vehicular count program and add non-motorized, such as bicycles, counts to the traffic network data.

5. Implementation of Sunday service by RoadRUNNER Transit.

6. Coordination between RoadRunner Transit and the SCRTD.

7. Expansion of the geographic service area of RoadRUNNER Transit and the SCRTD.

8. Prioritizing walking and biking by adding green bike lanes, bicycle boxes, and prioritization of signals such as crosswalks.

Support Economic Vitality and Competitiveness

Having an effective multimodal transportation system is crucial for the economic wellbeing of a community. Additionally, supporting economic vitality is a federally required planning factor. Without such a transportation network the serves the movement needs of people and freight, a community will be at a disadvantage for attracting and retaining workers and industry.

Some strategies to promote economic vitality include:

1. Enhance freight movement by improving designated freight facilities.
2. Extend rail connections to the West Mesa Industrial Park.
3. Improve facilities at the Las Cruces International Airport to better accommodate freight and establish Las Cruces as a regional air freight hub.
4. One more strategy is developing a robust public transit system and an integrated non-motorized transportation network as amenities to attract industry and workers to the MPO area.

Adapt to Changing Technology

The United States and the world at large are amid technological innovations that could change many aspects of the current transportation network. At the forefront of these potential technological changes, is the development of automated passenger and freight vehicles. There is the possibility that these vehicles will reduce congestion, crashes, and parking requirements on the transportation network. However, the implementation of these innovative technologies must be responsibly managed for these promises to come to fruition. An ill-managed technological implementation process will not solve these problems but may instead make them worse. Additionally, changes in retail practices, specifically the continuing trend toward online shopping have the potential to reduce the number of "brick and mortar" stores in existence which may cause a dramatic paradigm shift in land-use patterns across the nation.

There are some strategies by which the MPO can prepare for dynamic technological change:

1. Anticipate the potential transportation impacts of developments such as automated vehicles, shifts in retail development, public transit, and artificial intelligence.
2. Improvement of internet applications as they related to transportation or ITS functions.
3. Investigate adaptation of non-traditional traffic data sources, for example, aggregated cell phone data, for higher quality traffic flow data.
4. Adjust the land-use regulations to accommodate technological and commercial changes.

Support Health and Wellness

Automobile dependence can encourage an unhealthy sedentary lifestyle, which can promote obesity, leading to a variety of health problems. Vehicle crashes are also a significant contributor to medical issues. Additionally, poor access to food and medical facilities is a continuing problem for those with mobility problems.

Some strategies to promote health and wellness are:

1. Provide for safe pedestrian and bicycling facilities to work and recreational facilities.
2. Work to reduce VMT.
3. Continue to implement safety projects to make the transportation network safe for all users.

Support Community Character and Context

Community culture and character as related to quality of life have become a major contributing factor in attraction, either on a temporary or permanent basis, to an area. A key factor of the decision to remain in the area is the quality of life provided. Amenities in addition to the culture of the community greatly influence the decision of both potential residents and businesses, choice to remain. A location being highly desirable due to it's culture, character and amenities encourages economic development and growth contributing to an increased quality of life.

Promotion of the amenities and desirability of an area can be achieved by:

- Mixed-use or transit-oriented developments, zoning and land uses of new subdivisions and construction as well as renovations of existing structures and areas.
- Incentives for the redevelopment and remodel of blighted or abandoned structures of districts of the community to be a culturally and economically vibrant area.
- Developing public transit systems with high frequency and beneficial coverage area for all users.
- Developments that encourages live-work communities and ease of non-motorized transit systems within new community development

Plan Implementation

The implementation of the Core Vision and supporting strategies of MTP 2050, as well as the implementation of the performance measures required by the IIJA and the previous legislation takes a variety of methods that provide the means for evaluating performance and set the stage for developing future projects. Tracking performance can be a difficult challenge. Many of the activities undertaken by the Mesilla Valley MPO are qualitative rather than quantifiable. Additionally, as a small MPO, Mesilla Valley is limited in its ability to impact outcomes on the ground. Developing accessible, connected regional networks and to maximize the impact of MPO efforts the implementation strategies of MTP 2050 must focus on collaboration and cooperation with our member jurisdictions to bring this into fruition.

Land Use and Design Elements

Design elements of land use promoting effective patterns of design is an integral part of supporting an efficient and sustainable transportation system. Transportation patterns are affected by and can effect land use density, diversity, and distribution. The MPO does not have land-use authority and cannot enforce land-use and transportation coordination. Maintaining avenues of open communication between municipal, county and state staff as well as land developers and contractors allows for the exchange of opinion to ensure a greater chance for the optimal benefit for all current and future parties. This is especially true as new developments or revised upgrades are implemented.

A main function of the MPO is to provide a forum for better coordination between land-use planning and transportation planning. Both in projects that will have effect upon the public over the coming year, as well as projects that will have effect upon the public over the coming decades. Better known as planning and long-range planning, respective.

As the MPO will continue to communicate and work closely with members of all jurisdictions within it's boundaries, in efforts to support the development of a sustainable transportation network that will benefit all effected.

Land-use diversity, exemplified by a pattern of interspersed land uses, as well as heightened interest and implementation of live-work infrastructure in recent years has influenced current development trends both in the short and long term. The implementation in both new and existing developments is preferred due to the need for shorter trips to complete daily services and results in more transportation options by making non-motorized trips more viable.

Land-use diversity and live-work promotes a mix of employment, housing, and service activities within a distance that can be easily traveled by non-motorized means. Resulting in residents spending less time and money on transportation needs and expenses. Closer density, of both residential and commercial uses, provides a variety of housing choices, supports transit, and enables a more sustainable transportation network. The concept of Transit Oriented Development (TOD) brings many of these land-use and design concepts together to aid in creating a pedestrian-friendly non-motorized built environment that efficiently supports transit and provides mobility and accessibility for resident and non-resident use.

Context-Sensitive Design Solutions

Context-Sensitive Design Solutions seek transportation options that improve mobility and safety while complementing and enhancing community values and objectives. The considerations for Context-Sensitive Solutions is twofold. First, the broad context created by the surrounding neighborhood, district, or corridor. Second, the immediate physical context created by buildings and activities. An examination of these contexts through a robust, collaborative public input process will result in design parameters for the context, roadway, and intersections. The examination should include maintaining safety and mobility, as well as aesthetic, social, economic, and environmental values.

Complete Streets

Complete Streets are streets that are designed and operated to enable safe access for all users. These users include children, seniors, and those with disabilities. Complete Streets address both policies and design standards requiring consideration of all users in planning, design, construction, and maintenance. The Town of Mesilla, the City of Las Cruces, and Doña Ana County have all adopted Complete Streets resolutions. Complete Streets include design elements such as bicycle lanes, pedestrian buffers, curb extensions, narrow residential roadways, and improved signal timing.Right of Way (ROW) Preservation

The Mesilla Valley MPO, through the development of the Future Thoroughfare Plan, identifies the functional classification and alignment of arterials and collectors in the region, particularly future alignments. This process provides regional functionality and preserves ROW for future development. In most cases, right of way preservation will be determined based on the adopted design standards of the City of Las Cruces and Doña Ana County.

There are some exceptions, for example, the ROW request may vary based on an MPO or local jurisdiction's study corridor report, or a determination of a constrained ROW (explained below). Also, if a parcel of land is adjacent to a water conveyance facility rather than a roadway, additional ROW is not requested. The City of Las Cruces and Doña Ana County may ask for additional ROW at intersections to ensure better traffic flow management.

Constrained Right of Way

Constrained ROW are roads where there exist restrictions from adding through lanes to meet current or future capacity or other enhancements due to physical, environmental, or policy constraints. A roadway may have physical constrains by immediately adjacent development, topography, or when a facility has reached the maximum motor vehicle lane per design standards. Policy constraints can also come into play when considering the impacts of roadway expansion on the environment, neighborhoods, and or local

communities. For example, MPO Staff has conducted study corridor reports of which the outcome consists of a recommendation to constrain the ROW for the area based on existing conditions and community input.

Usually, constrained ROWs exist in built-out areas of the City of Las Cruces and in historic centers of unincorporated communities. However, rural areas may also have constrained ROWs due to environmental factors and topographic concerns. MPO Staff will not recommend the acquisition of additional ROW in those cases. The MPO recommends prioritizing strategies such as traffic signal optimization, access management, parking and loading restrictions, and parallel facilities improvement for ROW with constraints.

The development review process should use the following processes to determine if and the amount of constraint on a ROW:

- Analyze the entire ROW segment between two thoroughfare intersections to average existing ROW;
- Analyze the entire ROW segment between two thoroughfare intersections to determine percentage of build-out;
- Analyze the entire ROW segment between two thoroughfare intersections to determine the potential for future subdivision;
- Determine if MPO Staff has conducted a study corridor report for the segment;
- If 80% of the segment is built-out, then the average existing ROW is used to determine the amount of ROW required;
- Additional ROW at the intersection could be requested regardless of the percentage of build-out;
- All determinations of constrained ROW should consider current and future land use context and associated traffic impacts as determined by MPO Staff.

Thoroughfare Alignments

The process of identifying the location of existing thoroughfares and locating new alignments for proposed thoroughfares includes studying land uses and topography, as well as providing for a connected roadway system. The thoroughfare alignments have spacing requirements outlined in the Federal Functional Classification Guidelines. The placement of thoroughfares, whenever possible, is on a shared property or section line to evenly distribute property acquisition for public right-of-way. Occasionally land-use changes and other issues are identified that require revisions to the alignments. The MPO has a process to evaluate thoroughfare alignments depending on the degree of change proposed and the impact a change would have on property owners.

When an applicant is seeking to realign an MPO thoroughfare, the following criteria must be included and addressed:

- Description of the proposed change(s), including the extent of right-of-way realignment, map of proposed realignment, and identification of applicable topographic, drainage, cultural, historical, or environmental issues;
- Explanation of the reason for the proposed change(s);
- Indication of whether the request does or does not shift the responsibility of right-of-way preservation on any current or new property owners;
- If a shift in the responsibility of right-of-way preservation occurs, the applicant must obtain a signed, written agreement regarding the new alignment by all parties;
- If the realignment is not significant, less than 300 feet, and all parties agree on the shift of responsibility of right-of-way preservation the request will be processed administratively by MPO Staff;
- If the realignment is significant, more than 300 feet, or parties are not in agreement on the shift of responsibility of right-of-way preservation,

the request will be taken through the entire Metropolitan Transportation Plan amendment process as outlined in the Mesilla Valley MPO Public Participation Plan;

- MPO Staff determines the intended location of the original alignment centerline.

Area Plans and Study Corridors

Area plans and study corridors are undertaken in corridors or areas that are in need of intensive study to determine potential transportation needs. These are conducted on an as-needed basis. Studies can be initiated by written request of an MPO member jurisdiction, when a proposed Transportation Improvement Program (TIP) project is not in compliance with the MTP, or if the MPO Policy Committee requests a specific study.

The Public Participation Plan outlines the process for these types of studies. Some of the items in this process include determining the target audience, study area size, identifying alternative options through public input, and determining preliminary cost estimates, benefits, and potential issues to address issues through the National Environmental Policy Act (NEPA) process. The NMDOT Location Study Procedures provides a set of guidelines by which to analyze some of these items and are utilized in the study process.

Development, Construction, and Zoning Review

The City of Las Cruces and Doña Ana County both have review processes for new development and revitalization. Development and revitalization reviews include new subdivisions, infill development, lot line adjustments. The MPO is included as a reviewer in this development review processes as well as a voting member on the Design Review Committee (City of Las Cruces). In these reviews the MPO encourages:

- Creating an inter-connected roadway and multi-use network

- Accurate land uses and related projected traffic generation based on transportation impacts of all classes ensuring accessibility for all users

- Encouraging access management and traffic calming techniques for all classified roadways

- Encouraging direct connection between pedestrians, bicyclists, and transit facilities in support of most effective Transit System for the community

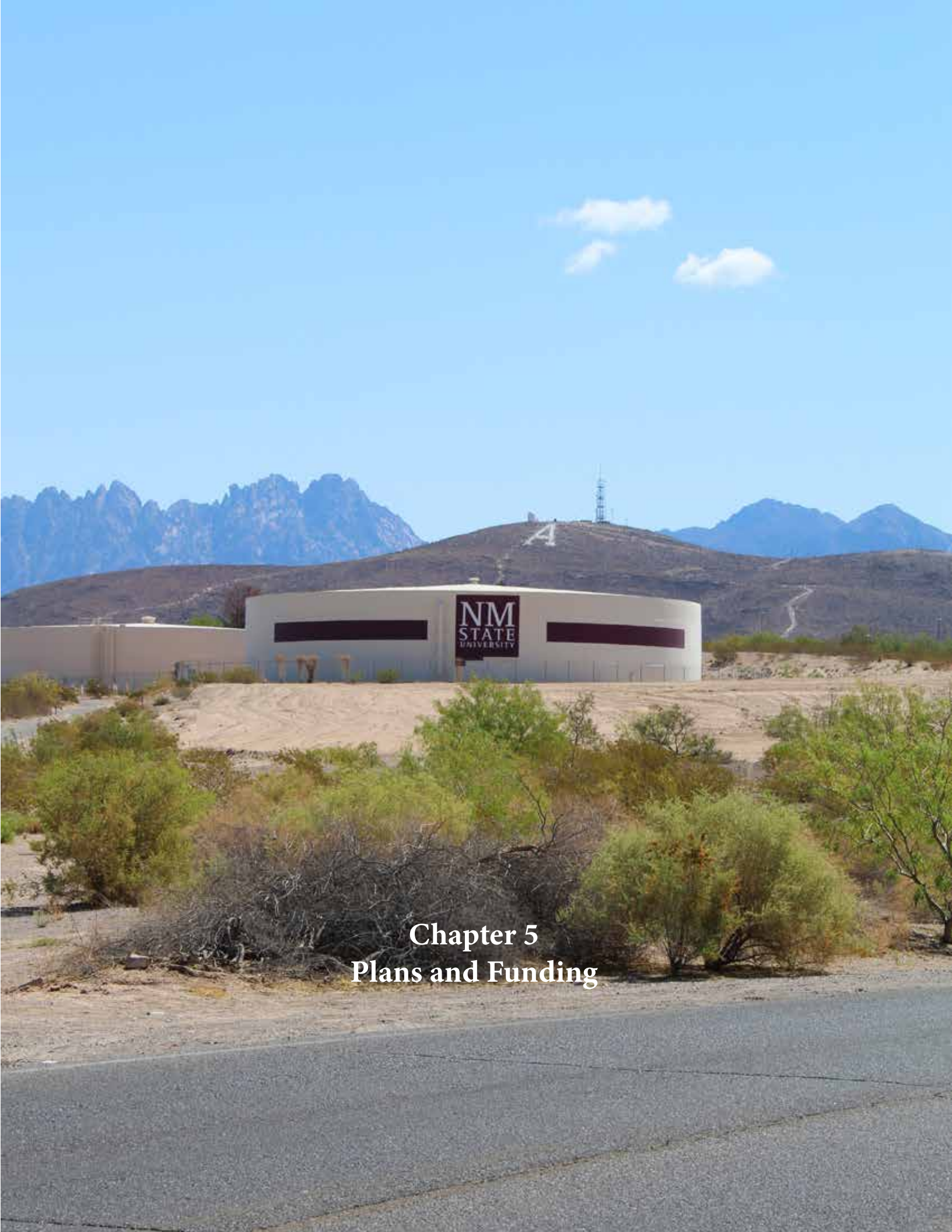
- Increased pedestrian access, including live/work development and access between subdivisions

- Greater connectivity between all trails, walking and bike

MPO Staff could provide comments on the effect of proposed land uses on the transportation system due to projected traffic generation by the proposed use. During this process, the MPO also provides information to the local jurisdiction about traffic counts, roadway function, and location of public transportation facilities.

During the review process for construction, MPO Staff may provide comments concerning, roadway cross-sections, parking, lighting, and signage as they relate to MPO goals and principles. The MPO also recommends design that minimizes conflict between modes of transport and provides access and safety for all users at varying speeds. These design recommendations are exemplified by MPO's policy that calls for bicycle lanes included on all new thoroughfares at the time of construction. MPO recommends providing for all modes of transportation using, Complete Streets principles, in constrained ROWs. The MPO does not support cross-sections that do not include bicycle lanes or shoulders.

Planned Unit Development (PUD), provide public benefits in exchange for the consideration of multiple variances from the zoning code. Due to the flexible nature and intent of the PUD process MPO comments on land use and transportation issues influence the recommendations to ensure the most possible public benefit.



Chapter 5
Plans and Funding

Introduction

Through an extensive public input process, the MPO has developed priority plans to support the implementation of complete networks and a safer transportation system. The Prioritized Plans and Projects should also align with the Federal Transportation Planning Factors stated in Chapter 2, and restated here:

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

- Promote efficient system management.
- Emphasize the preservation of the existing transportation system.
- Enhance travel and tourism.

The following system priority plans guide on identifying, developing, and implementing projects, as well as a system for evaluating projects for inclusion in the Transportation Improvement Program (TIP). Typically, a project will get more points if it is identified on multiple priority plans. Also, to preserve and maintain the existing transportation infrastructure, the MPO supports new and innovative funding mechanisms for implementing these priorities and expanding the current unfunded illustrative project list. Each system priority plan consists of a map identifying important components of the priorities plan and informational text on the sidebar. These maps are readily available on the web and will be emailed or printed by request.

Transportation Projects Priorities Plan

The Transportation Projects Priorities Plan is a map that brings together projects for all modes that are part of the regional vision. The map illustrates the following types of projects:

- Projects funded in the 2024-2029 TIP
- Corridors that would benefit from Intelligent Transportation Systems (ITS) applications
- Transit capital and operations projects that cannot be illustrated on the map.

Active Mobility Priorities Plan

The Active Mobility Priorities Plan identifies crucial pedestrian corridors, intersections, and regional area destinations that need infrastructure; current and future in-road bicycle facilities throughout the MPO area, and current and potential future trail locations, within the MPO area. The emphasis on pedestrian safety is due to all modes having a pedestrian component.

Associated Tasks:

- Provide for safe pedestrian and bicycling facilities to work and recreational facilities.
- Work to reduce VMT.
- Continue to implement safety projects to make the transportation network safe for all users.

Public Transit Priorities Plan

The Public Transportation Priorities Plan is a depiction of the future transit system. It envisions that the future transit system will be better coordinated with activity centers to support Transit-Oriented Development (TOD) opportunities. The future transit system should be based on establishing bi-directional express service corridors to encourage regional trips and provide neighborhood circulator systems that feed into the stations along those express corridors.

The connection of the urban system to both the rural and regional systems is paramount to the success of the transit system. Connecting to regional partners such as the New Mexico Department of Transportation Gold Route, which connects Las Cruces-Anthony-El Paso and the Silver Route, which connects Las Cruces-Anthony-White Sands are vital to the success of public transportation in the region. A proposed commuter rail link between Las Cruces and El Paso is being discussed.

Associated Tasks:

- Continue to assist with the implementation of the RoadRUNNER 5-Year Strategic Plan
- Continue to support SCRTD.

Future Thoroughfare Plan

The Future Thoroughfare Plan establishes the vision for the future thoroughfare network for the region. It describes future roadway functional classification, preliminary roadway alignments, and current functional classification to preserve right-of-way for MPO member jurisdictions. The basis for the determination of final Right-of-Way widths is local jurisdictions' design standards and complete streets policies.

Collectors serve specific functions within the hierarchical road system, distributing traffic between neighborhoods and arterials and providing increased access across shorter distances and at slower speeds. To achieve these functions, the MPO has set parameters and templates for the build-out of collectors rather than indicating their exact alignment on the related map. These parameters will provide enhanced alignment flexibility.

The development of the Future Thoroughfare Plan is in conjunction with the Federal Highway Administrations Functional Classification Guidelines. The map contains the desired functional classification for existing and proposed roadways, a summary of the functional classification guidelines, and parameters for aligning collectors.

Associated Policies:

- Collectors within approximately 1 square mile of planned arterials shall maintain a connection to arterials in every cardinal direction and each other.

- A collector should not directly continue for more than 1.5 miles in any given direction.
- A collector should contain 2 or 3 vehicle lanes, bicycle lanes in each direction, and pedestrian facilities on both sides appropriate to the roadway context.
- Recommend maintaining existing routes and connections where feasible.

Functional Classification Map

The Functional Classification Map illustrates the current roadway functional classification. It is not the intention of this map to determine right-of-way widths. The local jurisdictions is responsible for final right-of-way width, the design standards and the application of there complete streets polices. MPO Staff developed the Functional Classification Map using the Federal Highway Administration Functional Classification Guidelines.

Associated Policies:

- This map provides the basis for determining federal aid eligibility within the MPO region.
- The current functional classification may not match the classification identified on the Future Thoroughfare Map. Developing projects should consult the Future Thoroughfare Map.

Truck Route Map

The Truck Route Map identifies preferred corridors for commercial truck movement within the MPO area. Many roadways within the MPO carry significant commercial vehicle volumes. The public has expressed concern regarding the high volume of truck traffic on US 70 and its associated environmental impacts. During 2013 the completion of the Interstate 10 and Interstate 25 interchange lead to safer conditions. Previously, truck drivers chose not to use the I-10 and I-25 interchange because the ramp geometry led to truck turnovers. The interchange improvements have led to more trucks utilizing the I-10 and I-25 interchange, thus relieving some of the truck traffic on

US 70 through the urban core of Las Cruces.

During the development process for Mobility 2050, a new freight corridor is currently in discussion. This new corridor, the High Mesa Road, is proposed to directly connect the Las Cruces West Mesa Industrial Park to Santa Teresa to take advantage of the dynamic economic activity currently ongoing in that area.

Financial Plan Overview

Federal transportation bills fund and regulate all federal transportation activities. One requirement found in federal transportation bills is that the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP), and the State Transportation Improvement Program (STIP) must be financially constrained. 23 U.S.C.450.104 defines financial constraint and fiscal constraint as "the metropolitan transportation plan, TIP, and STIP includes sufficient financial information for demonstrating that projects in the metropolitan transportation plan, TIP, and STIP can be implemented using committed, available, or reasonably available revenue sources, with reasonable assurance that the federally supported transportation system is being adequately operated and maintained." The purpose of this requirement is twofold. The first is to ensure the identification of funding sources for investments. Second to demonstrate a reasonably reliable means to maintain and operate the existing federally funded transportation system.

There are funding sources available to construct new transportation projects and keep the existing transportation system operating and maintained. Funding sources include federal and state programs, such as fuel and sales taxes, as well as local and private funds. This chapter documents the financial strategies used to fund regional projects, programs, and activities covered in MTP 2050. Potential revenue sources are summarized, and future revenues from these sources are estimated. The expenditures to meet the projected transportation needs for the Mesilla Valley region through the year 2045 are estimated. The expenditures include those required to meet general administrative, the operation, and maintenance needs of the existing transportation system.

Proposed Revenues

Federal Funding

NMDOT receives federal funding for New Mexico from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Funds are specifically allocated to various statewide programs and to the six NMDOT districts. The Mesilla Valley MPO is entirely within the New Mexico Department of Transportation (NMDOT) District 1.

Primary sources of revenue for the Federal Highway Trust Fund (FHTF) are:

Fuel taxes

- 18.4 cents per gallon for gasoline
- 24.4 cents per gallon for diesel

Heavy vehicle fees

- Heavy vehicle use tax for trucks over 55,000 pounds
- 12 percent sales tax on new trucks over 33,000 pounds
- Tire tax for tires over 40 pounds

Increases to federal fuel tax rates were last authorized in 1993, and therefore the purchasing power of federal funding sources has decreased by nearly 40% since 1993. Rising construction costs along with the increasing need for maintenance of an aging highway system has placed a strain on the Federal Highway Trust Fund (FHTF) which, is causing recurring funding shortfalls. Due to the current funding levels, the Federal Government may need to reexamine and cultivate new revenue sources for the FHTF.

The majority of monies spent in the MPO area are typically from the National Highway Performance Program (NHPP) and the Surface Transportation Program (STP). Construction of improvements is a use for NHPP monies on urban and rural roads that

are part of the National Highway System (NHS), Major Highways, and Principal Arterials. The STP funds provide discretionary funding used for planning, the Transportation Alternatives Program (TAP), bridge projects on public roads, transit capital projects, and intra-city and intercity bus terminals and facilities. The National Highway System and all federal-aid highways on the Functional Classification Plan can use STP funds. TAP funds are for creating or improving walking and bicycling facilities, other safety improvements, or for preserving rail corridors for conversions into walking/biking trails. The Safe Routes to School program, which contributes to the improvement of walking and bicycling facilities, is funded through TAP.

Agencies may use uses Highway Safety Improvement Program (HSIP) funds which, are part of the STP funds, on projects that improve Safety or mitigate dangerous conditions on roadways, at intersections, or for walks and bicyclists. The amount of STP programmed for the Las Cruces area can vary widely based on NMDOT priorities. In small to medium MPOs with a population less than 200,000, such as the Mesilla Valley MPO, the NMDOT allocates STP funds in the area based on a collaborative process between the NMDOT, MPO, and public transportation providers.

State Funding

In addition to the federal apportionment, major transportation sector funding sources in New Mexico include the state gasoline tax, special fuel tax, weight-distance tax, vehicle registration fees, motor vehicle excise tax, leased vehicle gross receipts, surcharges, trip tax, and driver's license fees other. The current state gasoline tax is 17.0 cents per gallon, and the diesel fuel tax is 21.0 cents a gallon. In 2024 the New Mexico Legislator passed HB 41 Clean Transportation Fuel Program. Which has the ablility to raise fuel taxes. NMDOT administers these funds. The

State Transportation Commission determines the allocation of state revenues. In 2019, the New Mexico State Legislature created the Local Government Transportation Project Fund. The Legislature intends the fund to be a source for local agencies to plan and implement transportation projects. The anticipation is for the LGTPF to be a significant funding source for local infrastructure improvements. However, in 2020 the Legislature allocated all of the LGTPF funds and was no call for projects. As mentioned above, the Mesilla Valley MPO is entirely within NMDOT District 1. District 1 has a representative on the New Mexico Transportation Commission. The MPO must work with our representatives and the Transportation Commission to receive as large a portion as possible of the federal and state transportation funding allocated to New Mexico.

Local Funding

Each jurisdiction's share of the gross receipts tax, property tax, and gas tax is the source for funding capital projects and street operations and maintenance for the City of Las Cruces, Dona Ana County, and the Town of Mesilla. The largest source of funding is from gross receipts tax. The funds received from these taxed are fluid since they are determined based on local economic conditions and each jurisdiction's priorities. Because each jurisdiction is required to have a balanced budget, revenue shortfalls usually manifest themselves in delayed projects.

Transit Funding

RoadRUNNER Transit, the transit system for the city of Las Cruces, is currently its own department with in the City of Las Cruces hierarchic. Primary revenue sources for RoadRUNNER Transit are federal grants, and a transfer from the City of Las Cruces general fund. Federal grant amounts vary year to year due to earmarks related to the fleet replacement schedule.

Other Funding

Private funding is a significant source of road building in the MPO area. New local roadways are constructed as new developments are constructed. Additionally, both Doña Ana County and the City of Las Cruces subdivision ordinances require that developers are responsible for building half of the improvements for adjacent thoroughfares and 100 percent of thoroughfares within their boundaries. The MPO's Future Thoroughfare Plan determines the location of the future thoroughfares. The lack of requirement to report the costs of the improvements makes it difficult to estimate their value. The construction of these roadways relies on the real estate market to bear the cost. The High Mesa Road is a potentially significant facility discussed in Mobility 2050. One of the possible alternatives for the construction of the High Mesa Road is for it to be a privately funded facility for truck use only. New roadways can also increase the maintenance obligation for public entities. The MPO recommends that the three MPO members request an analysis of life-cycle costs before accepting new maintenance commitments.

Projected Expenditures

Federal Regulations require the MTP to demonstrate that the region can maintain and operate the transportation system. This section will examine the details of all costs, federal, state, local, and private, associated with building, maintaining, and operating the transportation system. To more accurately estimate costs over a long-term planning horizon, the federal regulations require the application of an inflation factor called Year of Expenditure Dollars (YOE). The MPO has applied a 2% YOE factor to all cost projections, as determined in cooperation with the NMDOT and other New Mexico MPOs.

The MPO is continuing the development of its Transportation Asset and Safety Management Plan (TASM). One of the core arguments or principles of the TASM is that streets shouldn't be allowed to deteriorate to the point where they require costly replacement. Further, timely maintenance can extend the life of a roadway. Filling potholes and periodically re-surfacing existing streets to protect the investment already made should always be the top priority. Favoring capacity expansion over routine maintenance is a common issue. MTP 2050 articulates a "fix it first" philosophy.

New capital projects should be limited to those that improve connectivity to existing uses, aid in providing more transportation choices, or can reduce overall maintenance and operations costs.

Asphalt Treatment

The MTP 2050 places emphasis on maintenance for the transportation system. The City of Las Cruces has invested in a pavement management software that serves as a systematic and scientific tool to evaluate city streets. The software determines the need, priority, and appropriate pavement maintenance treatment. Using this software, the Public Works Department implemented a Pavement Management Program. That focuses on keeping streets in good condition while providing the most efficient use of available and limited resources. The Pavement Management Program is the sum of all actions the Public Works and Transportation Departments undertake to maintain and provide functional, safe, and reliable streets for the traveling public. The program consists of three maintenance functions the first is routine maintenance which, can be pothole patching, localized repairs. The second function is preventive maintenance which, is micro-surfacing, crack sealing. The third function is rehabilitation which, is mill & overlay, pavement replacement, and full reconstruction. These actions extend the useful life of the pavement and lower overall life-cycle costs.

Capital costs for roadways were estimated by looking at current infrastructure Capital Improvement Programs for the City of Las Cruces and Dona Ana County. Most major capital projects consist of new facility construction or rehabilitation of existing roadways. The projects included for Mobility 2050 are in Figure 5-3, Figure 5-4, and Figure 5-5. The funding comes from a combination of federal capital and operating funds, farebox and local government support. The anticipation is that the funding will remain steady. There is an understanding that the project prices include the Year of Expenditure Dollars (YOE) Factor. Public Transportation

The funding for RoadRUNNER Transit comes from a combination of federal operating funds, and local government support. RoadRUNNER transit has moved to a zero fare system. This is the only change that RoadRUNNER Transit in its funding. The anticipation is that the fedral and local funding will remain steady. Due to rapidly changing prices it impossible to project future cost on projects. There is an understanding that the project prices include the Year of Expenditure Dollars (YOE) Factor.

South Central Regional Transit District

The South Central Regional Transit District (SCRTD) consists of Sierra and Doña Ana county and most of the municipalities within their boundaries. The SCRTD seeks to connect the communities within the district and coordinate public transit service. The SCRTD has moved to a zero fare system. The funding for the SCRTD comes from a combination of federal and local funding with additional state monies.

NMDOT Gold and Silver Route

The NMDOT Transit and Rail Division provides weekday Park and Ride bus service between downtown Las Cruces, downtown El Paso and White Sands Missile Range. The funding for the service comes through NMDOT public transportation funds, user fees, and a Federal Transit Administration (FTA) grant managed through El Paso County. The service, including capital and operations and maintenance costs, are currently contracted out to All Aboard America.

Financial Plan Conclusion

As the MPO developed MTP 2050, there was a great deal of uncertainty at the financial support for the transportation system at the national level. Several factors were influencing these changing national demographics that affect driving rates. The factors cause changes in revenue collection, the continued national debate on system priorities, an increased need to focus on maintenance as much of our infrastructure embarks on its second Life Cycle, and many other topics. The focus or the national and state dialog is on ways of building new revenue for the transportation system. Reducing the infrastructure cost receives little

publicity. We need to:

- Support ITS systems that help use roads more efficiently (under Transportation Projects Priority Plan)
- Invest in public transportation that can move greater numbers of people on the same infrastructure
- Invest in walking and biking facilities, low-cost improvements that can increase an area's value
- Reduce roadway widths so that our transportation system is safer and less expensive to maintain

The Mesilla Valley MPO is committed to projects that support the Livability Principles as articulated by USDOT, EPA, and HUD. The emphasis should be on maintenance, efficiency, safety, and treating all modes of transportation equally.


AHEAD

Table 5-3

MTP 2050 Projects: 2025-2030

Project	Description	Cost
Dripping Springs	Roadway Improvments	$ 6,750,000.00
Engler Interchange	Ramp and Safety Improvments	$ 17,981,011.00
I-25 Capacity Study	Study	$ 7,217,188.00
Las Cruces Lateral Trail	Trail along Las Cruces Lateral	$ 595,080.00
Various City Of Las Cruces Streets	Signal upgrades at various Rail Road Crossings	$ 500,500.00
Local Bridge Replacement	Replacing Bridge	$ 7,800,000.00
University Bridge Preservation	Preservation work on I-10 Bridge 927 over University Ave	$ 7,700,000.00
I-10 Bridge Replacement	Bridges in between Jack Rabbit Interchange and Motel Blvd.	$ 26,260,000.00
US 70 Phase V	US 70 Bridge 5724 bridge replacement and roadway reconstruction this bridge is over the Outfall Channel	$ 19,844,600.00
University Ave. Multimodal Project	Multimodal Roadway Improvements	$ 26,086,433.00
I-25 Safety Improvements	Roadside Barrier improvements	$ 2,550,000.00
US 70 Study	Study of Capcity Needs on US 70	$ 1,500,000.00
I-25 Pavement Improvement Project	Mill and Inlay	$ 10,000,000.00
NM 320	Thrope Road Bridge Replacement	$ 2,700,000.00
2025 to 2030 Total:		$ 137,484,812.00

Table 5-4

MTP 2050 Projects: 2031-2040

Project	Description	Cost
Arrowhead Interchange	Design and Construct an interchange at I-10 and Arrowhead Research Park	$ 20,000,000.00
US 70 Pavement Preservation	US 70 Pavement Preservation	$ 15,000,000.00
I-25 Spruce Bridge Widening	I-25 Roadway Reconstruction & Added Capacity between and US 70, Spruce Bridge Widening	$ 70,000,000.00
Thorpe Road Roadway Improvements	Thorpe Road (NM 320) Roadway Improvements From NM 185 to I-25	$ 8,500,000.00
Pavement Preservation	Mill and Inlay	$ 18,000,000.00
2031 to 2040 Total		$ 131,500,000.00

Table 5-5

MTP 2050 Projects: 2041-2050

Project	Description	Cost
Mesa Grande	Construct a 4 lane principal arterial	$ 67,000,000.00
Madrid Grade Separation	A potential I-25 crossing	$ 100,000,000.00
I-10 Rehabilitation Projet	Rehabilitation of I-10 between the I-25 interchange and the MPO Boundary	$ 16,000,000.00
2041 to 2050 Total		$ 183,000,000.00

Appendix A

Performance Targets

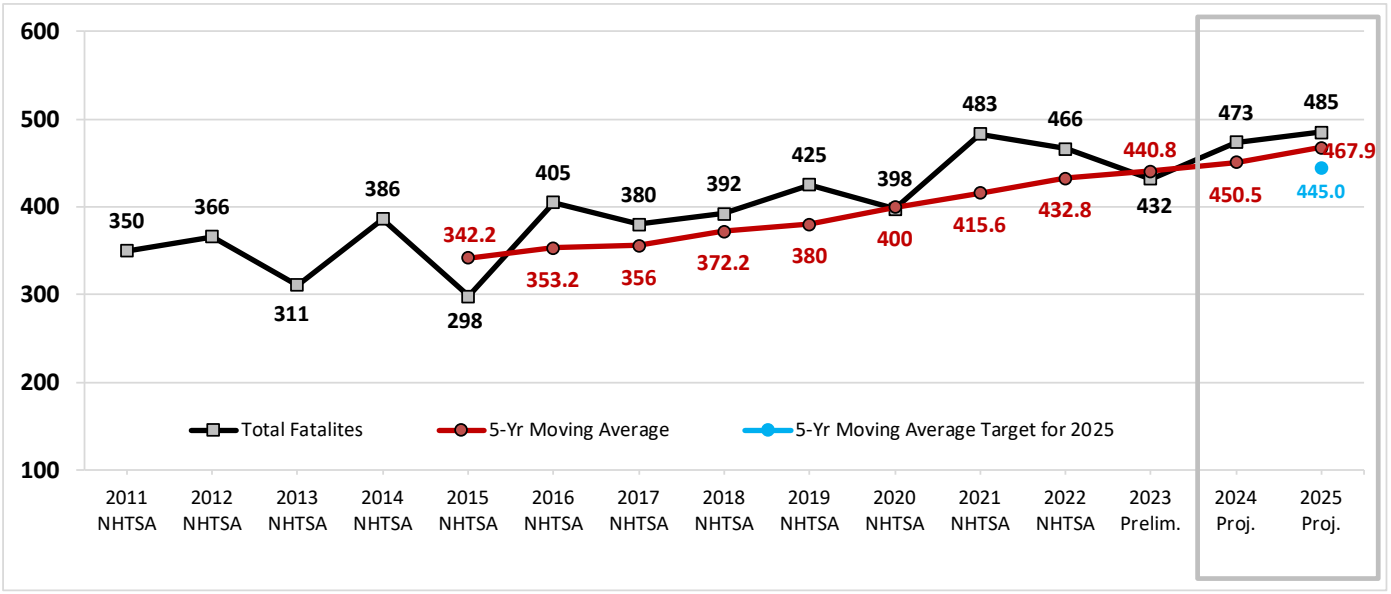


Figure 1 Total Fatalities

NMDOT 2025 Target for Total Fatalities: 445.0

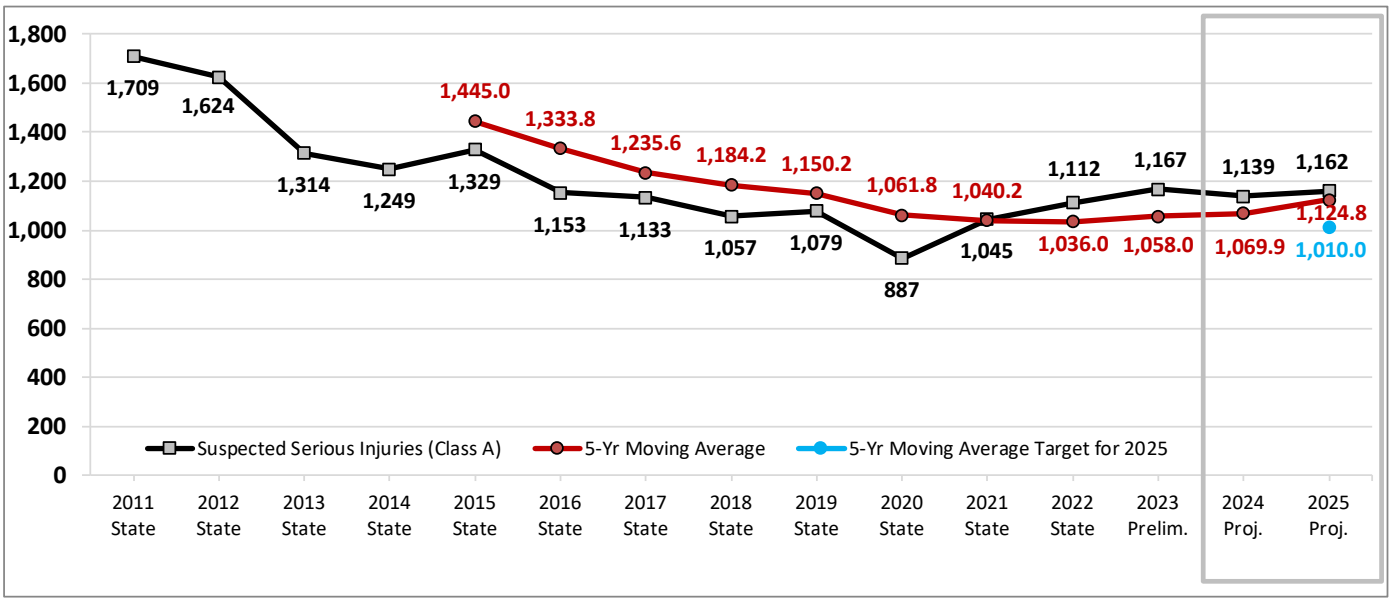


Figure 2 Total Serious Injuries

NMDOT 2025 Target for Serious Injuries: 1,010.0

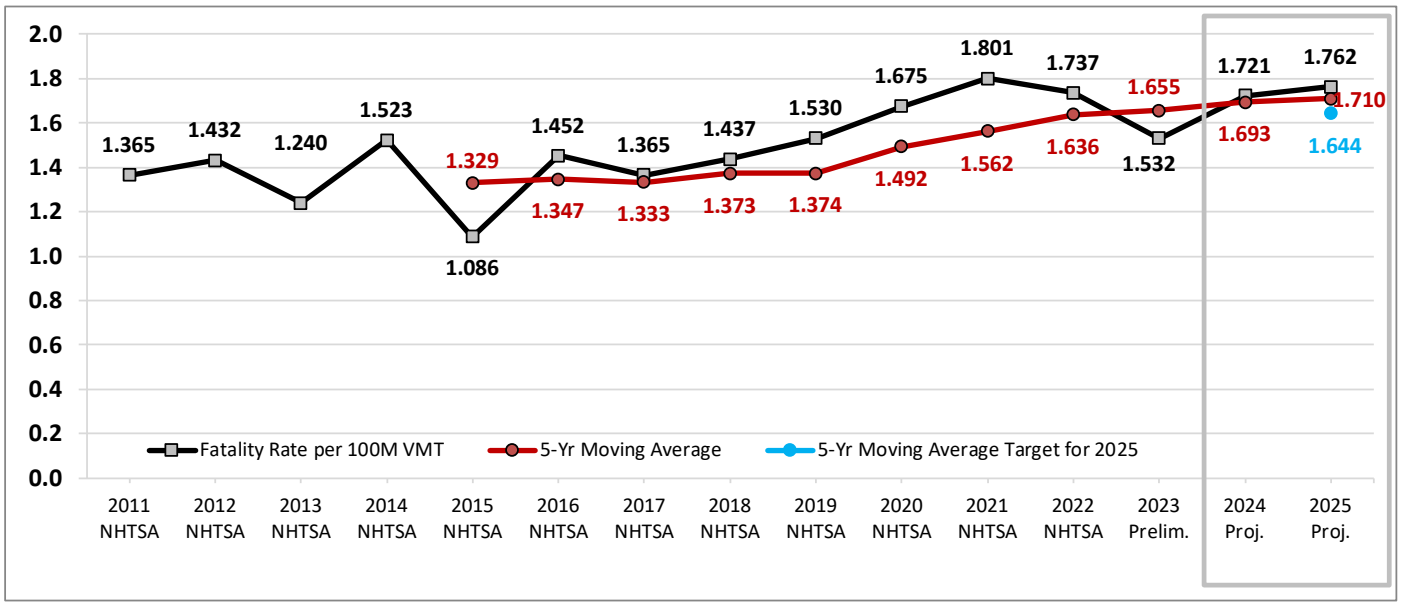


Figure 3 Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2025 Target for Rate of Fatalities: 1.644

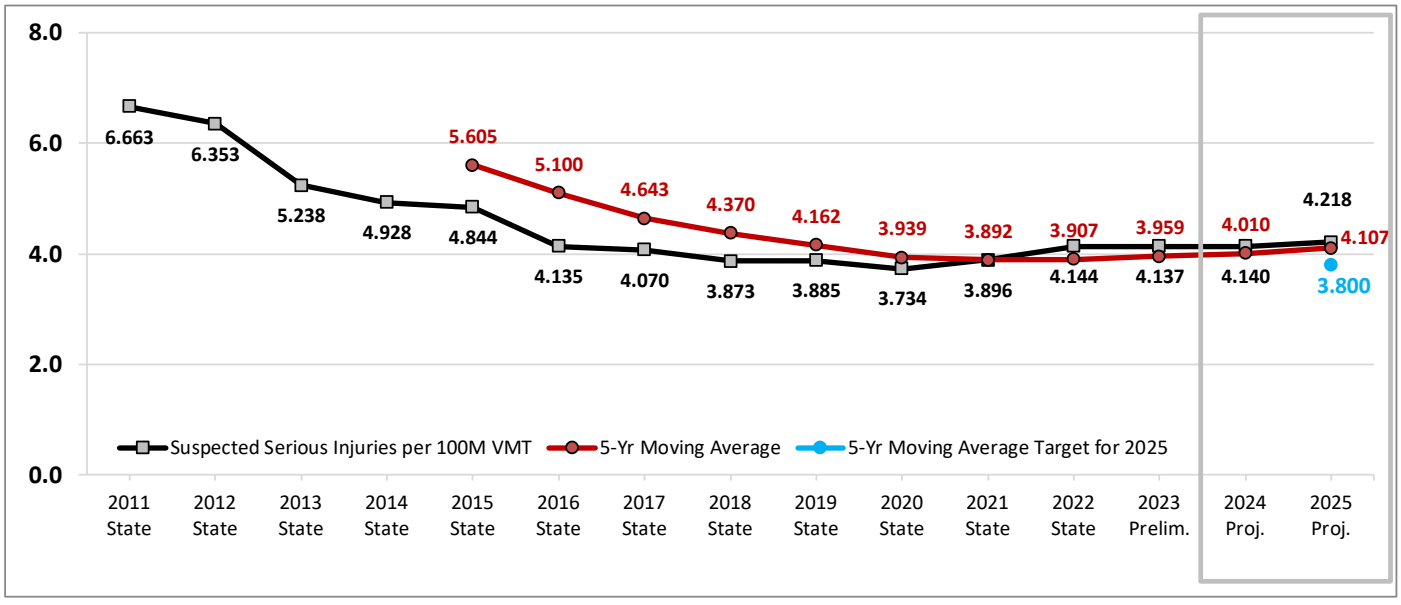


Figure 4 Rate of Serious Injuries per 100 million Vehicle Miles Traveled (VMT)

NMDOT 2025 Target for Rate of Serious Injuries: 3.800

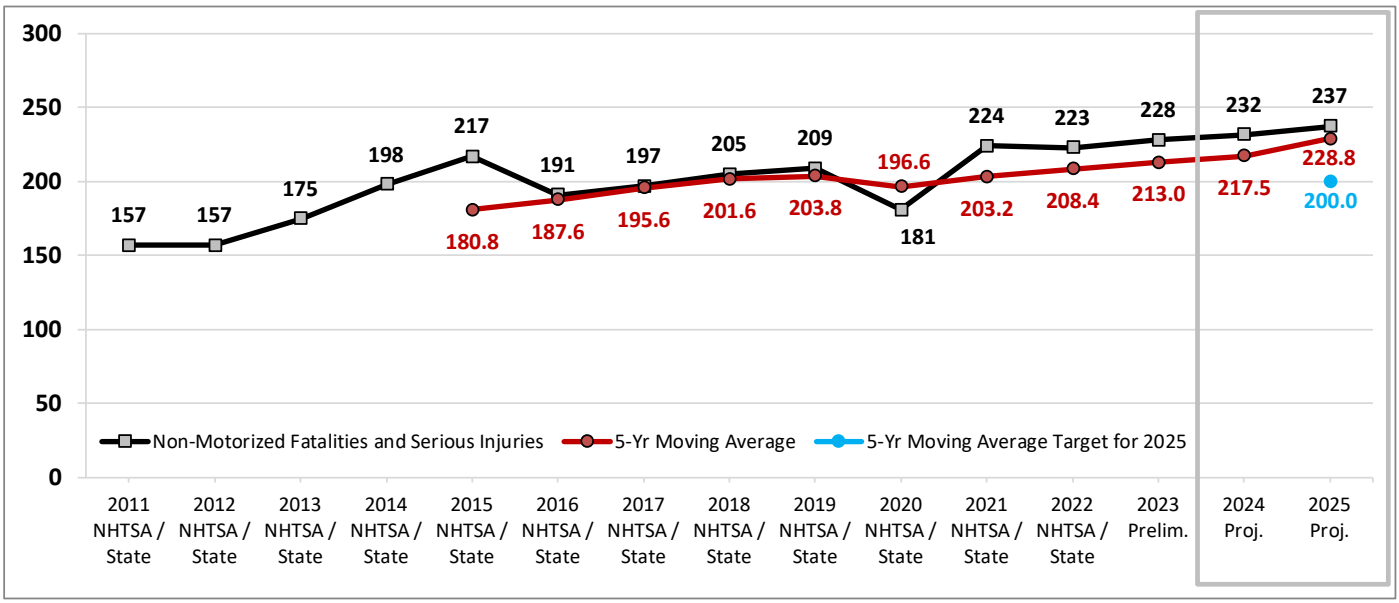


Figure 5 Total Non-Motorized Fatalities and Serious Injuries

NMDOT 2025 Target for Number of Non-motorized Fatalities and Serious Injuries: 200.0

State of Good Repair Performance Targets
Exhibit A

1. **Percentage of Interstate pavements on the NHS in Good Condition**

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
NHS Good	36.2%	30.8%	23.9%

*From the 2022 TAMP

2. **Percentage of Interstate pavements on the NHS in Poor Condition**

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
NHS Poor	2.4%	4.1%	5.5%

*From the 2022 TAMP

3. **Percentage of Non-Interstate pavements on the NHS in Good Condition**

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
Interstate Good	54.0%	42.7%	37.0%

*From the 2022 TAMP

4. **Percentage of Non-Interstate pavements on the NHS in Poor Condition**

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
Interstate Poor	1.7%	3.2%	3.8%

*From the 2022 TAMP

5. **Percentage of bridges on the NHS in Good Condition**

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
Non-Interstate NHS Good	36.7%	40.6%	38.4%

*From the 2022 TAMP

6. Percentage of bridges on the NHS in Poor Condition

	Baseline	2-Year Target*	4-Year Target*
	2021	2023	2025
Non-Interstate NHS Poor	2.6%	3.2%	3.9%

*From the 2022 TAMP

NMDOT PM 3 Mid-Period Progress Report and Recommended Adjusted 4-Year Targets 2022-2025 Performance Period

The items below outline each measure contained within PM 3 and provide the baseline score, 2-year and 4-year targets, the actual score for 2023 (or the most recent data), and the adjusted 4-year targets where applicable. Additionally, there are brief statements and justifications related to the performance and target setting determination. Items 1-3 are statewide measures; items 4-6 only apply to the EPMPO, as the El Paso TX-NM Urban Area is in non-attainment/maintenance according to federal air quality standards.

1. ***Percentage of person-miles traveled on the interstate system that are reliable (LOTTR)***

Measure	Baseline Score (2021 Actual)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Interstate Reliability	98.5%	95.1%	97.2%	95.1%	90.0%

NMDOT Performance Statement: NMDOT maintained its reliable person-miles traveled on the interstates from 2021 (98.5% reliable) to 2023 (97.2% reliable), even with the increase in vehicle volumes associated with the winding down of the COVID-19 pandemic. NMDOT met its 2-year (2023) target of the interstates being more than 95.1% reliable.

NMDOT Target Statement and Justification: In New Mexico, actual performance on the interstates is historically and continues to be very reliable, as NMDOT's decision-making frameworks and project prioritization processes satisfactorily support reliable travel on the interstates. This understanding assisted in NMDOT's decision to adjust the 4-year target for interstate reliability to 90.0% reliable. NMDOT believes this represents an acceptable level of reliability and investment in reliability. Additionally, in August of 2024 NMDOT will begin construction on a project on I-25 in Albuquerque between Comanche Road and Mongomery Boulevard, which will include freeway, interchange and frontage road improvements. This will likely affect travel time reliability on this section of Interstate.

2. ***Percentage of person-miles traveled on the non-interstate National Highway System (NHS) that are reliable (LOTTR Non-Interstate NHS)***

Measure	Baseline Score (2021 Actual)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Non-Interstate NHS Reliability	97.5%	94.1%	95.5%	94.1%	90.0%

NMDOT Performance Statement: NMDOT maintained its reliable person-miles traveled on the non-interstate NHS from 2021 (97.5% reliable) to 2023 (95.5% reliable), even with the increase in vehicle volumes associated with the winding down of the COVID-19 pandemic. NMDOT met its 2-year (2023) target of the interstates being more than 94.1% reliable.

NMDOT Target Statement and Justification: In New Mexico, actual performance on the non-interstate NHS is historically and continues to be very reliable, as NMDOT's decision-making frameworks and project prioritization processes satisfactorily support reliable travel on the non-Interstate NHS. This understanding assisted in NMDOT's decision to adjust the 4-year target for non-interstate NHS reliability to 90.0% reliable. NMDOT believes this represents an acceptable level

of reliability and investment in reliability. Additionally, this target accommodates impacts from upcoming construction projects on the non-interstate NHS.

3. Index of the interstate system mileage providing for reliable truck travel times (TTTR)

Measure	Baseline Score (2021 Actual)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Truck Travel Time Reliability (TTTR) Index	1.23	1.30	1.19	1.30	1.40

NMDOT Performance Statement: NMDOT maintained its reliable truck travel times and TTTR Index score on the interstates from 2021 (1.23) to 2023 (1.19), even with the increase in vehicle volumes associated with the winding down of the COVID-19 pandemic. NMDOT met its 2-year (2023) target of the interstates having a TTTR Index score of less than 1.30.

NMDOT Target Statement and Justification: For the TTTR Index targets, the relatively reliable actual performance assisted in NMDOT's previous decision to set the 2- and 4-year targets of 1.30. However, some 2024 data suggest that the TTTR index for New Mexico could exceed 1.30 in the coming years, particularly due to the upcoming project on I-25 in Albuquerque between Comanche Road and Mongomery Boulevard, which will include freeway, interchange and frontage road improvements, and which is scheduled to begin in August 2024. This information assisted in NMDOT's decision to adjust the 4-year target for the TTTR Index to 1.40. NMDOT believes this represents an acceptable level of reliability and investment in reliability.

4. Annual hours of Peak-Hour Excessive Delay (PHED) per capita

Measure	Baseline Score (2021)	2-Year Target (2023)	Actual (2023)	4-Year Target (2025)
Peak-Hour Excessive Delay (PHED)	8.4	9.0	8.9	10.0

NMDOT Performance Statement: Within the El Paso TX-NM Urban Area, annual hours of PHED dropped to 7.2 hours in 2022 and rose back to 8.9 hours in 2023, for the 3 p.m. to 7 p.m. peak period. This means that EPMPO and NMDOT met their 2-year (2023) target of having less than 9.0 PHED.

NMDOT Target Statement and Justification: No target adjustment is being made at this time. Due to the fluctuating nature of this measure, a more detailed analysis would be needed to understand how projects affect this measure.

5. Percent of non-Single Occupancy Vehicle (SOV) travel

Measure	Baseline Score (2022)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)
Non-Single Occupancy Vehicle	20.2%	20.0%	21.2%	20.0%	22.0%

NMDOT Performance Statement: Within the El Paso TX-NM Urban Area, the percent Non-SOV commute travel continued its upward trend and increased from 20.2% to 21.2% from 2022 to 2023, or the most current American Community Survey (ACS) data. EPMPO and NMDOT met the 2-year (2023) target of the percentage of Non-SOV commuting travel being 20.0% or more within the El Paso TX-NM Urban Area.

NMDOT Target Statement and Justification: Federal rulemaking allows for a variety of data sources for this measure, but strongly encourages use of 5-Year ACS results for the sake of consistency with state and federal partners. While results of the ACS are generally not available in the year they were collected, federal guidance explicitly allows the reporting agency to use the latest available ACS results for target-setting. For this performance period EPMPO used the ACS to establish targets. The Non-SOV is a unified measure, meaning that for this area, EPMPO, NMDOT and the Texas Department of Transportation (TxDOT) must set the same target.

Previous targets set for this performance period were 20.0% for both the 2-year and 4-year targets. Based on the most recent data available, the 4-year target is now lower than the actual percent of non-SOV travel, therefore, EPMPO proposes to increase the 4-year (2025) target to 22.0%. The goal of EPMPO and NMDOT is to maintain current mode shares.

6. On-road mobile source emissions reduction

Measure	Baseline Score (2022)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)[2]
Emissions NOx (kg/day)	0.120	0.0032	0.151	0.006	0.043

NMDOT Performance Statement: For the first two years of the performance period (2022-2023), FHWA, EPMPO and NMDOT estimate that the obligated Congestion Mitigation and Air Quality Improvement Program (CMAQ) projects cumulatively contributed a 0.151 kg/day reduction in Nitrogen Oxide (NOx) emissions. This means that EPMPO and NMDOT met their 2-year (2023) target of having a more than 0.0032 kg/day reduction in NOx emissions.

NMDOT Target Statement and Justification: Using the methodology outlined below, EPMPO and NMDOT anticipate that

[2] As of the date of this report, these adjusted 4-year targets for On-Road Mobile Source Emissions Reductions are recommended by the EPMPO staff and will be presented for consideration to the EPMPO policy board on September 20, 2024. If the policy board chooses to adopt different targets from the staff recommendation, NMDOT will update this report and re-route it to the Cabinet Secretary.

there will be an increase in NOx emissions reductions and are adjusting the 4-year (2025) target to 0.043 kg/day reduction.

Measure	Baseline Score (2022)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)[3]
Emissions VOC (kg/day)	0.064	0.0108	0.216	0.022	0.080

NMDOT Performance Statement: For the first two years of the performance period (2022-2023), FHWA, EPMPO and NMDOT estimate that the obligated CMAQ projects cumulatively contributed a 0.216 kg/day reduction in Volatile Organic Compounds (VOC) emissions. This means that EPMPO and NMDOT met their 2-year (2023) target of having a more than 0.0108 kg/day reduction in VOC emissions.

NMDOT Target Statement and Justification: Using the methodology outlined below, EPMPO and NMDOT anticipate that there will be an increase in VOC emissions reductions and are adjusting the 4-year (2025) target to 0.080 kg/day reduction.

Measure	Baseline Score (2022)	2-Year Target (2023)	Actual (2023)	Prior 4-Year Target (2025)	Adjusted 4-Year Target (2025)[4]
Emissions PM 10 (kg/day)	0.0071	0.0021	0.016	0.004	0.078

NMDOT Performance Statement: For the first two years of the performance period (2022-2023), FHWA, EPMPO and NMDOT estimate that the obligated CMAQ projects cumulatively contributed 0.016 kg/day reduction in Particulate Matter 10 (PM 10) emissions. This means that EPMPO and NMDOT met their 2-year (2023) target of having a more than 0.0021 kg/day reduction in PM 10 emissions.

NMDOT Target Statement and Justification: Using the methodology outlined below, EPMPO and NMDOT anticipate that there will be an increase in PM 10 emissions reductions and are adjusting the 4-year (2025) target to 0.078 kg/day reduction.

EPMPO On-Road Mobile Source Emissions Methodology for New Mexico

The methodology for setting emissions targets is often based on looking at the anticipated emissions benefits for CMAQ projects programmed during the performance period. At the beginning of this performance period (2022-2025) the CMAQ funds for the New Mexico portion of the EPMPO planning area were not yet programmed so EPMPO developed a different methodology to estimate anticipated emissions benefits for this area. This methodology uses the ratio of benefits reported in 2018 to those reported in 2021 for the Texas and New Mexico EPMPO portion and applying this ratio to the *established* emissions targets for Texas (second performance period) to *estimated future* emissions targets in the New Mexico portion of the EPMPO planning area. NMDOT concurred with EPMPO's methodology.

[3] See footnote 2.

[4] See footnote 2.

Appendix B

Public Comment

How do you think the transportation system is currently working?

- The current transportation system is not where we need to be for future use. Vulnerable Road Users (pedestrians, cyclists, road workers, motorcyclists are at increasing risk.

NMDOT is currently working on there Highway Safety Plan. The local jusdictions are working retrofiting estiblished roads. All local jusidiction have complete streets plans in place for new roads.

- Like a set of stairs with broken or missing steps. To many gaps between acknowledging the need for mass transportation for families and referenced by cenus data to prioritize area of multifamily low/middle income areas with high single parents and family size greater than 4 individuals. Options of town centers & pedial movement for work, social & fundamentals needs isn't attainable if bus transport & light rail with park & ride center are marginalized.

Local jusdictions and transit providers are working on improving the transit system.

- I think it's on the right track! Some points I think that need work on would be an expansion of city limits. The city has grown dramatically over the course of 10 years. A lot of people have to find alternative transportation to get into town just to use the city's transportation services. I'm glad they went free fare! For Roadrunner buses it's a big plus and have seen a high demand in rides. For Roadrunner Vamonos there has also been a high demand in rides as well. This has helped out many financially, which is really helping out the community!

- We need more emphasis on mass transit and less on cars. The whole east mesa seems designed for cars, and that is where I see a lot of investment dollars going. The city core, where we have many areas that lack good infrastructure, are neglected. So, the transportation system is only working for some people - for those with means and cars. I agree making the buses free was good, but the bus system is so inconvenient and incredibly time-consuming that it is hard to use for the people who most need it. There should be more reliable service along Main further south to Mesilla Park, and further north along 70. Those same areas lack much needed infrastructure for alternative forms of transportation, such as bicycles, which many people use out of necessity, not just for recreation. I would like to see traffic-slowing strategies used in more areas, and implemented equitably. Cars must slow down in residential areas. I don't agree with bike lines along major streets for cars. Until drivers accept bicycles as vehicles, cyclists will continue to put themselves in danger using the same streets. I biked and lived car-free for many years, and I preferred residential streets for my routes and stayed away from the so-called tier-1 routes. The bicycle infrastructure in Las Cruces for non-recreation users is not given much attention at all.

The transit providers will be working on their long range transit plans. These comment will be provided to the transit providers for there plans.

- Great, it really has improved over the years. I does need to be reevaluated due to the size of the City growing. There needs to be either more routes added or more buses on routes to shorten the time to get to places. The bicycle system could also be improved to add more bike lanes around town for those who ride bikes to get around town as well.

These comment have be pasted along to the transit providers for thier upcoming long range transit plans.

- Great job on making the buses free!

- I love that the buses are now free. This is truly a game changer for many people. However, the bus system needs to be expanded. The service in many parts of the city is very sparce. For example, in Sonoma Ranch, while it would be difficult to have busses on every street, there really should be one that goes down the length of Northrise drive.

The transit providers will be working on their long range transit plans. These comment will be provided to the transit providers for there plans.

How do you think the transportation system can be improved?

- Distinct transportations systems for pedestrians, cyclists, and motor vehicles that work together.

  Currently biking lanes just end. If you took cycling lanes and mapped separately, they lead to know where. The same for walking paths.

- Starts with shorter loop routes on long arterial routes now for busses.

  hwy 70 hub location with park and ride for routes that bisect [intersections]on North/South routes. Light rail for long [new] arterial like Mesa Grande to Lohman.

- Bus stop at Centennial

  Why is there no public bus route with a stop at Centennial High School? It seems to be the only LC high school not served by public transportation. Centennial may be just outside city limits but this seems a giant omission nevertheless. Please consider adding a stop near the school.

- Make it more equitable

  Start with those who need the system to be better and address their needs first. For those who are more privileged, more resourced...they can wait.

- Add more bus and bicycle routes. Expand past porter and further down Sonoma Ranch North and South.

- Creating a route that goes all the way north on Sonoma Ranch to Peachtree or beyond would be of great service to an area that is rapidly being developed. This would help with congestion that will inevitably worsen.

- I am not sure whether this is a transportation system issue but it would be very helpful to have more dedicated bike lanes. In many places, the lanes abruptly end, leaving cyclists dumped out onto a buzy roadway

- Increase bus routes.

The transit providers will be working on their long range transit plans. These comment will be provided to the transit providers for there plans. Local jusidiction are working on multi-modal oppitions.

In your opinion, are there any emerging transportation issues? If yes, how are they affecting you?

- Increasing use by Vulnerable Road Users

  As more people move to healthier lifestyles there is a need for moving around our community in other ways besides cars. E bike sales have skyrocketed. Are we addressing the safety issues before us now and what we are going to see in the future.

- Lack of reliable school transportation

  Parents cause traffic jams to pick up their kids from school. We need to ensure kids can safely walk or ride bike or bus to school. And that probably means addressing family needs to make it more convenient for the whole household.

- Providing shorter bus routes. Takes way tonling to get fro. Point A to B with one bus running on a route.

- As communities grow, especially where there are apartment complexes, more public transportation should be added to decrease the need for parking spaces for cars.

The transit providers will be working on their long range transit plans. These comment will be provided to the transit providers for there plans. Local jusidiction are working on multi-modal oppitions.

Velo Cruces Presentation

Bike Community Facilities Improvement Recommendations

Transforming Las Cruces and the Mesilla Valley into a great bicycle and pedestrian community

Bike Communities Facilities Improvement Recommendations

Source of Information:

2023 survey of local cyclists conducted by Velo Cruces - 122 respondents

7-18-24 meeting with local cyclists to review priorities for the Metropolitan Transportation Plan

Velo Cruces

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Objective #1: To identify at least three east/west routes that are preferred by the cycling community.

Hadley (preferred except for lack of connection between Church and Armijo)

Las Cruces (acceptable except for speed bumps that extend the full width of the roadway)

Foster (eventually connect this to Melendres at the west end and Triviz at the east end)

Engler (with foresight and planning this could be an excellent facility that would connect the valley to the east mesa)

University (while not ideal because of heavy car traffic it is essential to connect across I-25/Telshor to the business and residential areas on the east mesa)

Lohman (while not ideal because of heavy car traffic it is essential to connect across I-25/Telshor to the business and residential areas on the east mesa)

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3

Objective #1: To identify at least three east/west routes that are preferred by the cycling community - continued

An extension of the multi-use trail from I-25 underpass (near Ruby Tuesday) across N Telshor, around the Corps of Engineers Levee, under Roadrunner Parkway and up to Sonoma Ranch Blvd. (preferably avoiding N Telshor between Commerce and Roadrunner Pkwy unless these facilities are greatly improved)

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Objective #2: To identify at least three north/south routes that are preferred by the cycling community

Elks (with connection to Triviz Trail and connection to multi-use path near Columbia Elementary)

Stern if the shoulder was widened and smoothed out

Mesquite (connecting to Esperanza and Espina at the south end)

Sonoma Ranch if the multi use pathway is fixed where it crosses intersections

El Paseo with some forethought and lower speeds

Espina (with widening from Lohman to Las Cruces)

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Objective #3: To identify problem areas that need to be addressed over the next decade

Connectivity!!!

Connecting north end of Outfall Channel across N Telshor and around the Corp of Engineers Levee then across (underneath) Roadrunner Pkwy)

BNSF railroad crossing on Outfall Channel path **connecting** path east to west

Outfall Channel path crossing (**connecting**) at Valley (perhaps adding a HAWK)

Multi Use trail crossing (**connecting**) on N Main at the Las Cruces Lateral south of Madrid

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Objective #4: To identify other guiding issues, e.g. continuity of bicycle facilities

Connectivity

Route designation and signage for tourists and new residents. How to get to schools by bike; how to get from NMSU to Plaza by bike, etc.

Replace sharrows with Bike May Use Full Lane signage

Separate facilities are preference #1

Buffered bike lanes are preference #2

Roundabouts are preferred for intersection control

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Objective #5: To prioritize all of the above so that the most critical issues get attended to first

Join Vision Zero Network and set a Vision Zero Target of zero road user deaths by 2035

Intentional “Safe Routes to School” design

Equity for accommodating tricycles/adaptive cycles on buses

Education Campaign for motorists, pedestrians and cyclists

Social media app to identify problem areas

Automated speed cameras

Secure bicycle parking at existing businesses (not just new businesses)

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Appendix C

Definitions

Acronyms	Definitions
AADT	Average Annual Daily Trips
AASHTO	American Association of Highway Transportation Officials
ADA	Americans with Disabilities Act
BLM	Bureau of Land Management
BNSF	Burlington Northern Santa Fe
BPAC	Bicycle and Pedestrian Facilities Committee
DACC	Dona Ana Community College
EBID	Elephant Butte Irrigation District
EPA	Environmental Protection Agency
FAA	Federal Aviation Administration
FAST Act	Fixing Americas Surface Transportation Act
FHTF	Federal Highway Trust Fund
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
HSIP	Highway Safety Improvement Program
HUD	Housing and Urban Development
IIJA	Infrastructure Investment and Jobs Act
ISTEA	Intermodal Transportation Efficiency Act
ITS	Intelligent Transportation Systems
JPA	Joint Powers Agreement
LCPS	Las Cruces Public Schools
LGTPF	Local Government Transportation Project Fund
MAP-21	Moving Ahead for Progress in the 21st Century Act
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MSA	Metropolitan Statistical Area
MTP	Metropolitan Transportation Plan
MVITT	Mesilla Valley Intermodal Transit Terminal
NACTO	National Association of City Transportation Officials
NASA	National Aeronautics and Space Administration
NHPP	National Highway Performance Program
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NMDOT	New Mexico Department of Transportation
NMSU	New Mexico State University
NTD	National Transit Database
O & M	Operation and Maintenance
PM	Performance Measure
PUD	Planned Unit Development
ROW	Right of Way

Acronyms	Definitions
RTDs	Regional Transit Districts
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SCRTD	South Central Regional Transit District
SHSP	Strategic Highway Safety Plan
STIP	State Transportation Improvement Program
STP	Surface Transportation Program
TAC	Technical Advisory Committee
TAM	Transportation Asset Management
TAP	Transportation Alternatives Program
TASM	Transportation Asset and Safety Management Plan
TAZ	Traffic Analysis Zones
TEA-21	Transportation Equity Act for the 21st Century
TIP	Transportation Improvements Program
TOD	Transit Oriented Development
TSMT	Traffic Safety Management Team
UNM-DGR	University of New Mexico Division of Government Research
VBC	Volume By Classification Data
VMT	Vehicle Miles Travelled
WSMR	White Sands Missile Range
YOE	Year of Expenditure Dollars

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Appendix D

Amending Resolutions and Dates


SHALAM COLONY,
1884–1901


NO
UNAUTHORIZED
VEHICLES
BEYOND THIS
POINT
ROAD
CLOSED