

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

3  
4   The following are minutes for the meeting of the Mesilla Valley Metropolitan Planning  
5   Organization (MPO) Policy Committee which was held August 10, 2016 at 1:00 p.m. in  
6   the City of Las Cruces Council Chambers, 700 N. Main, Las Cruces, New Mexico.

7  
8   **MEMBERS PRESENT:**   Mayor Nora Barraza (Town of Mesilla) (arrived 1:02)  
9                                   Commissioner Leticia Benavidez (DAC)  
10                                  Trent Doolittle (NMDOT)  
11                                  Councilor Jack Eakman (CLC)  
12                                  Trustee Linda Flores (Town of Mesilla)  
13                                  Commissioner Billy Garrett (DAC) (arrived 1:02)  
14                                  Commissioner Wayne Hancock (DAC)  
15                                  Councilor Gill Sorg (CLC)  
16                                  Councilor Olga Pedroza (CLC)

17  
18   **STAFF PRESENT:**       Tom Murphy (MPO staff)  
19                                  Andrew Wray (MPO staff)  
20                                  Michael McAdams (MPO staff)  
21                                  Marcus Lopez (MPO Co-Op)  
22                                  Cody Sensiba (MPO Co-Op)

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

25  
26   **1.    CALL TO ORDER (1:02 p.m.)**

27  
28   Sorg:            It's time for the Mesilla Valley Metropolitan Planning Organization Policy  
29                    Committee to begin so I'm calling the meeting to order.

30  
31   **2.    CONFLICT OF INTEREST INQUIRY**

32  
33   Sorg:            The first order of business is the Conflict of Interest Inquiry. Is there  
34                    anybody on the Committee or staff that is in conflict with any item on the  
35                    agenda?

36  
37   Pedroza:        No.

38  
39   Hancock:        No.

40  
41   Eakman:         None.

42  
43   Doolittle:       No.

44  
45   Benavidez:      No.

46

1 Flores: No.  
2  
3 Sorg: Okay. Thank you.  
4  
5 **3. PUBLIC COMMENT**  
6  
7 Sorg: Is there any, any member of the public that wishes to make a comment to  
8 the Committee? Raise your hand and come forward. Seeing none.  
9  
10 **4. CONSENT AGENDA \***  
11  
12 Sorg: We'll move right on to the agenda, the rest of the agenda. We have a  
13 couple corrections to make here and changes before we make an  
14 approval. There's the date on the agenda sheet was the wrong date for  
15 the minutes of the last meeting. It is, shows to be April 13th but the last  
16 meeting was in June.  
17  
18 Murphy: June 8th.  
19  
20 Sorg: Eighth, June 8th it is. That change.  
21  
22 Murphy: The June 8th minutes were in the packet.  
23  
24 Sorg: And it, that's, the packet had the right date on it. The other change we're  
25 going to do is pull Action Item 6.1, the Resolution concerning the Unified  
26 Planning Work Program to an item for discussion. Any other changes by  
27 the Committee?  
28  
29 Benavidez: Could you repeat that one.  
30  
31 Sorg: We are going to pull Action Item 6.1 from the Consent Agenda to the  
32 Agenda for Discussion. Pull it off the Consent.  
33  
34 Murphy: Mr. Chair. We do wish that it, it still remain an Action Item, just not on the  
35 Consent Agenda.  
36  
37 Sorg: Yes. Right. Okay, with that I'll accept a motion to approve the agenda.  
38  
39 Flores: So moved.  
40  
41 Pedroza: Move that they are as amended. Second.  
42  
43 Sorg: Moved by Trustee Torrez, Lopez, Flores, and a second by Councilor  
44 Pedroza. Thomas, a roll call vote.  
45  
46 Murphy: Okay. Mayor Barraza.

1  
2 Barraza: Here.  
3  
4 Murphy: Commissioner Benavidez.  
5  
6 Benavidez: Here.  
7  
8 Murphy: Mr. Doolittle.  
9  
10 Doolittle: Yes.  
11  
12 Murphy: Commissioner Garrett.  
13  
14 Garrett: Yes.  
15  
16 Murphy: Councilor Pedroza.  
17  
18 Pedroza: We're not calling roll, we're not calling roll. We're actually voting on the  
19 motion to accept the, yes. Yes.  
20  
21 Sorg: That's very good. Thanks for the correction.  
22  
23 Murphy: Commissioner Hancock.  
24  
25 Hancock: Yes.  
26  
27 Sorg: Councilor Eakman.  
28  
29 Eakman: Yes.  
30  
31 Murphy: Trustee Flores.  
32  
33 Flores: Yes.  
34  
35 Murphy: And Chair Sorg.  
36  
37 Sorg: Yeah, the Chair votes yes too.  
38  
39 MOTION PASSES UNANIMOUSLY.  
40  
41 **5. \* APPROVAL OF MINUTES**  
42  
43 **5.1 \*June 8, 2016**  
44  
45 - VOTED ON VIA THE CONSENT AGENDA  
46

1 **6. ACTION ITEMS**

2  
3 **6.1 Resolution 16-08: A Resolution Amending the Federal Fiscal Year**  
4 **2017 and 2018 Unified Planning Work Program (UPWP)**

5  
6 **Sorg:** So the first item on the agenda for discussion would be Action Item 6.1.  
7 Mr. Murphy would you please ...

8  
9 **Murphy:** Yes Mr. Chair. This resolution is a resolution to amend the upcoming  
10 Work Program for Fiscal Years' 2017 and Fiscal Years' 2018. Currently a,  
11 a handout detailing the budget amounts and details are being passed out  
12 to you. This involves two amendments to the Work Program. The first  
13 amendment that we're aware of was we found out we are not going to be  
14 able to get State Planning and Research money in FY17 for the A  
15 Mountain Study Area so we have moved \$250,000 from FY2017 to  
16 FY2018.

17 The second, second amendment will be on, on, shows, it starts to  
18 show on page three of the handout, we're adding back, or we're adding  
19 into this Work Program the Missouri Avenue Study Corridor which is  
20 currently under, undergoing. We do not anticipate its completion by  
21 October 1st so we need to amend the next year's UPWP to include that in  
22 there and the UPWP begins on October 1st. And with that we added  
23 \$40,000 of FY16 money into the FY17 budget that's shown on the last  
24 page and those would be the, the amendments for this resolution. I'll  
25 stand for any questions.

26  
27 **Sorg:** Yes.

28  
29 **Pedroza:** Thank you. When do we anticipate the, the Missouri project to be finished  
30 if it's not going to be finished by October 1st?

31  
32 **Murphy:** It's, Mr. Chair, Councilor Pedroza. It is currently ongoing. Essentially I, I,  
33 I, December 31st would be the drop-dead date for the funds but we, we  
34 are near the end of it. We just won't get to the finish line by October 1st.

35  
36 **Pedroza:** All right. Thank you very much.

37  
38 **Sorg:** Any other questions on this amendment? I think we need a motion don't  
39 we to make this amendment? Commissioner Benavidez.

40  
41 **Benavidez:** No I wasn't ...

42  
43 **Sorg:** Your light is on.

44  
45 **Benavidez:** I wasn't going to, sorry.

46

1 Garrett: Mr. Chair.  
2  
3 Sorg: Yes Commissioner Garrett.  
4  
5 Garrett: I move approval of Resolution 16-08.  
6  
7 Flores: I'll second the motion.  
8  
9 Sorg: Moved by Commissioner Garrett, second by Trustee Flores.  
10  
11 Murphy: Roll call. Commissioner Benavidez.  
12  
13 Benavidez: Yes.  
14  
15 Murphy: Mr. Doolittle.  
16  
17 Doolittle: Yes.  
18  
19 Murphy: Commissioner Garrett.  
20  
21 Garrett: Yes.  
22  
23 Murphy: Councilor Pedroza.  
24  
25 Pedroza: Yes.  
26  
27 Murphy: Commissioner Hancock.  
28  
29 Hancock: Yes.  
30  
31 Murphy: Councilor Eakman.  
32  
33 Eakman: Yes.  
34  
35 Murphy: Trustee Flores.  
36  
37 Flores: Yes.  
38  
39 Murphy: Chair Sorg.  
40  
41 Sorg: Yes.  
42

43 MOTION PASSES UNANIMOUSLY.

44  
45 **6.2 \* Resolution 16-09: A Resolution Amending the 2016-2021**  
46 **Transportation Improvement Program**

1  
2 - VOTED ON VIA THE CONSENT AGENDA  
3

4 **6.3 Resolution 16-07: A Resolution Amending the 2015 Metropolitan**  
5 **Transportation Plan (Transport 2040)**  
6

7 Sorg: Next item on the agenda is 6.3, Resolution to Amend the 2015  
8 Metropolitan Transportation Plan. Is there a motion to approve?  
9

10 Pedroza: Move to approve.  
11

12 Sorg: Moved by Councilor Pedroza.  
13

14 Hancock: Second.  
15

16 Sorg: Second by Commissioner Hancock. Mr. Wray.  
17

18 Wray: Thank you Mr. Chair. I'd like to direct the attention of the Committee to  
19 page 59 of the packet. The amendment that's being proposed today is a  
20 RoadRUNNER Transit amendment. This is a brand-new project although  
21 it's not brand-new money. The reason why we are, or why RoadRUNNER  
22 is requesting this amendment is ...  
23

24 Murphy: Item 6.3. That was *(inaudible)* ...  
25

26 Wray: Oh. Never mind. I apologize. I'd, I was, I had gotten behind myself.  
27

28 Sorg: Yeah. Wrong page.  
29

30 Wray: Wrong thing. Anyway, so rewinding, starting again. Thank you Mr. Chair.  
31 As the Committee will no doubt recall, at the June meeting the Committee  
32 continued the discussion item regarding the Metropolitan Transportation  
33 Plan amendment, the multi-use loop trail.  
34

35 Sorg: Mr. Wray. Could I refer the Committee to page 54. I think it begins on  
36 page 54 of the packet.  
37

38 Wray: No, Mr. Chair. That is, that's the wrong action item. That's actually the  
39 TIP amendment that we already did. The information for the multi-use  
40 loop trail starts on 64.  
41

42 Sorg: Thank you, 64.  
43

44 Wray: Sixty-four, yes. As, as this Committee has already had one presentation  
45 regarding this particular item, I'm only going to briefly touch on the options  
46 that were considered previously by the Committee and then go into further

1 detail regarding the options that the Committee requested that the  
2 Advisory Committees look at in greater detail. The ones that the, that this  
3 Committee has already seen: Option A would be to designate the route  
4 primarily following University, in fact I'm just going to switch to the map  
5 because that's probably easier to visualize for everyone. Option A is  
6 going to proceed down from Calle del Norte, proceed down NM-28 to  
7 connect with University and then across the campus along this path.  
8 Option B is to go from Calle del Norte down to Union and proceed across  
9 and then across the campus along that path. Option C which is one of the  
10 new options that we just discussed at the last meeting, that one is to follow  
11 the Mesilla Lateral down to Union and then across Union along the same  
12 trajectory as University, excuse me University along the same alignment  
13 as Option A. And then Option D is to follow the Mesilla Lateral all the way  
14 down to Union and then across, and then across the campus. The option  
15 that this Committee specifically requested that be analyzed before a  
16 decision is taken is now so-called Option E. That one follows along from  
17 La Llorona along Calle del Norte, stops at the intersection with the Mesilla  
18 Lateral due to right-of-way issues, and then resumes here at the  
19 intersection of Avenida de Mesilla and the Laguna Lateral, then follows  
20 down the Laguna Lateral to Union where it connects the existing Union  
21 trail facility, stops just barely short of the intersection with Laguna, and  
22 then would proceed along the same alignment.

23 Again, Option A, I've already gone over this in some detail so I'll  
24 just mention some of the, the high points there. If, if at any point during  
25 the Committee's discussion I'm more than happy to go and discuss any of  
26 the options in greater detail. But just, I want to note that the, the, one of  
27 primary advantages of Option A is that it directly connects the heart of  
28 Town of Mesilla with NMSU campus and it improves non-motorized  
29 access past Zia Middle School. The most significant disadvantage to  
30 Option A is the very difficult crossing of the Main Street/I-10 intersection,  
31 would be substantial infrastructure improvements that would be required in  
32 order to put a trail through, along this alignment. There are substantial  
33 right-of-way issues and ownership issues additionally which are  
34 impediments to the implementation of this trail, and due to the right-of-way  
35 utilizing NM-28 it would not be possible for there to be a contiguous multi-  
36 use trail along Option A alignment.

37 Option B, the significant advantage is that there are fewer right-of-  
38 way issues along the length of this corridor than Option A. It is a shorter  
39 distance to cross the Main Street and I-10 with more direct access to  
40 NMSU. The disadvantage is this option does not connect as closely as  
41 Option A does with the core of Town of Mesilla. There would be a greater  
42 coordination required between more jurisdictions and the existing EBID,  
43 excuse me, the, oh excuse me, yeah. I apologize, the, yeah, the existing  
44 EBID lateral would require coordination with Dona Ana County, the, the,  
45 the signing of the MOU in order to implement. And again due to the use of  
46 NM-28 the, the multi-use trail would not be able to be contiguous.

1           Option C, this is where we bring in the options along the Mesilla  
2 Lateral. It substantially parallels the same advantages and disadvantages  
3 for Option A with the exception that a contiguous multi-use facility would  
4 be possible given the fact that this will be, this proposal would be built on  
5 EBID facilities and there would not be the conflict with NM-28. This would  
6 require the MOU between the Town of Mesilla and EBID for this use of the  
7 Mesilla Lateral.

8           And then Option D, this is an option that proceeds from Calle del  
9 Norte and Mesilla Lateral all the way down the Mesilla Lateral to Union  
10 and then across. Again substantially similar advantages and  
11 disadvantages to Option B and again would not, would be able to be a, a  
12 complete contiguous multi-use facility due to use of the lateral and again  
13 this option would require the agreement between Town of Mesilla and  
14 EBID for the use of that lateral.

15           And this is illustrative of the right-of-way that exists along the, the  
16 path. Not going to recite all of the, the rights-of-way at, but I, our, our  
17 intent with this slide is to show that there is enough room along all points  
18 of the right, or along all points of the lateral to include a multi-use facility.  
19 The greatest pinch points are up here. The east bank is only eight, eight  
20 feet wide and again the east bank at this spot is also eight feet wide.  
21 While that is a little bit constrained that is still enough room to get a facility  
22 constructed.

23           And these are some pictures of the, the proposed areas. This is  
24 the Mesilla Lateral at Calle de Colon looking northwards. And this is the  
25 same, the same spot looking to the south. This is at Calle de Parian, do  
26 want to note there is some, some obstruction on the east side here but  
27 that could easily be cleared in the event of construction. And this is the  
28 same intersection looking to the south and I do want to note here that  
29 there is this wall that is existing along the, the, a potential selection that  
30 does pinch the right-of-way down somewhat but again staff believes that  
31 a, a multi-use facility could be constructed on either bank of the lateral.  
32 And this is Calle de Santiago looking to the north, again there is some  
33 vegetation in the way along the east side but that could easily be cleared.  
34 And then this is the same, same spot looking to the south and again there  
35 is vegetation present.

36           Option E, and this is the one I'm going to go into a little bit more  
37 detail because this is the one that the Policy Committee requested that  
38 staff take back to the, the Advisory Committees for their consideration. I  
39 do want to note that we do terminate the, the proposed trail here at the  
40 intersection with the Mesilla Lateral and then resume it at this point at the  
41 intersection of the Laguna Lateral and Avenida de Mesilla. The reason  
42 why we terminated it and why we did not terminate it on Options A and B,  
43 and I mention this because the, the Advisory Committees asked us about  
44 this, on Options A and B the presumption is that the trail going along NM-  
45 28 would simply be an in-road facility. And so on that basis we thought it  
46 appropriate to continue to highlight this portion of Calle del Norte as a, a

1 part of the trail. The intent of this alignment is to have as much of a  
2 contiguous facility as possible and so for that reason we went ahead and,  
3 and showed accurately what would have to be because there's no, there's  
4 no right-of-way along this stretch to construct any sort of facility. The only  
5 thing that would be possible would be a "Share the Road" sign whereas  
6 along Laguna Lateral we'd be able to resume the trail at this point and  
7 continue it all the way down.

8 Option E, this does have the advantage of having the fewest  
9 conflicts with vehicular traffic of all the considered options. As I'll show in  
10 a slide in just a minute, there are very few potential right-of-way issues  
11 along the length of the Laguna Lateral. The disadvantages, this would  
12 require again substantial coordination between multiple jurisdictions. This  
13 would require EBID and Dona Ana County signing the multi, or excuse  
14 me, the Memorandum of Understanding to allow this use. And again a  
15 disadvantage is that the multi-use facility would not be able to be  
16 contiguous utilizing this option.

17 And again this is, this is illustrating the right-of-way. There is plenty  
18 of right-of-way all along the Laguna Lateral to allow for the construction of  
19 a multi-use path. And just a couple of pictures here but this is the Laguna  
20 Lateral at the intersection with Union looking north, plenty of right-of-way  
21 on both sides, just some vegetation that needs to be cleared on the west  
22 bank.

23 The, this is a proposed amendment to the Metropolitan  
24 Transportation Plan. The adopted option would be entered into the Trail  
25 Plan as a Tier 1 facility. Due to the ongoing uncertainty about other EBID  
26 facilities listed on our Trail Plan, those would be downgraded to Tier 2 or  
27 Tier 3. This does require a minimum 30-day public comment period as we  
28 have already had a meeting where we, we believed we were going to  
29 reach a decision that, that, that requirement has already been well-met.  
30 At the June meeting as this Committee will recall, the Policy Committee  
31 directed staff to return to the Advisory Committees with additional options.  
32 At their July 9th meeting the BPAC under, with the new information  
33 endorsed Option D. And at their August 4th meeting last week the TAC  
34 also endorsed Option D. And I'll stand now for any questions. Would you  
35 like me to move back to one of the previous slides that has a map, one of  
36 the maps on it? I'll go back to the one that has all of the options on it if  
37 that is preferred.

38  
39 **Sorg:** That would probably be the best. I would say one thing though. I wish  
40 you had labeled those paths or those, those, those structures that you're  
41 using there. We know a, Highway 28 well and Calle de Sur, del Sur, and  
42 Union but the, the laterals aren't, aren't labeled.

43  
44 **Wray:** Oh.

45

1 Sorg: We'll get it, we'll get it. That'll be all right. Any questions from the  
2 Committee? Councilor Eakman and then Mr. Trent and then (*inaudible*).  
3  
4 Eakman: Thank you so much for this presentation and I'm looking forward to  
5 discussion on it. I'm ...  
6  
7 Wray: Oh. I'm sorry Councilor, if I could just interrupt. Mr. Chair we do have Mr.  
8 Steve Howie from EBID who is in the audience who is here to, to answer  
9 any questions should the, the Committee want to, to ask them. I  
10 apologize again, Commissioner, or Councilor.  
11  
12 Eakman: Fine. Thank you. I just have a possible perception question from those  
13 who live outside of our community. When they look at a, a couple of these  
14 options, I'm going to show off my Spanish here and use the term  
15 "mosquitoes." When people from out of, yeah, I know, that's impressive,  
16 isn't it? I know when people look at a couple of these depictions and  
17 they're going to see running right by the arroyos, I think in this day and  
18 time talking about some of what's happening in our country, I'm just going  
19 to bring it up to the rest of the community how we can possibly if we  
20 choose such a thing educate the public about the real risk of riding  
21 bicycles through those areas. I guess I'm not looking for an answer but if  
22 anyone has one I'd be very willing to listen. Thank you.  
23  
24 Sorg: Commissioner Hancock.  
25  
26 Hancock: I, I think what you're seeing, the water that you're seeing, those are EBID  
27 ditches and those do not have water most of the time, and the water that,  
28 when the water is there it's running and you don't get mosquitoes in  
29 running water. So I think that's the, that's the, the short answer. There's  
30 really not a big problem. Now the portion that is within the City and the  
31 County, I believe our Vector Control takes care of those issues because  
32 there are hot spots where water does stand. Thank you Mr. Chair.  
33  
34 Eakman: I agree. I'm just wondering how we can be forward-thinking in how we  
35 educate the public and not have them right away think something different.  
36 I, I live by those arroyos and I second what you're saying but I'm just  
37 thinking of public perception at this time. Thank you.  
38  
39 Sorg: Okay. Commissioner Hancock did you, you said you had your ...  
40  
41 Hancock: Yeah. I, I had mine on too. Your third from the last slide, and you  
42 mentioned the west bank and some vegetation but I see a lateral coming  
43 off of that one with a drainage port.  
44  
45 Wray: Yes.  
46

1 Hancock: It looked like it'd have to have a bridge over it or something.  
2  
3 Wray: If it's consistent, let me see if I can ...  
4  
5 Hancock: Third, third from the last slide. There's a picture.  
6  
7 Wray: Actually let me do this the easy way.  
8  
9 Hancock: There you go. That one.  
10  
11 Wray: There, there would, there's in fact another lateral on ...  
12  
13 Hancock: Yeah. You see there, the one going off to the ...  
14  
15 Wray: Yeah. There, there are a couple of places where some, some additional  
16 infrastructure might be required depending on which, when we get to  
17 actual design should, should a lateral option be selected depending on  
18 which side of the lateral is selected there might have to be some, some,  
19 some type of facilities as that included as part of the design. Yes.  
20  
21 Hancock: The City was kind enough to, thank you, the City was kind enough to  
22 provide to me the MOU that the City has with EBID. I'd forwarded that to  
23 New Mexico Association of Counties for an analysis as to the risk and  
24 liability to the County because that seemed to be the biggest factor for the  
25 County and the answer that I got back was that the, with caveats naturally  
26 depending upon changes that do occur but that that would not require  
27 additional insurance on the part of the County for an MOU of that type, so  
28 now that MOU has been forwarded on to County Legal Department for  
29 analysis to see how it meets with County standards. So it is in process,  
30 the issue with the MOU with the EBID and the County, and the County is  
31 looking at it. But that's where it stands at the moment, as a matter of  
32 information. Thank you. Thank you Mr. Chair.  
33  
34 Benavidez: Mr. Chair. I'm over here.  
35  
36 Sorg: Commissioner Benavidez.  
37  
38 Benavidez: Thank you. I'd like to ask a question regarding, can you please explain to  
39 us why Option E was implemented? What's the reason behind that?  
40  
41 Wray: Mr. Chair, Commissioner Benavidez. I'm not totally sure I understand the  
42 question. We, we included Option E because this Committee asked us to  
43 do so. It was during the discussion month before last ...  
44  
45 Benavidez: Okay.  
46

1 Wray: Laguna came up in the conversation and this Committee directed us to ...  
2  
3 Benavidez: Okay.  
4  
5 Wray: Send it back to the Advisory Committees with Option E as part of the  
6 conversation.  
7  
8 Benavidez: So the Option E, was it to do, create a like a shortcut or to avoid the Town  
9 of Mesilla or ...  
10  
11 Wray: Option E was selected because of the lack of vehicular conflicts along the,  
12 that particular alignment. It was also mentioned by Ms. Curry at the, a  
13 previous meeting where she was in attendance as a member of the public  
14 as being one of the things that the BPAC had considered earlier in the  
15 process but had discarded because of the, the issues regarding surround,  
16 or signing the, the MOU.  
17  
18 Benavidez: Okay. Thank you. Thank you very much. No more questions.  
19  
20 Sorg: Okay Mr. Doolittle.  
21  
22 Doolittle: Thank you Mr. Chair. Just to clarify, Option D was the recommended from  
23 both, correct?  
24  
25 Wray: That was the recommendation from both Advisory Committees the second  
26 time around.  
27  
28 Doolittle: Okay.  
29  
30 Wray: The first time around it was Option B.  
31  
32 Doolittle: Okay. One other comment that I have is I just want to remind the Board  
33 that even though specifically Option A wasn't recommended the, the  
34 Department along with the Town of Mesilla is still pursuing the, the  
35 pedestrian facilities and multi-use path and those types of things along  
36 University. So I only bring that up because just if this Board approves or,  
37 or, or votes to support the Advisory Committees and go with Option D we  
38 are still pursuing additional facilities along University itself. So I just want  
39 the Board to make sure they, they remember that.  
40  
41 Sorg: Thank you. That was good to point out. And that University Corridor is of  
42 course very important for the school, Zia Middle School there, as we all  
43 know.  
44  
45 Doolittle: And Mr. Chair just again to clarify, that's only, that, it's only that section  
46 between Main and New Mexico 28.

1  
2 Sorg: Right.  
3  
4 Doolittle: So it won't address any of the crossings across the railroad tracks, across  
5 Main itself, under the bridge at University and I-10.  
6  
7 Sorg: Yeah. Yeah.  
8  
9 Doolittle: So just keep in mind that that corridor is, is shorter but again we're  
10 pursuing those kinds of facilities ...  
11  
12 Sorg: Okay.  
13  
14 Doolittle: In the area.  
15  
16 Sorg: Commissioner Garrett, did you have something in a ...  
17  
18 Garrett: Thank you.  
19  
20 Sorg: Then ...  
21  
22 Garrett: Mr. Chair.  
23  
24 Sorg: Councilor Pedroza.  
25  
26 Garrett: I, as a matter of fact I, I was interested in making sure that the work on  
27 University would continue and it seems to me that there's plenty of  
28 reasons for us to support that and to have that continued while at the  
29 same time looking at other criteria in terms of the multi, what is it called,  
30 the, the, it's, it's the big loop.  
31  
32 Wray: Multi-use loop trail.  
33  
34 Garrett: Yeah, the multi-use loop trail, thank you which seems to me to have the  
35 potential of a much larger audience and, and slightly different needs that  
36 need to be addressed by, by people going through the area. You know it  
37 wasn't until you had these up that I, I wondered about the connection  
38 between Laguna Lateral at University and then running down University to  
39 intersect with the Mesilla Lateral and going north on the Mesilla Lateral up  
40 to Calle del, del Norte.  
41  
42 Wray: Is there a particular slide you'd like me to have up for this?  
43  
44 Garrett: Yeah, the one with all the, all the routes. I think this is actually a hybrid,  
45 yeah. So I think that the discussions that we've had with this group and  
46 listening to input at the last meeting, the idea of being able to go along

1 Union made a lot of sense in terms of overall traffic and this big loop  
2 through the, the area. So part of the question was how do you get from  
3 Union up to Calle del Norte. The idea of get, going onto New Mexico 28  
4 isn't ideal in many respects and so we were looking at going with the  
5 laterals. But what we didn't talk about was the idea of using the southern  
6 part of the Laguna Lateral and the northern part of the Mesilla Lateral as it  
7 shows on our map. Because what that would do is allow for there to be a  
8 connection that goes from Union through sort of the western part of  
9 Mesilla Park and into Mesilla, connecting in with University and then even  
10 picking up on some of the work that's going to go along on University,  
11 going down to 28, going across 28 at the Spotted Dog, past the Mesilla  
12 Elementary School, and then picking up the lateral and going north. And  
13 what you do by doing that is you have a lot of action through a potentially  
14 very crowded area by keeping the bikes on the, and the hikes and hikers  
15 and all that stuff, on the laterals for the majority of that distance and what  
16 you do is you avoid the problems that we have where Calle del Norte  
17 comes past that lateral and gets to Avenida de Mesilla. That's where it  
18 necks down and there's no, there's no shoulders, there's no nothing. And  
19 then you have a very awkward connection trying to figure out how to get  
20 from the lateral around The Bean down to connect with the other area.  
21 And what this actually does is to bring people who are driving through that  
22 area very close to the downtown of Mesilla on a less crowded side of that  
23 if you will. Seems like it might be, it, presuming that that section of  
24 University between the Mesilla Lateral and Highway 28 is a viable option, I  
25 mean we haven't said, nobody has said we can't do that option because  
26 that's a bad stretch, stretch of road. It's, it's narrow, I understand that, and  
27 you've got some issues but at the same that's a 20 mile per hour area. It's  
28 very slow through there and it's a short distance. So I just wanted to raise  
29 that as a possibility for a better connection through Mesilla that would tie  
30 Union to University and to Calle del Norte by using two parts of the lateral.

31  
32 Sorg: Yeah. I'm trying to digest what he just said. We'll go on to ...

33  
34 Flores: Yeah.

35  
36 Sorg: Trustee ... do you want to add something Commissioner Billie Garrett?

37  
38 Garrett: Do you have a way of showing what I just indicated by, with your mouse?

39  
40 Wray: Just utilizing the mouse ...

41  
42 Garrett: That would be helpful.

43  
44 Wray: Commissioner if I, if I'm understanding correctly what you are proposing is  
45 utilizing Mesilla Lateral ...  
46

1 Garrett: To there.  
2  
3 Wray: To this point.  
4  
5 Garrett: Yep.  
6  
7 Wray: Utilizing Calle del Sur to ...  
8  
9 Garrett: No.  
10  
11 Wray: Oh.  
12  
13 Garrett: Well yeah. It's Calle del Sur and University. Right. Yeah.  
14  
15 Wray: Along this alignment to this spot here with Laguna and then utilizing  
16 Laguna down to Union. Is that ...  
17  
18 Garrett: That is what I was ...  
19  
20 Wray: Is it correct?  
21  
22 Garrett: I was suggesting as a possibility. It's a hybrid of two of the, well, well three  
23 of the options.  
24  
25 Sorg: Okay. So the other Committee Members want to weigh in? Trustee  
26 Flores.  
27  
28 Flores: I just want to say I think that's a great idea. On the side that's by Mesilla  
29 Farms I know that there's very little ROW. That's where we have the least  
30 amount I think because I know one of the residents there is very  
31 concerned. He's already given up some of his property. But on the other  
32 side there should be plenty of room, correct me if I'm wrong, Mayor.  
33  
34 Barraza: Are we talking University?  
35  
36 Flores: Right. You know that Mesilla ...  
37  
38 Barraza: We're talking west of University, west of Highway 28?  
39  
40 Flores: Right.  
41  
42 Barraza: Okay. My, if I may just put in my two cents' worth. Currently the bus, what  
43 is, Las Cruces, the buses.  
44  
45 Wray: RoadRUNNER Transit.  
46

1 Barraza: RoadRUNNER Transit has put up two stops for the buses right across  
2 Mesilla Farms, one very close to the intersection there heading east and  
3 one a little bit further up by Zia Middle School and there's not a lot of  
4 shoulder there for them. If we have buses, the City buses stopping there  
5 and we also have them across the street on the opposite side, on the  
6 northern side of it they've added an additional stop there, that's going to  
7 limit, if you have a bus there and bicyclists there it could be dangerous.  
8

9 Sorg: Mayor, could you point out where Mesilla Farms is?  
10

11 Barraza: I sure would. It is right in the corner of University, and let me just say  
12 Calle del Sur south, I mean west of Highway 28 is Calle del Sur, where  
13 Spotted Dog is, that's Calle del Sur. If you cross the Highway 28 it  
14 becomes University, okay. So right in the corner there of University and  
15 Highway 28 there's a small park on the north side, and the subdivision is  
16 right next to that little park. That is Mesilla Farms and so, oh, okay. Right  
17 where you see Teresita Street. Do you see that Andrew?  
18

19 Wray: Yes. Yes.  
20

21 Barraza: Okay. That's Mesilla Farms.  
22

23 Wray: Yes.  
24

25 Barraza: All that subdivision in there.  
26

27 Sorg: There's a bus stop there, the little blue square.  
28

29 Barraza: And now they have added another one closer to the intersection.  
30

31 Sorg: Oh.  
32

33 Barraza: Further down, further east, a little bit up, maybe right under the word,  
34 under the R and S for "University" on the south side.  
35

36 Wray: Right in there?  
37

38 Barraza: Yeah, on the south side.  
39

40 Wray: Oh. Here.  
41

42 Barraza: Right there. They have a stop right there. Then they have the one where  
43 you have the blue and then they have one a little bit further east by the ...  
44

45 Wray: So ...  
46

1 Barraza: By Zia Middle School.  
2  
3 Sorg: Mayor, could you explain one more time the pros and cons of, of what  
4 you're saying here again?  
5  
6 Barraza: In terms of ...  
7  
8 Sorg: Of the ...  
9  
10 Barraza: Of what ...  
11  
12 Sorg: Of the path, of the multi-use path. Yeah.  
13  
14 Barraza: My opinion or what Commissioner Garrett mentioned?  
15  
16 Sorg: Your opinion.  
17  
18 Barraza: In my opinion. In my opinion I would like to see probably Option D  
19 because of the Mesilla Lateral, and for those of you that are not familiar  
20 with Mesilla, that Mesilla Lateral is north of the Post Office. It's right  
21 between the Post Office and the Plaza. If you have been there, there's a  
22 lateral. That's that lateral that they're talking about.  
23  
24 Sorg: Right.  
25  
26 Barraza: And that lateral is especially I think from the park that the Town of Mesilla  
27 has all the way to Calle del Sur past that to Union, the roads are pretty  
28 clear. There are a few areas there that the brush, the foliage is coming  
29 over but nothing that can't be fixed. I think the roads are much better  
30 there. Now if we were to go with that other option that Commissioner  
31 Garrett just spoke about, my only concern would be coming off Calle del  
32 Sur we only have a small sidewalk on the south side of Calle del Sur that  
33 people that are walking to school or to the Spotted Dog or the store use,  
34 that's about the only space that we have available there. Once you cross  
35 over to Highway 28 and get on University, we are working with the New  
36 Mexico DOT for that multi-use, to widen the street and to add those multi-  
37 path, the bike paths and the walking paths on that. Once that is in place  
38 that would be great, but for right now I think Option D would be our best  
39 option.  
40  
41 Sorg: Is that D as in dog?  
42  
43 Barraza: D as in dog.  
44  
45 Sorg: Okay.  
46

1 Barraza: Spotted Dog.  
2  
3 Sorg: Okay.  
4  
5 Barraza: Advertising here for Spotted Dog.  
6  
7 Sorg: But it, so you're saying that using Calle del Sur and University to connect  
8 the laterals, Mesilla with Laguna, is it ...  
9  
10 Wray: Yes, Laguna.  
11  
12 Barraza: Yeah, Laguna.  
13  
14 Sorg: Is not as good as going all the way with D which continues on the Mesilla  
15 to what is it?  
16  
17 Wray: Union Avenue.  
18  
19 Sorg: Union, Union Avenue, right.  
20  
21 Barraza: In terms of traffic I think the safest route right now would be going down  
22 Mesilla Lateral.  
23  
24 Sorg: But in the future?  
25  
26 Barraza: In the future, once the DOT, that would be great. It would be an awesome  
27 trail.  
28  
29 Sorg: How ...  
30  
31 Barraza: And the other is I do want to also say right in the corner of Calle de Parian  
32 and that lateral, there is a public restroom there where bicyclists, it's right  
33 there by the lateral so perfect place for them to take a break, a potty  
34 break, the public restrooms are also right there. But I think, and you know  
35 Trustee Flores step in whenever you'd like, I think at this time probably  
36 Mesilla Lateral will be the best option right now.  
37  
38 Wray: And Mr. ...  
39  
40 Sorg: Thank you.  
41  
42 Wray: Mr. Chair.  
43  
44 Sorg: Trustee, Mayor.  
45

1 Wray: If I, I could say at this time, nothing, we're not taking anything off any trail  
2 plans. We're only potentially downgrading. So everything that, that we're  
3 discussing, they'll still be on the trail plans and certainly eligible for any,  
4 any sort of improvements or for funding applications in the future.  
5

6 Sorg: I, I, I just have a quick question. Whatever trail is picked, will there be  
7 signage telling people that this is the trail?  
8

9 Wray: Mr. Chair. That would certainly be staff's hope. I mean that's getting to  
10 beyond what we're really talking about right here but I, personally  
11 speaking, personally I'd certainly hope that there would be signs ...  
12

13 Sorg: Okay.  
14

15 Wray: And, and pointing out that this is the trail.  
16

17 Sorg: Okay. Trustee Flores, you have any more to add? Oh yes, Councilor  
18 Pedroza, I'm sorry.  
19

20 Pedroza: That, that's okay. Thank you. My question is kind of going back at,  
21 beyond a couple of the discussions that we've had but I like the idea that  
22 New Mexico DOT is thinking regardless of what we choose to make some  
23 improvements to the interchange with I guess it's that really really bad  
24 intersection, the one that we've talked about and my mind is just slipping  
25 right now, where I guess it's University goes under the highway. No?  
26 Where ...  
27

28 Doolittle: Mr. Chair.  
29

30 Pedroza: The ones that you're going to be making.  
31

32 Doolittle: The, the current University project will only run from New Mexico 28 to the  
33 intersection itself at University. There will not be any improvements or  
34 proposed ...  
35

36 Pedroza: Oh.  
37

38 Doolittle: Improvements ...  
39

40 Pedroza: For the intersection.  
41

42 Doolittle: Across the railroad tracks ...  
43

44 Pedroza: I see.  
45

46 Doolittle: Across South Main, along University, and then over to the Valley Drive.

1  
2 Pedroza: And ...  
3  
4 Doolittle: So it was improved ...  
5  
6 Pedroza: Those in the future or anything?  
7  
8 Doolittle: At this point ...  
9  
10 Pedroza: No.  
11  
12 Doolittle: The, again the only portion is right there in front of ...  
13  
14 Pedroza: Right.  
15  
16 Doolittle: Zia.  
17  
18 Pedroza: Okay. Well you've shattered my hopes. Okay. Thank you.  
19  
20 Sorg: Commissioner Garrett.  
21  
22 Garrett: Thank you Mr. Chair. And I understand the, the concerns that the Mayor's  
23 brought up in terms of, of sequencing. It seems to me that the section that  
24 we're talking about from the Laguna Lateral to 28 is critical to get done,  
25 be, in, because of safety issues, but because of traffic and school kids  
26 and, and all that sort of thing. I just, I would also suggest that, that what  
27 the Laguna Lateral south of University connecting to Union does is  
28 actually to go through an area that there are a lot of bicycle riders and  
29 although putting the designation for the multi-use loop trail somewhere  
30 else doesn't preclude the possibility of some improvements there, certainly  
31 if that was a part of the loop trail itself it would give it more likelihood, I  
32 would think, of being funded and getting built, at least sooner. So I,  
33 notwithstanding the issue of what happens on Calle del Sor, Sur on the,  
34 on the west side of 28, this is I think supposed to be a long-term picture  
35 and by, by finding a way through this sort of sector of the region that  
36 allows for more people to connect in with the trail, use the trail, develops  
37 and reinforces the trail sooner, that gives higher priority to the, these  
38 construction projects. It seems to me that, that it's, it's really worth  
39 considering that as a, an alternative way of, of designating this alignment.  
40 Certainly, I mean I can live with any of these things that we've come up  
41 with and it's all about safety and, and, but it's also about experience and,  
42 and the quality of the experience coming through the, the area. So I just,  
43 seems to me that a good strong case was made for the Laguna Lateral at  
44 the last meeting and I, I hate to see that we lose that entire connection as,  
45 as part of this because nobody was arguing strong for the southern part of  
46 the Mesilla Lateral between Calle del Sur and, and Union as being a great

1 experience. I understand it's pretty clear but it's, it's not, doesn't have the  
2 other advantages and attributes that you have with Laguna going through,  
3 over where it does.  
4  
5 Barraza: Okay. Mr. Chair.  
6  
7 Sorg: Thank you Mr. Commissioner.  
8  
9 Barraza: Mr. ...  
10  
11 Sorg: Mayor.  
12  
13 Barraza: Okay. And I just want to say I strongly agree with what Commissioner  
14 Garrett said. When you're looking for funding we're trying to find the best  
15 possible use of the funds we have to get the project started as soon as  
16 possible and get it completed and useable for people to go out there and  
17 actually start using that trail and I, I sincerely agree with him because you  
18 know it would be less money and people can start using that trail. But it, I  
19 mean if we look at it in long-term also bicyclists are going to have three  
20 options trying to get to Union, following Mesilla Lateral all the way down,  
21 going down Calle del Sur through Highway 28, and then they could also  
22 go, and I'm hoping we'll have that University multi-use trail and the road all  
23 fixed within, in my lifetime anyway, through the Laguna Lateral also. So  
24 eventually they will have three different ways of getting to Union if we just,  
25 you know from Calle del Norte at least to Calle del Sur use that lateral  
26 there ...  
27  
28 Sorg: Right.  
29  
30 Barraza: For the trail.  
31  
32 Sorg: Excellent point Mayor. Excellent point.  
33  
34 Barraza: Thank you.  
35  
36 Sorg: Variety. We like variety. I just had one more question for staff. In the big  
37 picture, to get this trail completed from La Llorona trail along the river all  
38 the way over to the university, there's going to be, how many projects are  
39 we going to need? How many things are we going to have to work on to  
40 get the trail complete besides deciding where it's going here?  
41  
42 Wray: Mr. Chair. I can't really answer that question. I don't know. Nobody  
43 knows the answer to that question. If I can go back to my PowerPoint,  
44 NMSU has indicated that they are planning to do this portion. Town of  
45 Mesilla is currently working on a TAP application for this cycle to connect  
46 the end of the La Llorona trail to Calle del Norte. So all of this portion in

1 between right now is, does not have any potential funding identified for the  
2 current ...  
3  
4 Sorg: Well I'm just getting at the point that there will be work done on, let me get  
5 the right name, Calle del Sur, no Calle del Norte. There will have to be  
6 work done on that road, right?  
7  
8 Wray: Yes, there ...  
9  
10 Sorg: Yeah.  
11  
12 Wray: The, there's only the road there right now. There's no ...  
13  
14 Sorg: Right.  
15  
16 Wray: There's no trail facility.  
17  
18 Sorg: Yeah, and narrow road at that. Okay. Okay, that's, that's what I wanted to  
19 be clear was there's going to be several projects here to get this whole  
20 path completed. Thank you.  
21  
22 Barraza: Mr. Chair.  
23  
24 Sorg: Any other questions? Oh.  
25  
26 Barraza: Yeah. Go ahead.  
27  
28 Sorg: Commissioner Eakman.  
29  
30 Eakman: Thank you Mr. Chair. There's also the possibility that this is going to  
31 connect to the Rio Grande trail which is proposed by Steinborn at this time  
32 and will come before the City pretty soon. And so I think that will have to  
33 also be considered and it'll be interesting to see how all this connects  
34 bilaterally. Thank you.  
35  
36 Sorg: Good point Councilor.  
37  
38 Barraza: Mr. Chair.  
39  
40 Sorg: Yes Mr. ...  
41  
42 Barraza: Just one more comment.  
43  
44 Sorg: Mayor.  
45

1 Barraza: I'm sorry. I just, Calle del Norte is a DOT road. It is a state road and there  
2 are no shoulders at this time on either side of Calle del Norte.  
3  
4 Sorg: Right.  
5  
6 Barraza: And Debbi gave me, or showed me, or told me a figure what it would take  
7 to get the path going there and we're talking close to \$700,000.  
8  
9 Sorg: Wow.  
10  
11 Barraza: So, and the Town of Mesilla needs to come up with a percentage of a  
12 match, I think 14%, something like that so ...  
13  
14 Wray: If it's for TAP funding then it's 14.56%.  
15  
16 Barraza: Percent, correct. So that's what we're looking at right now.  
17  
18 Sorg: I see.  
19  
20 Barraza: Okay?  
21  
22 Sorg: Yeah. It'll be a little ways in the future here at least. Okay. Any other  
23 discussion on this? How do you want to go ahead and decide?  
24  
25 Wray: Mr. Chair. For the purposes of clarity it would probably be best if  
26 someone makes a motion specifically endorsing one of the options and  
27 then have a yes or no vote on, on that would be our recommendation.  
28  
29 Sorg: Okay.  
30  
31 Flores: I have a question.  
32  
33 Sorg: Is there a motion?  
34  
35 Flores: I just have one more question. Are we including Commissioner Garrett's  
36 option as like an F of going through Union, University that, connecting the  
37 two acequias or laterals?  
38  
39 Sorg: If Commissioner Garrett wants to do that, yes.  
40  
41 Baum: Mr. Sorg. I wanted to let you know that you already have a motion and a  
42 second on this. Your motion was made by Ms. Pedroza and your second  
43 was made by Mr. Hancock.  
44  
45 Sorg: Okay.  
46

1 Pedroza: However, it was not targeted to a choice between the, the options which is  
2 I believe what we're talking about right now.  
3  
4 Sorg: So I would say we have to have a motion on the choice and then a motion  
5 on the whole resolution, and then a vote on the whole resolution rather.  
6  
7 Wray: Yes, I, I think, I think so.  
8  
9 Sorg: I think we'll go that route.  
10  
11 Wray: Sound, sounds reasonable.  
12  
13 Sorg: Yes.  
14  
15 Wray: Let's do that.  
16  
17 Sorg: Yeah. That's fine, if you want to propose Option F it's fine with me. Just  
18 keep in mind it doesn't really matter if, if we have all three ways to go like  
19 the Mayor mentioned. But if you want to do F that's fine. Go ahead and  
20 make a motion.  
21  
22 Garrett: Mr. Chair.  
23  
24 Doolittle: Mr. Chair. I just have a question. Maybe I'm putting the cart before the  
25 horse but I, I would be in support of Option D only because of the Advisory  
26 Committees had made that recommendation so I don't, not fully  
27 understanding the process if Commissioner Garrett makes the  
28 recommendation for Option E I just want to make sure that I have a  
29 mechanism to either share Option D or, or say no with my comments.  
30 Again, not understanding the process so maybe that can be clarified for  
31 me personally.  
32  
33 Sorg: Councilor Pedroza.  
34  
35 Pedroza: And I think I'm confused as to, I thought the, the particular one that  
36 Commissioner Garrett had been talking about was E and now I hear that  
37 it's F and so I need to be clarified as to which is E and which is F so that I  
38 can choose. Thank you.  
39  
40 Wray: Mr. Chair, Councilor Pedroza, and Mr. Doolittle. I, I'll, I'll deal with  
41 Councilor Pedroza's question first. Option E is the, the full extent of  
42 Laguna from Avenida de Mesilla down to Union. Commissioner,  
43 Commissioner Garrett's proposal is, is University, Laguna down. Mr.  
44 Doolittle ...  
45  
46 Pedroza: Thank you Mr. Wray.

1  
2 Wray: It's my understanding that what, assuming someone makes a motion  
3 endorsing let's say Option F then if you feel called upon to vote against  
4 that in support of Option D then you vote no on the, on the, or on the  
5 motion supporting Option F and then afterwards you make the motion in,  
6 endorsing Option D would be how that would proceed.  
7  
8 Sorg: Thank you Mr., Mr. Wray for that clarification.  
9  
10 Garrett: Mr. Chair.  
11  
12 Sorg: Commissioner Garrett.  
13  
14 Garrett: I'd like to move an amendment to the motion to specify Option F as  
15 discussed at this meeting.  
16  
17 Flores: I'd like to second the motion.  
18  
19 Sorg: Okay. Motion made by Commissioner Garrett, or an amendment made by  
20 Commissioner Garrett and a second by Trustee Flores. Unless there's  
21 something else that has to be said we'll go ahead and take a vote.  
22  
23 Barraza: Mr. Chair. Clarifying.  
24  
25 Sorg: Yes.  
26  
27 Barraza: And that is supporting, Commissioner Garrett is putting on the floor Option  
28 F.  
29  
30 Sorg: F.  
31  
32 Barraza: Okay.  
33  
34 Sorg: Yeah.  
35  
36 Barraza: I just have one question. Since Option F just came up does that mean it  
37 needs to go to the other Boards with another option?  
38  
39 Sorg: Good question.  
40  
41 Wray: Mr. Chair, Mayor Barraza. No. The Policy Committee may do what it  
42 sees fit.  
43  
44 Barraza: Okay. Very good.  
45  
46 Wray: Yes.

1  
2 Barraza: Thank you.  
3  
4 Hancock: Mr. Chair.  
5  
6 Sorg: Commissioner Hancock.  
7  
8 Hancock: I'm, I'm assuming then that the amendment is to the current motion on the  
9 table as it relates to the, the "I," that would be after the, now there are four  
10 and the "I" being the Trail Plan Amendment and, as shown in the Exhibit A  
11 would be specifying then the direction as outlined in what is being termed  
12 "F."  
13  
14 Wray: Mr. Chair, Commissioner Hancock.  
15  
16 Sorg: Yes.  
17  
18 Wray: If I could clarify. We were not able to include an Exhibit A attached to this  
19 motion because we did not know what the selection of the Policy  
20 Committee was going to be. There will be attached to the Resolution  
21 when it is signed and sealed for eternity a, a map. There will be a map  
22 that will be included as Exhibit A as part of this resolution.  
23  
24 Hancock: Okay. So the amendment then is, is that point in the discussion in the  
25 original motion.  
26  
27 Wray: Yes.  
28  
29 Hancock: So we'll vote on the amendment first and then vote on the full motion.  
30  
31 Sorg: That's right.  
32  
33 Hancock: Very good. Thank you.  
34  
35 Sorg: Commissioner Garrett.  
36  
37 Garrett: Thank you Mr. Chair. And, and because questions have been raised  
38 about the relationship with, of this proposal with the other Advisory Groups  
39 I, I just would say I have the greatest respect for them. As a matter of fact  
40 I think that this builds on their recommendations as far as I'm concerned  
41 and the considerations that we've had in terms of people coming and  
42 talking to us. This isn't a completely different alignment. I mean it, it, it  
43 basically takes some parts of some other things so it's trying to build on  
44 the strengths rather than just come up with something completely  
45 different. If, for example if we hadn't had Laguna Lateral at all and that  
46 came up this time I would think that would not be as appropriate but we've

1 had the discussion about both the Mesilla Lateral and the Laguna and  
2 about Union and about University and about all these other roads so it's,  
3 it's simply tying them together in a slightly different way. So ...  
4  
5 Sorg: Okay.  
6  
7 Garrett: I just want it to be clear that I'm respectful and mindful of their input.  
8  
9 Sorg: Thank you Commissioner Garrett.  
10  
11 Hancock: Mr. Chair.  
12  
13 Sorg: Good point. Commissioner Hancock.  
14  
15 Hancock: Could, could we review one last time that path that ...  
16  
17 Sorg: Route.  
18  
19 Hancock: Is being, the route that is being described as F so that if we could follow  
20 your mouse so that we are all totally clear.  
21  
22 Wray: Certainly.  
23  
24 Hancock: Thank you.  
25  
26 Wray: Mr. Chair. The, the proposed Option F starts here at the, the current  
27 termination of the La Llorona trail, continues down to connect with Calle  
28 del Norte, proceeds along Calle del Norte to the intersection with the  
29 Mesilla Lateral. Would then proceed down the Mesilla Lateral to the  
30 intersection with Calle del Sur, would go along Calle del Sur till it crosses  
31 NM-28 and becomes University, would proceed along University until it  
32 intersects with the Laguna Lateral, would proceed down the Laguna  
33 Lateral until it reaches Union, would, would follow Union crossing Main  
34 Street and I-10 until it reaches what's, what street is this on campus.  
35 Stewart, we'll call Stewart. Along Stewart until it reaches Espina,  
36 proceeds down and then across to the proposed connection of the Triviz  
37 trail extension that will be part of the currently on the TIP University,  
38 putting Triviz under University.  
39  
40 Sorg: Okay.  
41  
42 Doolittle: Mr. Chair. I just have one ...  
43  
44 Sorg: Mr. Doolittle.  
45

1 Doolittle: One last comment. So based on the motion I just want to clarify, I'm going  
2 to vote no on the motion only because I support Option D, not because I  
3 don't support the resolution or itself or what the MPO staff or the advisory  
4 committees have, have done. I just want to clarify that that is why I'm  
5 voting no, not that I don't support the resolution.  
6

7 Sorg: The resolution or the amendment?  
8

9 Hancock: I'm sorry. The amendment.  
10

11 Sorg: Okay. One last question. On your map that you have there, the routes  
12 that are in dash form instead of a solid color are routes that aren't built yet.  
13 Is that correct?  
14

15 Wray: That's correct. Yes.  
16

17 Sorg: Okay. So we know on Union there is trail there now and that is why that is  
18 solid blue.  
19

20 Wray: That's, that's correct. That trail terminates just not very many feet from the  
21 intersection ...  
22

23 Sorg: Right.  
24

25 Wray: With the Laguna Lateral.  
26

27 Sorg: Right. And if you continue on Union to the west, southwest there's, there's  
28 missing trail there.  
29

30 Wray: Yes. That is correct. The, that trail does terminate there. There's no, the,  
31 there's no continuation of that trail at any point to the west.  
32

33 Sorg: And just to clarify one more thing, if we do take this Option F and, and,  
34 and go with that, it would eliminate building a trail on Union from where,  
35 what lateral is that where, where ...  
36

37 Wray: Laguna Lateral.  
38

39 Sorg: Laguna, right, to, all the way to the other lateral in Mesilla there.  
40

41 Wray: Mr. Chair. No. What it would do is it would eliminate that particular  
42 portion being considered part of the multi-use loop trail for the present. If  
43 in future the, the MPO or the Town of Mesilla or Dona Ana County choose  
44 to continue that facility to the west of where it currently terminates they're  
45 more than able to do so.  
46

1 Sorg: Of course.  
2  
3 Wray: It's just a question ...  
4  
5 Sorg: Yeah.  
6  
7 Wray: A question of getting ...  
8  
9 Sorg: But it's ...  
10  
11 Wray: The money and going even further from that, if let's say that that portion is  
12 constructed, the Policy Committee could then make that a portion of the  
13 multi-use loop trail as well.  
14  
15 Sorg: As well, okay. Thank you very much. You made that very clear. If there's  
16 no further discussion we'll take a vote.  
17  
18 Wray: Mayor Barraza.  
19  
20 Barraza: I knew you were going to start over here.  
21  
22 Wray: I always do. I can't see them.  
23  
24 Barraza: No, and I just want to echo what Mr. Doolittle said and so I will, I will vote  
25 nay.  
26  
27 Wray: Commissioner Benavidez.  
28  
29 Benavidez: No. For the same reasons. I think that the people that, that know the, the  
30 area pretty good understand what's necessary. Thank you.  
31  
32 Wray: Mr. Doolittle.  
33  
34 Doolittle: No.  
35  
36 Wray: Commissioner Garrett.  
37  
38 Garrett: Yes.  
39  
40 Wray: Councilor Pedroza.  
41  
42 Pedroza: Yes.  
43  
44 Wray: Commissioner Hancock.  
45  
46 Hancock: Yes.

1  
2 Wray: Commissioner Eakman.  
3  
4 Eakman: Yes.  
5  
6 Wray: Trustee Flores.  
7  
8 Flores: Yes.  
9  
10 Wray: Mr. Chair.  
11  
12 Sorg: Interesting. The Town of Mesilla is split. I'll vote yes.  
13  
14 Wray: The, the amendment passes.  
15  
16 Sorg: Okay then, a, a, a vote on the original resolution.  
17  
18 Wray: Madam Mayor.  
19  
20 Barraza: Yes.  
21  
22 Wray: Commissioner Benavidez.  
23  
24 Benavidez: Yes.  
25  
26 Wray: Mr. Doolittle.  
27  
28 Doolittle: Yes.  
29  
30 Wray: Commissioner Garrett.  
31  
32 Garrett: Yes.  
33  
34 Wray: Councilor Pedroza.  
35  
36 Pedroza: Yes.  
37  
38 Wray: Commissioner Hancock.  
39  
40 Hancock: Yes.  
41  
42 Wray: Commissioner Eakman.  
43  
44 Eakman: Yes.  
45  
46 Wray: Trustee Flores.

1  
2 Flores: Yes.

3  
4 Wray: Mr. Chair.

5  
6 Sorg: Yes.

7  
8 Wray: The resolution is passed.

9  
10 **7. DISCUSSION ITEMS**

11  
12 **7.1 Committee Training**

13  
14 Sorg: Okay. Moving on to the rest of the agenda, we have Discussion Item 7.1,  
15 Committee Training. MPO staff please.

16  
17 Murphy: Mr. Chair, Members of the Committee. I borrowed a FHWA module on  
18 highway safety training that several of us staff were presented to a couple  
19 months ago and I thought there, there's some good, good information in it  
20 for you in your role as, as elected officials, not all pertinent but, so I'm  
21 going to kind of fly through it a little quickly but I'll stop for any questions  
22 along the way. This is ... Okay so we had a training on highway, highway  
23 safety from the FHWA. They outlined their history, rules of the, the  
24 Highway Safety Program, imparted upon us the, the four Es of highway  
25 safety, and they discussed countermeasures and gonna to repeat it.

26 Kind of, the important of highway, highway safety and this is from  
27 the FHWA standpoint: Nationwide 34,000 people a year die in, in crashes  
28 and over three million, over 3.4 million people are injured each year so as  
29 those of us who are responsible for planning the transportation system this  
30 is a very, this is one of our, our prime tasks that we're, we're, we're, one of  
31 our duties to look at. We get our safety guidance through, through the  
32 United States Codes, MAP-21 at the time. Now it's the FAST Act that has  
33 the Highway Safety Improvement Program in it which is what funds safety  
34 improvements for highways and these are codified in the United States  
35 Codes. Part of the MAP-21 and the FAST Act are actually developing  
36 standards of, standards for highway safety measures. We also have  
37 many resources available to us and these manuals come from FHWA,  
38 they come from the American Association of State Highway and  
39 Transportation Officials otherwise known as AASHTO. There are  
40 roundabout guides developed, all sorts of, all sorts of best practices  
41 assembled together to allow, allow us to help design better transportation  
42 facilities.

43 From the AASHTO manuals this is our three contributing factors  
44 towards unsafe conditions: Drivers factors, roadway factors, and vehicle  
45 factors. And then the four Es that we go over: Engineering, Education,  
46 Enforcement, and EMS. Primarily at the MPO we are, we're concerned

1 with the engineering aspects of it, where our roadway, you know where  
2 our roadway's not safe and what can we do, you know what can we fix in  
3 order to make them less dangerous. We also have some hand in  
4 education through some of our public outreach. And then of course a lot  
5 of safety is handled through enforcement and then when all goes wrong  
6 we have emergency medical.

7 The Highway Safety Improvement Program or HSIP, it authorizes  
8 lump sums to the, to the states. And the state, each state has developed  
9 a process for which that money is disbursed around, around the state  
10 whether it be to highway districts or to local governments to do safety  
11 projects. As the time we had the training \$2.4 billion portioned to the  
12 states, what they want is data-driven and I know you've, we've, probably  
13 have gotten tired of me talking about the importance of data in the MPO's  
14 work programs but this is, this is, you, everyone else is shaking their, their  
15 heads the other way Councilor Sorg. The, that's where you know why,  
16 why we are so in, intent on collecting data so that we know where our  
17 problems are, where we can help make the best decisions.

18 There's also a State Strategic Highway Safety Plan that's  
19 developed at the statewide level. MPOs and RTPOs do have, we're,  
20 we're part of the process with the developing that so we take the, we take  
21 the local concerns and, and hope that they are heard into, into the safety  
22 plan.

23 And the other big thing that I've been talking about and we're still,  
24 we're still anticipating it is the Performance Management. We, the State  
25 and the MPOs are supposed to set targets and measures and report on  
26 our performance and then there will be consequences. If we adopt, if we  
27 adopt our measures and we don't meet them we do, we will be risking  
28 having less funding moving forward in the future. So as we develop our,  
29 our performance measures, specifically in this case safety performance  
30 measures, we need to have realistic goals set for ourselves.

31 The big take-away from the training was the fatal crash locations  
32 are random. The crash types are not. Through the study of the data  
33 these are the leading causes of crashes from 2007 through 2011 which I  
34 believe is the latest time that, that the data was available. A lot of those,  
35 lot of those have to do with aggressive driving. We addressed it in  
36 enforcement level. You'll notice that "curves" is on there. That's, that's  
37 something that we can address from an engineering and planning  
38 standpoint. And so when, what we have to is as transportation  
39 professionals focus on the predictable. We can, we can address lane  
40 departure crashes, you know I'll let you go ahead and read the things. So  
41 enforcement's been a big, big part of safety belt use, increasing the safety  
42 belt use and I think we've had, if I, it's probably in here but the fatalities  
43 have decreased from the all-time high in 2005, they decreased every year  
44 to 2012, kind of gone up a little bit. We've worked about changing the, the  
45 traffic safety culture. There's a lot of public service out there, "Do not

1 text," "Do not use the phone as you drive." These help deal with  
2 inattention to driving.

3 FHWA has safety initiatives. Let me check, I have to refresh myself  
4 on the notes on this one. So they, they devote resources to crash testing.  
5 The National Cooperative Highway, National Cooperative Highway  
6 Research Program establishes testing protocols and thresholds, safety,  
7 safety measures. So the key is that the FHWA's had a long-term  
8 commitment to research to improve highway safety, to, to create safer  
9 roadways. These reports are available.

10 Another, another great tool is the Highway Safety Manual, well that  
11 gives us predictive tools, gives us methods to integrate qualitative  
12 estimates into plans, and helps us prioritize projects.

13 Roundabouts, another relatively, the modern roundabout relatively  
14 recent, we've only seen that past 15, 15 years or so and they're becoming  
15 more ubiquitous. They, they help with safety. They help reduce the  
16 conflict points at intersections from 32 to eight. They lower speeds  
17 through the intersection so when there are crashes those crashes are less  
18 dangerous, will result in less fatalities.

19 Left, left turns have observed to be the, some of the most  
20 dangerous activities for you know, you know driving out there. So they've,  
21 they've come up with some direction and some recommendations on how  
22 to modify left turns. What this picture represents is a, a separate the, the  
23 left-hand turns so that they're not blocking each other's view and they can  
24 judge gaps in the oncoming traffic better. They've developed J-turn  
25 intersections to reduce left turns onto, onto busy roadways. A vehicle  
26 comes, comes out of a crossing intersection, proceeds down there and is  
27 allowed a U-turn downstream a little bit so that they can proceed to what  
28 would've been a left-hand turn. There's also information on the  
29 effectiveness of red-light cameras. So the roadway departures are a third  
30 of all traffic fatalities. They happen at night and they happen for many  
31 different reasons.

32 FHWA's also working to improve roadway visibility, larger signs,  
33 curve chevrons, eliminate drop-offs so that leaving the road does not you  
34 know result into, into rollovers. Breakaway, breakaway signs kind of  
35 reduce the, reduce the hazard of, of crashes and collisions. They  
36 advocate tree removal in some certain, some instances. And then there is  
37 a list of the FHWA safety initiatives and, and these are some other, other  
38 initiatives eligible for safety money.

39 They do have a, a reporting system for fatal crashes and reporting  
40 on it helps, helps provide objective funding, or to target the funding  
41 objectively to where there are problems seen. These information's  
42 available on the web.

43 And I'll show you those last slides. I just wanted to present to you  
44 some of the overview of safety. We'll make this presentation available on  
45 the website so you can review it at, view it at your leisure and also look,  
46 look on any resources you'd wish to follow up with.

1  
2 Sorg: Thank you Mr. Murphy. Very good. I would like to point out a new guest  
3 in the, in the room tonight, today. That is former Committee, Policy  
4 Committee Member and Chairperson and Mayor Pro-Tem Emeritus  
5 Sharon Thomas. Any questions on the safety slides? Yes, Trustee  
6 Flores.  
7  
8 Flores: So I know one of the things that when we gather this data is we're going to  
9 try and, the purpose is to try and improve on it from the next year. But it  
10 occurs to me when I see older drivers and I know that it, you know we're  
11 expecting to have a larger percentage of older drivers, so is that going to  
12 be used when we're calculating whether we're doing better or not?  
13 Because it seems like you're running uphill because you're going to have  
14 even more older drivers on the road so when we calculate to see whether  
15 we're doing better do we consider the fact that the number of older drivers  
16 is increasing? And I'm saying, cause you're not, it's apples and oranges  
17 as years progress.  
18  
19 Murphy: Mr. Chair, Trustee Flores. That is a very good point and it speaks to why  
20 when we, when we do get the, the measures from the, from FHWA and  
21 the State and us develop our targets, we probably need to keep those sort  
22 of things in mind when we select our targets to make sure things, the, the  
23 targets that we select are achievable realizing that we are having an aging  
24 population and you know I think we probably want to put some of our, our  
25 resources you know in, into the larger signage, that was one of the  
26 examples on there, say, "Okay you know the older population ...  
27  
28 Flores: Worse, yeah.  
29  
30 Murphy: This is a more effective countermeasure for us to implement than this  
31 other thing." So ...  
32  
33 Flores: Yeah.  
34  
35 Murphy: I think those are, they, those are very important points we need to keep in  
36 mind as we move forward.  
37  
38 Sorg: Any others? Mr. Trent.  
39  
40 Doolittle: Thank you Mr. Chair. Early on in Tom's presentation he talked about you  
41 know the, the safety features being data-driven and in the past I frequently  
42 have heard the comment, you know we don't do anything with our safety  
43 money until we have a severe accident or we even have fatalities. I am  
44 happy to say that you know we do seem to have more flexibility to being  
45 proactive as opposed to reactive. I mean it is still data-driven but they're  
46 allowing you know engineers and, and department staff to actually take

1 that data and look at it, even share our opinions and discussions on what's  
2 taking place in some of these areas and actually submit some of these  
3 applications for safety funding to be proactive instead of waiting for  
4 something to happen. So you know that's one change that I've seen that's  
5 been better than it has in the past. Because ultimately you know it's  
6 always been our opinion that the intent is to prevent the accident, not  
7 address it after something happens. So it is still data-driven but I just  
8 wanted to clarify that it does seem to allow us to be more proactive.  
9

10 Sorg: Thank you Mr. Trent. Councilor Eakman.

11

12 Eakman: Yes. I'd like to respond to my younger colleague, Trustee Flores. I am  
13 aware that in just a few years I'm going to have to, have to requalify for my  
14 driver's license annually. That is what we do here in New Mexico. I'm  
15 going to have to have 20/40 vision and be able to prove it and I really  
16 applaud New Mexico on taking that step. I've not lived in another state  
17 that is, is so proactive in making sure that folks are continually qualified to  
18 drive. Thank you.

19

20 Sorg: Thank you Councilor Eakman. Councilor Pedroza, I saw you first.

21

22 Pedroza: Okay. Thank you. Tom, is there any like a connection, say for instance  
23 that staff here in the City were to want to pick Trent's brain about some  
24 particular safety measure. Is, is there some way to do that in terms of like  
25 engineering, safety, things on that, on the streets of the City?  
26

27 Doolittle: Mr. Chair, Councilor. I, I would be open to having any of those  
28 discussions that, that you, that you would like to. I would also tell you that  
29 your engineering staff also has a lot of that same information but anytime  
30 feel free, and I can you know if there's something specific or a safety  
31 device ...  
32

33 Pedroza: It was just general.

34

35 Doolittle: You want to discuss, absolutely. Feel free ...  
36

37 Pedroza: Okay.

38

39 Doolittle: To come visit with, with ...  
40

41 Pedroza: All right.

42

43 Doolittle: Our staff.

44

45 Pedroza: Thank you very much.  
46

1 Sorg: Commissioner Garrett.  
2  
3 Garrett: Thank you Mr. Chair. Does anyone know if there is a Highway Safety  
4 Week? I mean we have all kinds of, it'd be helpful if someone could find  
5 out an appropriate date for recognition of highway safety specifically. And  
6 it occurs to me that the education, one of the four Es is something that we  
7 might all be able to partner around. I know that we have talked about  
8 projects that had safety dimensions to them but I don't know that I've ever  
9 seen a list that said, "Here are the things we've accomplished that have to  
10 do with it, road work that has directly improved, reduced accidents and  
11 fatalities and this is why we're doing, at least it's one of the major reasons  
12 we're doing some of these things." So if, if it would be possible to find out  
13 if there's a time for us to, between the City and the Town and, and the  
14 County to actually pass resolutions, go on local media, have newspapers  
15 run articles, and really highlight so that we understand the, for example  
16 the roundabouts, that a major part of that has to do with safety. And, and  
17 just kind of go through some of the projects. I think the Highway 70  
18 dividers of course jump out but there's other things that have been, been  
19 done and some of them I think are fairly subtle. I will say until I saw this  
20 presentation and had you walk it, walk us through it I thought crash-  
21 worthiness actually had to do with cars being able to sustain crashes as  
22 opposed to the way that roads were designed and what went into the  
23 roads were designed in order to reduce the effect of crashes. And that's, I  
24 mean there's a lot of, this, this is a different way of looking at the work that  
25 we do and I think that it'd be something that would be worthwhile for the  
26 public to better understand and appreciate.  
27  
28 Sorg: Thank you Commissioner Garrett. That's good. Commissioner, or Mr.  
29 Doolittle.  
30  
31 Doolittle: Thank you Mr. Chair. Commissioner Garrett. I did just real briefly pull up  
32 on the internet and, and I couldn't remember the dates but we do actually  
33 have a National Work Zone Awareness Week which is in April of each  
34 year. I also pulled up from the, it is the National Work Zone Awareness.  
35 Typically that's focusing more on our construction zones to you know  
36 make sure our workers make it home safe, you know "Slow down through  
37 work zones," those types of things. I also pulled up the National Highway  
38 and Transverse, Transportation and Safety Administration's website and  
39 there are probably three dozen safety-related ...  
40  
41 Sorg: Events.  
42  
43 Doolittle: Awareness items, you know Alcohol Awareness Month, National Work  
44 Zone Awareness Week which I already mentioned, Police Week, Ride to  
45 Work Safely Week, so there's, there's several that maybe we could

1 piggyback off of but I know for the Department the big one is the Work  
2 Zone Awareness Week.  
3  
4 Sorg: Thank you Mr. Trent. I saw that too. Commissioner Garrett.  
5  
6 Garrett: Mr. Chair. Since I brought this up I'd be willing to work with one or two  
7 members of the Policy Committee to bring together some, some ideas,  
8 talk with Mr. Doolittle and our MPO staff, and come forward with a  
9 proposal if, you know at least to consider whether it'd be worthwhile  
10 highlighting the work that's done that is about improving safety in terms of  
11 the projects that we do.  
12  
13 Sorg: Thank you. That sounds great.  
14  
15 Garrett: So if I have any volunteers, it we'll take some volunteers.  
16  
17 Sorg: Yes. Understand. Any other questions? Trustee Flores.  
18  
19 Flores: I was just going to go ahead and volunteer to be on that committee.  
20  
21 Sorg: Thank you. Looks like he's got a couple volunteers. Very good. Not you.  
22 I, I just had one little question about the, the presentation. It was on the  
23 slide that had "Fatal Crash Types Aren't Random," and you have the years  
24 2007 to 2011 and I just, just want to be clear on this cause I, I didn't quite  
25 get it as you went through it. Are they ranked in the frequency of those  
26 kind of crashes, the fatal crashes, the seat belts being the most and  
27 inattentive being the least?  
28  
29 Murphy: Mr. Chair. I believe that is the implication ...  
30  
31 Sorg: Okay.  
32  
33 Murphy: From the, from the, from the way they ordered them.  
34  
35 Sorg: Okay. I, it just doesn't ...  
36  
37 Murphy: Cause ...  
38  
39 Sorg: Seem like, well I suppose if we carried on from 2012 to 2016 they might  
40 change ...  
41  
42 Murphy: This ...  
43  
44 Sorg: In order.  
45  
46 Murphy: An, inattention and impaired swapped a couple of times.

1  
2 Sorg: Yeah. I see that.

3  
4 Murphy: So ...

5  
6 Sorg: But they're at the bottom of the list anyway. Okay. Just saying current  
7 data might change that. I, that's all we have here I think.

8  
9 **8. COMMITTEE AND STAFF COMMENTS**

10  
11 Sorg: And the next item on the agenda is staff comments or Committee  
12 comments. Is there anyone that has comments? Mr. Trent. Yes, you  
13 have a report.

14  
15 Doolittle: Thank you Mr. Chair. I do if you'll allow. I just want to touch real briefly on  
16 our construction projects. We're actually in the process of finishing up  
17 most of the work here in, in town which I think a lot of people will be happy  
18 that we're going to get the orange barrels off the road, at least for a little  
19 while.

20 The Missouri bridge and the Union bridge projects are both for the  
21 most part finished. We're working on some final clean-up punch-list items  
22 but for the most part we are substantially complete and working on closing  
23 the projects so you shouldn't see any kind of interference in those two  
24 areas.

25 The other two big projects that we had were the mill and inlays,  
26 again two projects but really by the same contractor so it seems like one  
27 big project but that's the one on I-10 basically from Corralitos all the way to  
28 the Texas state line. We are finished with the pavement. All of the  
29 straight-line striping is finished. The only thing we have left to do is  
30 striping of the gores but for the most part that one is finished. I'm happy to  
31 say that Mountain States, our contractor's going to get 100% payment on  
32 the smoothness so they're typically one of our state competitors when it  
33 comes to the Statewide Smoothness Award. Hopefully that won't allow  
34 people to fall asleep cause it's a nice ride between here and El Paso now.

35 Ultimately those are the only four ongoing projects we have in the  
36 area. I just wanted to touch real briefly on some, on one thing that  
37 happened at the, in the border area. We had been pursuing rather  
38 aggressively a concrete overlay of NM-136 which is the Pete Domenici  
39 Highway between the port of entry and the Texas state line. Ultimately we  
40 submitted a TIGER application, I, I mean a FASTLANE application, I'm  
41 sorry for about \$40 million. We're still awaiting that but in the meantime  
42 we were pushing forward on the design of that project. We should be  
43 finished sometime in December or January with the design. While we  
44 were doing that, executive staff ultimately found some funding and we've  
45 currently been notified that the District will receive about \$31 million to  
46 fund Segment 1 and Segment 3. We need ...

1  
2 Barraza: You found that much money?  
3  
4 Doolittle: That is, that is correct Mayor. What they're doing is every year they go  
5 through a redistribution process at the General Office. So what happens  
6 is let's say I have a project that bids, we allocate \$20 million in our STIP  
7 for whatever reason and it comes in at \$15 million, which is happening  
8 right now quite frequently because of the drop in price of oil. So what they  
9 then do is they take that \$5 million of savings from that specific project,  
10 they put it into a big pot, and then at the end of the fiscal year they look at  
11 you know which projects are ready, ultimately who's been managing their  
12 projects well, those kinds of things and New Mexico 136 because we had  
13 been aggressively pursuing it because of the FASTLANE, we're going to  
14 be ready to meet those timelines. So again we received \$16 million in  
15 Fiscal Year 17, \$15 million in Fiscal Year 18 which we're going to try to do  
16 advance construction and build it all as one project. So ultimately I'm  
17 pursuing an additional \$5 million or so which will allow us to complete that  
18 entire corridor. Just to give you an idea, my normal STIP budget is right at  
19 \$30 million. This project is going to add about \$35 or \$36 million to the  
20 District so in one year I've doubled my budget on one project. So it's a  
21 little bit out of this area but it's really good news for us in the border,  
22 basically maintaining our current infrastructure. It's not going to expand.  
23 We're going to do some improvements along with the County specifically  
24 at Airport and 136 but it's just to maintain our current infrastructure with  
25 concrete overlay. But that's exciting for us. I, I honestly never thought it  
26 would happen before I retired but it's good news for us. I'll keep you in the  
27 loop on, as I get information on the studies that we're doing you know in  
28 the area, US-70 for instance, we've had a few public meetings on the  
29 study for the six-lane you know that Councilor Sorg has been interested in.  
30 I don't have any updates yet because we're in the very preliminary stages  
31 but I just wanted to share that bit of good news at least for the District and  
32 for southern Dona Ana County. And with that I'll stand for any questions.  
33  
34 Sorg: Any questions? Councilor Eakman.  
35  
36 Eakman: Yes. Thank you Mr. Doolittle. I was wondering, would the news that the  
37 State is going to claw back funds of 5% probably from other projects  
38 through the end of this fiscal year, it would be my understanding that fuel  
39 taxes pretty much are the revenue sources for a lot of road improvements.  
40 So for the sake of my education, are the road improvements and the  
41 planning for road improvements insulated from that 5% cut?  
42  
43 Doolittle: Mr. Chair, Councilor Eakman. Purely by coincidence this morning I had a  
44 conversation with Deputy Secretary Anthony Lujan very specifically  
45 related to that and you're absolutely correct. Right now it seems like the  
46 Department will continue to do business as usual. We do honestly have a

1 little bit of a surplus because of, of we're not, we're not out of the General  
2 Fund, we're based on, on gas tax. So ultimately we as a department are  
3 actually doing better than usual but at the same time if the rest of the state  
4 tends to fall into revenue problems or, or those kinds of things they tend to  
5 look at our budget to, to borrow from or steal from, whatever terminology  
6 you want to use. But at this point the discussion I had with Deputy  
7 Secretary Lujan this morning is we're to continue doing business as usual  
8 and District 1 honestly has benefited greatly the past few years. So we'll  
9 be busy down here.

10  
11 Sorg: Thank you Mr. Doolittle. Any other comments from Committee or staff?

12  
13 **9. PUBLIC COMMENT**

14  
15 Sorg: Okay. Any public comments? Any public comments from the public here?  
16 We have two members of the public here that, no comments from them?  
17 Okay.

18  
19 **10. ADJOURNMENT (2:34 p.m.)**

20  
21 Sorg: That's it. There's no more items on the agenda. I'll entertain a motion to  
22 adjourn.

23  
24 Pedroza: So move.

25  
26 Sorg: Moved by Councilor Pedroza.

27  
28 Eakman: Second.

29  
30 Sorg: Second by Councilor Eakman. All in favor say "aye."

31  
32 MOTION PASSES UNANIMOUSLY.

33  
34 Sorg: Meeting is adjourned.

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Chairperson  
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