



AMENDED AGENDA

The following will be considered at the Regular Meeting of the Doña Ana County Board of County Commissioners to be held on **Tuesday, November 22, 2016** at 9:00 a.m. in the Doña Ana County Commission Chambers, 1st Floor, Doña Ana County Government Center, 845 North Motel Boulevard, Las Cruces:

- **Invocation**
- **Pledge of Allegiance**
- **Roll Call of Commission Members Present and Determination of Quorum**

COMMISSION CONVENES AS THE BOARD OF COUNTY COMMISSIONERS AND THE COUNTY BOARD OF FINANCE IN OPEN SESSION.

- **CHANGES TO THE AGENDA** – Julia T. Brown, County Manager, will discuss
 - **PET SHOWCASE** – ASCMV Staff will present
1. **MINUTES** – Approval of the Minutes of Regular Meeting of November 9, 2016; the November 15, 2016 Work Session; and, the November 17, 2016 Special Meeting
 - **PUBLIC INPUT**
 - **COUNTY ELECTED OFFICIALS' INPUT**
 - **STAFF INPUT**
 - **COMMISSION INPUT**
 2. **RETIREMENT RECOGNITION** – Lieutenant Joseph Reynaud, Sheriff's Department, 21 years

PRESENTATIONS/PROCLAMATIONS

3. Proclaim December 4 – 10, 2016, as DWI Awareness Week in Doña Ana County – Introduced by Jamie Michael, Director, Health and Human Services; read by Jess Williams, Public Information/Commission Liaison.

CONSENT AGENDA – The Board will be asked to approve by one motion the following items of recurring or routine business:

4. Approve Purchase of Servers, Storage Area Network Equipment and Software Licenses in the Amount of \$145,872.53 Under the Dell State Purchasing Agreement #60-000-15-00008AH and Delegate Signature Authority to the County Manager for all Necessary Documents to Complete the Agreement – Enrique Vigil, Sheriff, will discuss.
5. Approve Award of Request for Proposal 17-0004 for Engineering Services and Delegate Signature Authority to the County Manager for Related Contract Documents – Paul Dugie, Director, Flood Commission, will discuss.
6. Approve Out-of-State Travel for Community Development Advance Planner to Participate in a Growing Food Connections Panel as Part of the New Partners for Smart Growth Conference February 2-4, 2017 in St. Louis, Missouri – Jorge Castillo, Community Development Advance Planner, will discuss.
7. Approve Award of Request for Proposal 17-0010 for Land Surveyor Services and Delegate Signature Authority to the County Manager for Related Contract Documents – Robert Armijo, Engineering/Road Director, will discuss.
8. Approve Award of Request for Proposal 17-002 for Joint Land Use Study Implementation Web Page and Tracking Tool and Delegate Signature Authority to the County Manager for Related Contract Documents – Daniel Hortert, Community Development Department, will discuss.
9. Approve Reappointment of Labor Management Relations Board Member Pursuant to the Code of the County of Doña Ana §73-7, Labor Management Relations Board – Deborah Weir, Director, Human Resources, will discuss.
10. Appoint One Member to the Doña Ana County International Jetport Advisory Board – Bill Provance, Airport Manager, will discuss.
11. Approve the Revised Doña Ana County Organizational Chart – County Manager Julia Brown will discuss.
12. Approve a Resolution Regarding Management of County Vehicles and Motorized Equipment – District 1 Commissioner Billy Garrett will discuss.
13. Approve Memorandum of Understanding for Employee Sick Leave Buy-Back Program to Amend Bargaining Unit Contracts for AFSCME Local 2709, Local 1529 and Local 1879 – Lani Davis, Human Resources Department, will discuss.

APPROVALS

14. Approve Resolution Selecting the International Jetport Master Plan Preferred Airside Alternative and Delegate Signature Authority to the County Manager for all Related Documents – Bill Provance, Jetport Manager, will discuss.

CORRESPONDENCE

15. Lynn Ellins, County Clerk, will present to the Commission any claims received by Doña Ana County.

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS MAY CONVENE IN CLOSED SESSION for an attorney-client privileged discussion regarding pending or threatened litigation involving the Griggs and Walnut Superfund Site, as authorized by the Open Meetings Act, NMSA 1978, §10-15-1 (H)(7).

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS MAY CONVENE IN OPEN SESSION to take action, if any, on the closed session items.

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS ADJOURNS AS THE BOARD OF COUNTY COMMISSIONERS AND THE COUNTY BOARD OF FINANCE IN OPEN SESSION.

THIS AGENDA IS SUBJECT TO CHANGE

NOTE: Doña Ana County will ensure effective communication with individuals with disabilities and will, upon request, provide auxiliary communication aids and services to afford those individuals equal opportunity for participation in Doña Ana County sponsored meetings, events, or activities. Any request should be made to the Americans with Disabilities Act Coordinator, in writing, or by phone, **at least two business days** prior to the event at which accommodation is needed. If you have any questions regarding examples of reasonable accommodations, please contact the ADA Coordinator, at 525-5884 (voice) or 525-2951 (TTY), 845 N. Motel Blvd., Las Cruces, NM 88007.

Spanish language interpretation services are now available upon request for participation in Doña Ana County sponsored meetings, events, or activities. Please contact the Community & Constituent Services Office at 525-6163, **at least two business days** prior to the event. **Por favor en contacto la Oficina de Servicio a la Comunidad y Constituyentes 525-6163 por lo menos dos días hábiles por adelantado para pedir este servicio.**

DRAFT COPY



DRAFT COPY

MINUTES

Chair Wayne D. Hancock called the **Regular Meeting** of the Doña Ana County Board of Commissioners to order at 9:00 a.m., on **Wednesday, November 9, 2016**, in the Doña Ana County Commission Chambers, 1st Floor, Doña Ana County Government Center, 845 North Motel Boulevard, Las Cruces.

Time: 09:00:31

District 4: Wayne D. Hancock, Chair – Present
District 2: Dr. David J. Garcia, Vice-Chair – Present
District 1: Billy G. Garrett, Commissioner – Present
District 3: Benjamin L. Rawson, Commissioner - Present
District 5: Leticia Duarte-Benavidez, Commissioner – Present

Invocation

Time: 09:01:44

Led by: Kelly Jameson, Office of PIO, Communication Specialist

Pledge of Allegiance

Time: 09:02:34

Led by: Wayne D. Hancock, BOCC Chair

Roll Call of Commission Members Present and Determination of Quorum

Time: 09:02:58

Led by: Lynn J. Ellins, County Clerk

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS CONVENES AS THE COUNTY CANVASSING BOARD IN OPEN SESSION PURSUANT TO THE NEW MEXICO ELECTION CODE, NMSA 1978, §1-13-1.

Time: 09:03:23

The Board of County Commissioners will take action, consistent with the Election Code, to ensure that the canvass of the returns of the General Election of November 8, 2016, are completed so that the Board can declare and certify the results to the Secretary of State on or before Friday, November 18, 2016. The Board will delegate responsibility to conduct the canvass, as outlined in Sections 1-13-1 *et seq.* to the staff of the Bureau of Elections and will direct that the results of the canvass be presented to the Board for certification at the Special Meeting to be held on Thursday, November 17, 2016 at 3:00 p.m.

Time: 09:03:44

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

District 1: Billy G. Garrett – Yes

District 2: Dr. David J. Garcia – Yes

District 3: Benjamin L. Rawson – Yes

District 4: Wayne D. Hancock - Yes

District 5: Leticia Duarte-Benavidez - Yes

Motion passed

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS RECESSES AS THE COUNTY CANVASSING BOARD.

Time: 09:07:12

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS CONVENES AS THE BOARD OF COUNTY COMMISSIONERS AND THE COUNTY BOARD OF FINANCE IN OPEN SESSION.

Time: 09:07:23

CHANGES TO THE AGENDA – Julia T. Brown, County Manager, will discuss

Time: 09:07:31

Changes: **Switch under Presentations and Proclamations, Items #3 & #4 so that Item #4 becomes Item #3 and Item #3 becomes Item #4 and on Item #19 Transfer of Ownership of Liquor License, be moved in Approvals before Item #16.**

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

District 1: Billy G. Garrett – Yes
District 2: Dr. David J. Garcia – Yes
District 3: Benjamin L. Rawson – Yes
District 4: Wayne D. Hancock - Yes
District 5: Leticia Duarte-Benavidez - Yes

Motion passed

PET SHOWCASE – ASCMV Staff will present

Time: 09:10:02

Pet: A shy Male Pit Bull mix named Kato who has been at the shelter since December of 2015, who is ready for adoption.

1. MINUTES – Approval of the Minutes of Regular Meeting of October 25, 2016 and the November 1, 2016 Work Session

Time: 09:11:43

Regular Meeting of October 25, 2016:

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

District 1: Billy G. Garrett – Yes
District 2: Dr. David J. Garcia – Yes
District 3: Benjamin L. Rawson – Absent
District 4: Wayne D. Hancock - Yes
District 5: Leticia Duarte-Benavidez - Yes

Motion passed

Work Session November 1, 2016:

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

District 1: Billy G. Garrett – Yes
District 2: Dr. David J. Garcia – Yes
District 3: Benjamin L. Rawson – Yes
District 4: Wayne D. Hancock - Yes
District 5: Leticia Duarte-Benavidez - Yes

Motion passed

PUBLIC INPUT*

Time: 09:12:52

Given by: None was given.

COUNTY ELECTED OFFICIALS' INPUT*

Time: 09:13:31

Given by: None was given.

STAFF INPUT*

Time: 09:13:47

Given by: Vincent Pokluda

COMMISSION INPUT*

Time: 09:14:48

Given by: Leticia Duarte-Benavidez, Dr. David J. Garcia, Benjamin L. Rawson, Billy G. Garrett and Wayne D. Hancock.

***In order to listen to Public, Elected Officials, Staff and Commissioner's Input comments go to Doña Ana County website: <https://donanacounty.org/bocc/video>.**

- 2. EMPLOYEE RECOGNITION – The Commission will recognize Doña Ana County Employees for their years of service to Doña Ana County – Jess Williams, Public Information Director/Commission Liaison, will present.

Time: 09:29:01

<u>Name</u>	<u>Department</u>	<u>Years of Service</u>
Annette Bellows	Fire and Emergency Services	5
Dominick Coughlin	Fire and Emergency Services	5
Edward Chavez	Fire and Emergency Services	5
Christopher Paz	Fire and Emergency Services	5
Mireya Moreno	Finance Department	10
Efren Duran	Fire and Emergency Services	10
Henry Duran	Fire and Emergency Services	10
Patricia Dillaway	County Treasurer	15

Lillian Viramontes Detention Center 15
Armando Gonzales Sheriff Department 20

PRESENTATIONS/PROCLAMATIONS

3. Proclaim November Diabetes Awareness Month – Introduced by Jamie Michael, Director, Health and Human Services; read by Jess Williams, Public Information/Commission Liaison.

Time: 09:36:07

Motion: Dr. David J. Garcia

Second: Leticia Duarte-Benavidez

District 1: Billy G. Garrett – Yes
District 2: Dr. David J. Garcia – Yes
District 3: Benjamin L. Rawson – Yes
District 4: Wayne D. Hancock - Yes
District 5: Leticia Duarte-Benavidez – Yes

Motion passed

4. Proclaim November as ‘Pancreatic Cancer Awareness Month’ in Doña Ana County – Introduced by District 5 County Commissioner Leticia Duarte-Benavidez, read by Jess Williams, Public Information/Commission Liaison.

Time: 09:44:53

Motion: Leticia Duarte-Benavidez

Second: Dr. David J. Garcia

Public Input

Time: 09:48:28

Given by: Yoli Diaz

District 1: Billy G. Garrett – Yes
District 2: Dr. David J. Garcia – Yes
District 3: Benjamin L. Rawson – Yes

District 4: Wayne D. Hancock - Yes
District 5: Leticia Duarte-Benavidez - Yes

Motion passed

CONSENT AGENDA

Time: 09:51:49

Items Removed for Separate Discussion or Separate Vote: Item #15

5. Approve a Grant Agreement for East Mesa Flood Control Between the Office of the State Engineer (OSE) and Doña Ana County, Approve a Budget **Resolution** and Budget Revision and Delegate Signature Authority to the County Manager for all Documents Necessary to Complete this Grant – Paul Dugie, Director, Flood Commission, will discuss.

RESOLUTION NO. 2016-84

6. Accept the Grant Agreement between the New Mexico Border Authority and Doña Ana County, Approve the Associated Budget Revision and **Resolution**, and Delegate Signature Authority to the County Manager on all Related Documents – Eric Crespin, Interim Fire Chief, will discuss.

RESOLUTION NO. 2016-85

7. Approve Task Order to School Equipment Inc. through CES Contracts for the Skate Park Replacement at the Dolores Wright Park and Delegate Signature Authority to County Manager for all Documents – Armando Cordero, Facilities Manager, will discuss.
8. Approve Task Order to LC Structural Inc. through CES Contracts for the Construction of the Restrooms at the Southern New Mexico State Fairgrounds and Delegate Signature Authority to County Manager for all Documents – Armando Cordero, Facilities Manager, will discuss.

9. Approve Task Order to School Equipment Inc. through CES Contracts for the Del Cerro Park Improvements and Delegate Signature Authority to County Manager for all Documents – Armando Cordero, Facilities Manager, will discuss.
10. Approve Task Order to LC Structural Inc. through CES Contracts for Mesquite Skate Park Improvements and Delegate Signature Authority to County Manager for all Documents – Armando Cordero, Facilities Manager, will discuss.
11. Approve the Utilization of the National Cooperative Contract Solutions NJPA Contract #042815-JCB to Purchase One 2017 Backhoe Loader and Delegate Signature Authority to the County Manager for Related Contract Documents – Gabriel Silva, Fleet Manager, will discuss.
12. Approve the Utilization of the Cooperative Educational Services (CES) to Purchase Three 2017 Dump Trucks and Delegate Signature Authority to the County Manager for Related Contract Documents – Gabriel Silva, Fleet Manager, will discuss
13. Accept and Approve Award for the State of New Mexico, New Mexico Environment Department Grant Agreement (No. 17 RAID-18), Approve the Associated Budget Revision and **Resolution**, and Delegate Signature Authority to the County Manager to Amend and Renew all Related Documents – Vicki Lusk, Manager ACO/Codes, will discuss.

RESOLUTION NO. 2016-86

14. Accept Sub-Grant Agreement EMT-2016-EP-00005-S01-Dofia Ana County Emergency Management Performance Grant through the New Mexico Department of Homeland Security and Emergency Management and Delegate Signature Authority to County Manager for Related Contract Documents – Eric Crespin, Interim Fire Chief, will discuss.

Motion to Approve Consent Agenda Items 5-14:

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

District 1: Billy G. Garrett – Yes

District 2: Dr. David J. Garcia – Yes

District 3: Benjamin L. Rawson – Yes

District 4: Wayne D. Hancock - Yes

District 5:Leticia Duarte-Benavidez – Yes

Motion passed

15. Approval of the Revised Doña Ana County Organizational Chart – County Manager Julia Brown will discuss.

Time: 09:55:10

Motion to Postpone Item #15 until the Next BOCC Regular Meeting as an Action Item and that Additional Background be given by the County Manager Regarding the Changes that she is proposing:

Motion: Billy G. Garrett

Second: Leticia Duarte-Benavidez

District 1: Billy G. Garrett – Yes

District 2: Dr. David J. Garcia – Yes

District 3: Benjamin L. Rawson– Yes

District 4: Wayne D. Hancock - Yes

District 5: Leticia Duarte-Benavidez - Yes

Motion passed

PUBLIC HEARING/ORDINANCE

16. Approval of a Transfer of Ownership of a Liquor License – Lynn Ellins, County Clerk, will discuss.

Time: 10:01:51

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

Time: 10:05:46

Given by: Amelia B. Rivas, Cecilia V. Yanez and Margarita V. Martinez

District 1: Billy G. Garrett – Yes

District 2: Dr. David J. Garcia – Yes

District 3: Benjamin L. Rawson– Yes

District 4: Wayne D. Hancock - Yes

District 5: Leticia Duarte-Benavidez - Yes

Motion passed

APPROVALS

17. Present the Employee Sick Leave Buy-Back Program for Commission Input and Direction – Lani Davis, Human Resources Department, will discuss.

Time: 10:10:22

Motion: Dr. David J. Garcia

Second: Billy G. Garrett

District 1: Billy G. Garrett – Yes
District 2: Dr. David J. Garcia – Yes
District 3: Benjamin L. Rawson – Yes
District 4: Wayne D. Hancock - Yes
District 5: Leticia Duarte-Benavidez - Yes

Motion passed

BREAK

Time: 10:19:26

BACK FROM BREAK

Time: 10:32:57

18. Consider Motion to Clarify Limited Scope of P & Z Review of the UDC and to Set Deadline for Completion for Such Review – Introduced by District 1 Commissioner Billy Garrett; Janine Divyak, Chief Planner, Community Development, will discuss.

Time: 10:34:07

Commissioner Garret made a suggestion that the BOCC handle Items #17 & #18 together in order to keep the process clear and simple and to cut down on any redundant input.

Draft Motion was read by Commissioner Garrett.

Public Input

Time: 11:15:44

Given by: 1) Kevin Bixby 2) Dick Barnhart 3) James Ashby 4) Karen Armstrong 5) Tom Phillips 6) Laura Funk 7) Tim Sanders 8) Craig Johnson 9) Roger Beck 10) Erika Smith 11) John Bixby 12) Patty Hughes 13) Ed Hughes 14) Sharon Thomas 15) Richard Allan 16) CJ Pierce 17) David Lutz 18) Tracy Hooker 19) Phillip Rawson 20) Orlando Cervantes 21) Tracy Esslinger 22) Kent Thurston and 23) John Smith.

Chair Hancock asked that they take an hour lunch in order to allow staff to work on the motion on the changes that were proposed by the public, the Commission agreed.

LUNCH BREAK

Time: 12:11:53

BACK FROM LUNCH

Time: 13:23:41

Consider Motion to Clarify Limited Scope of P & Z Review of the UDC and to Set Deadline for Completion for Such Review – Introduced by District 1 Commissioner Billy Garrett; Janine Divyak, Chief Planner, Community Development, will discuss.

Time: 13:24:58

Motion made by Commissioner Garrett:

Time: 13:37:01

Made a Motion to Move that the BOCC request that the County Planning & Zoning Commission consider the following items related to the draft of the Unified Development Code presented to the BOCC on October 25, 2016 and provide recommendations back to the BOCC regarding these items on or before December 1, 2016:

- 1) Review how “livestock pens” are accommodated in zoning districts with specific attention to potential inclusion in zones T3 and D1.
- 2) Review allowed uses in the “N” zone and consider allowance of grazing where authorized by state or federal agencies or in accordance with the “Right to Farm Act”.
- 3) Continue an exploration of zoning options for Talavera in order to more closely align zoning in the UDC with the development pattern of Talavera and the expressed interests of Talavera residents. Such exploration shall include, but are not limited to the following options:
 - Zone the entire area R5L
 - Create a new zone (R2L) and apply to the entire area
 - Zone parcels within the area either D1L or R5L
 - Zone parcels within the area D1L, R5L, or a (new zone) R2L

Factors to be considered include, but are not limited to: issues with non-conforming lots, issues with up-zoning or down zoning parcels, potential implications for future re-zoning requests elsewhere in the county, and alignment of land use density with sector plans in the Comprehensive Plan.

- 4) Review agricultural uses in the land use matrix, the zoning map and Section 5.11 to ensure compliance with “Right to Farm Act”, support dairy operations and support family farming.
- 5) Review size limitations of accessory buildings and lot coverage.

- 6) Review request to change the zoning classification for the Dalrymple/Mayfield area and Milestone Court, from D2L to D1L.

Items raised by the public or BOCC that will be referred to staff and/or the P&Z Commission for comment and recommendations include:

- 7) Concerns about the adverse impact of the UDC on private property rights.
- 8) Exception of Federal and State lands from zoning administration by the County.
- 9) Notice requirements for proposed zoning changes.

Time: 13:40:12

Commissioner Garcia asked for a Friendly Amendment to the Motion to add #10) Review potential adverse impact of the UDC on affordable housing. Commissioner Garrett agreed.

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

Time: 13:46:50

Motion to ask Commissioner Garrett to accept a Friendly Amendment to remove the December 1, 2016, deadline:

Commissioner Garrett said no.

Motion to Amend the Motion before them so that it says “Provide recommendations back to the BOCC regarding these items, striking the words on or before December 1, 2016”:

Motion: Benjamin L. Rawson

Second: Leticia Duarte-Benavidez

Public Input

Time: 13:56:46

Given by: 1) Orlando Cervantes 2) David Barnhart 3) James Ashby 4) Sharon Thomas 5) Tracy Hooker 6) Greg Carrasco 7) Richard Majestic 8) Erika Smith 9) Don Kurtz 10) Summer Patterson 11) Karen Armstrong 12) Gregg Daviet and 13) Bill Zarges.

District 1: Billy G. Garrett – No

District 2: Dr. David J. Garcia – No

District 3: Benjamin L. Rawson – Yes

District 4: Wayne D. Hancock - No

District 5: Leticia Duarte-Benavidez - Yes

Motion did not pass

Time: 14:20:57

Commissioner Rawson asked for a Friendly Amendment to add a section to Item 7) Concerns about the adverse impact of the UDC on private property rights, would like to add a Section in there to have an economic impact analysis.

Commissioner Garrett said no.

Commissioner Rawson asked for a Friendly Amendment in regards to the Training Manual to add the completion of the Training Manual to the Motion.

Commissioner Garrett asked for more information.

Commissioner Hancock said that the Training Manual is under contract and it will be done as soon as the BOCC finalizes what is that it is supposed to be made of.

Commissioner Rawson asked that when the document comes back from the P&Z to have the Training Manual available for people to they have an opportunity to see what it is and to see how this is going to be implemented.

Commissioner Hancock said the he didn't believe they are voting on creating a Training Manual, they are voting on a UDC. Said that the Training Manual is a separate thing that is for the community and developers to be able to understand what's in the UDC and make it easier.

Commissioner Rawson said that he is wanting to make it part of the record that they are actually going to have this Training Manual available before the BOCC votes on the document.

Chair Hancock said it is part of the record and they have recorded and video that it is part of the contract.

Commissioner Garrett said that what he is hearing from Commissioner Rawson is that he would like, as part of the motion that's on the floor, to stipulate that before they act on the UDC that they would have the Training Manual available for distribution. He suggested that that's more appropriate to be discussed as part of Item #18.

Commissioner Rawson said he would leave that item off for now.

Commissioner Rawson asked for a Friendly Amendment to the Motion to add #11) That would allow for additional items if they are discovered that need to be addressed.

Commissioner Garrett said no.

Commissioner asked for a Friendly Amendment to the motion to have an extended implementation time and add that as #11:

Commissioner Garrett said he would be amendable to that recommendation.

Commissioner Rawson asked for a Motion to add a Section to Item 7) Economic Impact Analysis of the UDC on private property rights and the second part of that would be for additional items that P&Z determined/needed to be looked at for them to be able to look at that at the same time:

Motion: Benjamin L. Rawson

Second: Leticia Duarte-Benavidez

Public Input

Time: 14:35:26

Given by: 1) Tim Sanders 2) Stephanie Cutter 3) David Barnhart 4) Sharon Thomas and 5) David Lutz

District 1: Billy G. Garrett – No

District 2: Dr. David J. Garcia – No

District 3: Benjamin L. Rawson – Yes

District 4: Wayne D. Hancock - No

District 5: Leticia Duarte-Benavidez - Yes

Motion did not pass

Vote on Original Motion on the floor for a Motion to Approve to Clarity Limited Scope of P&Z Review of the UDC and to Set Deadline for Completion for Such Review and to add two Friendly Amendments to the Motion to add #10) Review potential adverse impact of the UDC on affordable housing and #11) Consider recommendation regarding the implementation timeframe:

District 1: Billy G. Garrett – Yes

District 2: Dr. David J. Garcia – Yes

District 3: Benjamin L. Rawson – Yes

District 4: Wayne D. Hancock - Yes

District 5: Leticia Duarte-Benavidez - Yes

Motion passed

19. Approve Publication of Title and General Summary of an Ordinance Adopting the Unified Development Code (UDC) – Janine Divyak, Chief Planner, Community Development, will discuss.

Time: 14:52:56

Public Input

Time: 14:53:09

Given by: 1) Richard Majestic 2) Phillip Rawson 3) Bud Deerman and 4) Sharon Thomas

Motion to Move that the BOCC Approve Publication of Title and General Summary of a Proposed Unified Development Code for a Public Hearing for Final Action at a Regular Meeting on December 13, 2016:

Motion: Billy G. Garrett

Second: Dr. David J. Garcia

District 1: Billy G. Garrett – Yes

District 2: Dr. David J. Garcia – Yes

District 3: Benjamin L. Rawson– No

District 4: Wayne D. Hancock - Yes

District 5: Leticia Duarte-Benavidez - No

Motion passed

CORRESPONDENCE

20. Lynn Ellins, County Clerk, will present to the Commission any claims received by Doña Ana County.

Time: 15:11:27

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS ADJOURNS AS THE BOARD OF COUNTY COMMISSIONERS AND THE COUNTY BOARD OF FINANCE IN OPEN SESSION.

Time: 15:11:43

**BOARD OF COUNTY COMMISSIONERS OF
DOÑA ANA COUNTY, NEW MEXICO**

Wayne D, Hancock, Chair, District 4 For / Against

Dr. David J. Garcia, Vice-Chair, District 2 For / Against

Billy G. Garrett, District 1 For / Against

Benjamin L. Rawson, District 3 For / Against

ATTEST:

Lynn J. Ellins
County Clerk

DRAFT COPY



DRAFT COPY

MINUTES

Chair Wayne D. Hancock called the **Work Session** of the Doña Ana County Board of Commissioners to order at 9:00 a.m., on **Tuesday, November 15, 2016**, in the Doña Ana County Commission Chambers, 1st Floor, Doña Ana County Government Center, 845 North Motel Boulevard, Las Cruces.

Time: 09:00:09

District 4: Wayne D. Hancock, Chair – Present
District 2: Dr. David J. Garcia, Vice-Chair – Present
District 1: Billy G. Garrett, Commissioner – Present
District 3: Benjamin L. Rawson, Commissioner - Present
District 5: Leticia Duarte-Benavidez, Commissioner - Absent

Pledge of Allegiance

Time: 09:00:22

Led by: Wayne D. Hancock, BOCC Chair

Roll Call of Commission Members Present

Time: 09:00:46

Led by: Lynn J. Ellins, County Clerk

COMMISSION CONVENES AS THE BOARD OF COUNTY COMMISSIONERS IN OPEN SESSION TO DISCUSS:

Chair Hancock stated that today they are having a Work Session and no motions or final decisions will be made.

1. Physician reimbursement rates

Time: 09:01:15

2. Resolve issues regarding Fleet Management

Time: 09:52:57

3. Proposed County Organizational Chart

Time: 10:16:33

COMMISSION ADJOURNS AS THE BOARD OF COUNTY COMMISSIONERS.

Time: 10:35:40

**BOARD OF COUNTY COMMISSIONERS OF
DOÑA ANA COUNTY, NEW MEXICO**

_____ Wayne D, Hancock, Chair, District 4	For / Against
_____ Dr. David J. Garcia, Vice-Chair, District 2	For / Against
_____ Billy G. Garrett, District 1	For / Against
_____ Benjamin L. Rawson, District 3	For / Against
_____ Leticia Duarte Benavidez, District 5	For / Against

ATTEST:

Lynn J. Ellins
County Clerk

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

COUNTY CLERK
Initiating Department

Lynn J. Ellins/Cindy C. Padilla
Contact Person



November 22, 2016
Meeting Date

16
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

Approval of Minutes for the BOCC Special Meeting of Thursday, November 17, 2016.

**SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED**

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

SUMMARY OF FINANCIAL IMPACT

ADMINISTRATIVE REVIEW AND APPROVAL

Finance

Legal

County Manager/
Agenda Review

Purchasing

Human Resources

Assistant County Manager/
Peer Review

Planning

Other

JSP

DOCUMENT CONTROL

Original/s for signature? ___ Yes No For Recording? ___ Yes No

Return original/s to: _____ Name _____ Dept.

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or ___ No

DRAFT COPY



DRAFT COPY

MINUTES

Vice-Chair Dr. David J. Garcia called the **Special Meeting** of the Doña Ana County Board of Commissioners to order at 3:00 p.m., on **Thursday, November 17, 2016**, in the Doña Ana County Commission Chambers, 1st Floor, Doña Ana County Government Center, 845 North Motel Boulevard, Las Cruces.

Time: 15:00:33

District 4: Wayne D. Hancock, Chair – Absent
District 2: Dr. David J. Garcia, Vice-Chair – Present
District 1: Billy G. Garrett, Commissioner – Present Via Telephone
District 3: Benjamin L. Rawson, Commissioner - Absent
District 5: Leticia Duarte-Benavidez, Commissioner - Present

Pledge of Allegiance

Time: 15:00:54

Led by: Dr. David J. Garcia, Vice-Chair

Roll Call of Commission Members Present and Determination of Quorum.

Time: 15:01:20

Led by: Lynn J. Ellins, County Clerk

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS RECONVENES AS THE COUNTY CANVASSING BOARD IN OPEN SESSION to complete the canvass of the returns and declare the results of the election held on Tuesday, November 8, 2016, and certify the election results, as provided for by the New Mexico Election Code, NMSA 1978 §1-13-1.

The Board of County Commissioners will reconvene as the County Canvassing Board to complete the canvass of returns and declare the results of the General Election held on Tuesday, November 8, 2016, and certify the election results to the Secretary of State consistent with the provisions of the New Mexico Election Code, Sections 1-13-1 *et seq.* NMSA 1978.

Time: 15:01:47

Motion: Leticia Duarte-Benavidez

Second: Billy G. Garrett

- District 1: Billy G. Garrett – Yes
- District 2: Dr. David J. Garcia – Yes
- District 3: Benjamin L. Rawson – Absent
- District 4: Wayne D. Hancock - Absent
- District 5: Leticia Duarte-Benavidez - Yes

Motion passed

THE DOÑA ANA COUNTY BOARD OF COUNTY COMMISSIONERS ADJOURNS AS THE COUNTY CANVASSING BOARD.

Time: 15:04:37

BOARD OF COUNTY COMMISSIONERS OF DOÑA ANA COUNTY, NEW MEXICO

Wayne D, Hancock, Chair, District 4	For / Against
Dr. David J. Garcia, Vice-Chair, District 2	For / Against
Billy G. Garrett, District 1	For / Against
Benjamin L. Rawson, District 3	For / Against
Leticia Duarte Benavidez, District 5	For / Against

ATTEST:

 Lynn J. Ellins
 County Clerk

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Public Information/Commission Liaison
Initiating Department

November 22, 2016
Meeting Date

Jess Williams
Contact Person

2
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED
RETIREMENT RECOGNITION

SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED

Lieutenant Joseph Reynaud is retiring from the Doña Ana County Sheriff's Department after 21 years of service

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Bio

SUMMARY OF FINANCIAL IMPACT

None

ADMINISTRATIVE REVIEW AND APPROVAL

___ Finance

___ Legal

___ County Manager/
Agenda Review

___ Purchasing

___ Human Resources

USP Assistant County Manager

___ Planning

___ Other

DOCUMENT CONTROL

Original/s for signature? ___ Yes No For Recording? ___ Yes No

Return original/s to: _____ Name _____ Dept.

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or ___ No

RETIREMENT

JOE REYNAUD

Joe joined the Doña Ana County Sheriff's Department on July 24, 1995, as an uncertified field deputy. He graduated from the first-ever DASO Law Enforcement Academy in November of 1995 and received his certification. In February of 2001, he was promoted to the position of investigator, in which capacity he served until February of 2004, when he was promoted to sergeant. Five years ago this month, he was promoted to lieutenant. Throughout his career, he has been assigned as a community policing officer on bike patrol, is a certified G.R.E.A.T. instructor, SWAT certified, and is a longtime member of the multi-agency Officer-Involved Shooting Task Force. He retires from Doña Ana County with a total of 21 years and five months of uninterrupted service. During his tenure, he made a reputation as a compassionate and fair officer who held himself to high ethical and professional standards regardless of the situation at hand. He is well-respected by his colleagues within the department, among other law-enforcement agencies and throughout the rest of the county organization. He will be missed by many. We congratulate him and thank him for 21 years of dedicated service to the residents of Doña Ana County, and we wish him only and always the very best in his well-deserved retirement.

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200


Public Info/Special Projects
Initiating Department

Jamie Michael, Health and Human Services
Contact Person

November 22, 2016
Meeting Date

3
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED
PROCLAIM DECEMBER 4-10, 2016, AS DWI AWARENESS WEEK IN DOÑA ANA COUNTY

SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED

A proclamation designating December 4-10 as DWI Awareness Week in Doña Ana County.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Proclamation

SUMMARY OF FINANCIAL IMPACT

None.

ADMINISTRATIVE REVIEW AND APPROVAL

<input type="checkbox"/> Finance	<input type="checkbox"/> Legal	<input type="checkbox"/> County Manager/ Agenda Review
<input type="checkbox"/> Purchasing	<input type="checkbox"/> Human Resources	 <input type="checkbox"/> Assistant County Manager
<input type="checkbox"/> Planning	 <input type="checkbox"/> Public Info/Special Projects	

DOCUMENT CONTROL

Original/s for signature? Yes No For Recording? Yes No

Return original/s to: _____ Name _____ Dept.

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or No

Proclamation

Doña Ana County State of New Mexico

WHEREAS, the Doña Ana County Board of Commissioners values the health and safety of the County's residents, and

WHEREAS, local government and community leaders know that the support of the people in our communities is the most effective tool available in their efforts to reduce DWI crashes, DWI fatalities and the use of alcohol by New Mexicans statewide, and

WHEREAS, the New Mexico DWI Coordinators Affiliate represents 33 counties with the common goal of reducing the incidence of DWI, alcoholism, alcohol abuse, drug addiction/abuse and preventing or reducing the incidence of domestic abuse related to the use or abuse of alcohol, and

WHEREAS, the DWI coordinators in these counties provide services under Local DWI Programs that provide compliance monitoring and tracking for more than 12,588 offenders, thereby ensuring that these offenders are in compliance with court-ordered requirements, and

WHEREAS, these programs throughout the state also provided more than 73,925 hours and 14,168 sessions of treatment in 2015 with more than 14,671 offenders receiving detoxification services, and students (K-12th grade) throughout the state also receive prevention education/activities through these programs, and

WHEREAS, both alcohol-involved fatalities and alcohol-involved crashes in New Mexico have decreased, and the reduction in alcohol-involved vehicle crash fatalities and serious alcohol-involved vehicle crash injuries is due in part to the work of the Local DWI Programs, and

WHEREAS, the purpose of DWI Awareness Week is to raise awareness around DWI, alcoholism, alcohol abuse, drug addiction and/or drug abuse, and the efforts of the DWI Affiliate and the Local DWI Programs, and

WHEREAS, it is the distinct pleasure and privilege of the Doña Ana County Board of Commissioners to bestow Proclamations, and all residents of Doña Ana County are represented by the Doña Ana County Board of Commissioners, and, therefore, speak with a united voice through the actions and deeds of this Board,

NOW THEREFORE, the Doña Ana County Board of Commissioners does hereby proclaim December 4-10, 2016, as DWI Awareness Week in conjunction with a statewide initiative to encourage all residents, parents, governmental agencies, public and private institutions, businesses, hospitals, schools and colleges in Doña Ana County to support efforts that will increase community awareness, understanding and action to address DWI in our communities.

PROUDLY PROCLAIMED this 22nd day of November, 2016

Board of County Commissioners for Doña Ana County, New Mexico

Wayne D. Hancock, Chair

Dr. David J. Garcia, Vice-Chair

Benjamin L. Rawson, Member

Leticia Duarte-Benavidez, Member

Billy G. Garrett, Member

Attested: Lynn Ellins, County Clerk

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

DASO

November 22, 2016

Initiating Department

Meeting Date

Bob Bunting, Infrastructure Manager

Contact Person

4
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

APPROVE PURCHASE OF SERVERS, STORAGE AREA NETWORK EQUIPMENT AND SOFTWARE LICENSES IN THE AMOUNT OF \$145,872.53 UNDER THE DELL STATE PURCHASING AGREEMENT #60-000-15-00008AH AND DELEGATE SIGNATURE AUTHORITY TO THE COUNTY MANAGER FOR ALL NECESSARY DOCUMENTS TO COMPLETE THE AGREEMENT.

SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED

The Board of County Commissioners is asked to approve the purchase of computer/storage hardware and licenses for the purpose of running Computer Aided Dispatch (CAD) and Records Management Systems (RMS). Services to implement the equipment and software are included in the cost. In addition, the Board is asked to delegate signature authority to the County Manager for the contract.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Executive summary and quote.

SUMMARY OF FINANCIAL IMPACT

Lease payments will be paid from the approved budget:

45070-20101-74140-900 \$145,872.53

ADMINISTRATIVE REVIEW AND APPROVAL

MR Finance

_____ Legal

_____ County Manager/
Agenda Review

DB Purchasing

_____ Human Resources

_____ Assistant County Manager/
Peer Review

_____ Planning

_____ Other

JKP

DOCUMENT CONTROL

Original/s for signature? ___ Yes No For Recording? ___ Yes No

Return original/s to: _____ Name _____ Dept.

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or ___ No



Quote Number 07182016-1597
Created Date 11/7/2016
Expiration Date 10/19/2016

Prepared By Adam Hinckley
Email adam.hinckley@logicalfront.com
Fax (801) 327-0674

Contact Name Hugo Costa

Quantity	Product	Line Item Description	Unit Subtotal	Line Item Total
1.00	Dell Storage	Hardware & Drives 12 x 960GB, SAS 12Gb, SSD, RI, 2.5 6 x 4TB, SAS, 6Gb, 7K HDD 12 x Enclosure Blank, SAS, 6 Gb, Drive Bay Blank, 2.5" 6 x Enclosure Blank, SAS, 6 Gb, Drive Bay Blank, 3.5" Compellent SC200 Enclosure, 3.5" 12-Bay Compellent SC220 Enclosure, 2.5" 24-Bay 4 x 6Gb Mini-SAS to Mini-SAS Cable, 2M, Qty 2 2 x C13-C14, PDU, 12AMP, 6.5 FT (2m), Power Cord, Qty2 2 x Ready Rails II Static Rails for 4-post Racks Support Copilot Support Term: 5 year (60 months) 24x7 Support Center w/ Priority On-Site (4 hour)	\$49,829.75	\$49,829.75
2.00	Dell Server	Primary Site - PowerEdge FC630 PowerEdge FC630 Server Node, No TPM 2.5" Backplane with up to 2 Hard Drives and Onboard SATA FC630 in Multipack or Chassis Standard Cooling, FC630 Dual Intel Xeon E5-2630 v4 2.2GHz, 25M Cache, 8.0 GT/s QPI, Turbo, HT, 10C/20T (85W) Max Mem 2133MHz PowerEdge FC PCIe Mezzanine Adapter for Enablement of FX2S 2400MT/s RDIMMs Performance Optimized 192GB RDIMM, 2400MT/s, Dual Rank, x4 Data Width Diskless Configuration, No Controller Embedded SATA No Hard Drive QLogic 57810-k Dual port 10Gb KR Blade Network Daughter Card iDRAC8 Enterprise, integrated Dell Remote Access Controller, Enterprise Internal Dual SD Module with 16GB SD Card Performance BIOS Setting Hardware Support Services 5 Year ProSupport Plus: 7x24 Next Business Day Onsite Service ProSupport Plus: 7x24 HW/SW Tech Support and Assistance, 5 Year	\$9,275.88	\$18,551.76
2.00	Microsoft	Primary Site VLA WINDOWS SERVER DATACENTER PER 2 PROCESSORS 2012 R2	\$4,536.46	\$9,072.92
4.00	Microsoft	Primary Site VLA SQL SERVER ENT 2016 PER 2 CORE LIC	\$10,130.98	\$40,523.92
500.00	Microsoft	Primary Site VLA WINDOWS SERVER USER CAL 2012	\$28.03	\$14,015.00
1.00	VMware	Primary Site VLA VMWARE VSPHERE 6 ESSENTIALS PLUS KIT FOR 3 HOSTS MAX 2 PROCESSORS PER HOST	\$4,470.60	\$4,470.60
1.00	VMware	Primary Site VLA VMWARE PRODUCTION SNS VSPHERE 6 ESSENTIALS PLUS KIT FOR 1 YEARS	\$1,108.33	\$1,108.33
			Quote Subtotal	\$137,572.28
			Quote Total	\$137,572.28

Notes

Per NASPO Contract # MNWNC-108, State of New Mexico NASPO DELL State Contract Number 60-000-15-00008AH and Contract Code 97AHC pricing or below.

Notice

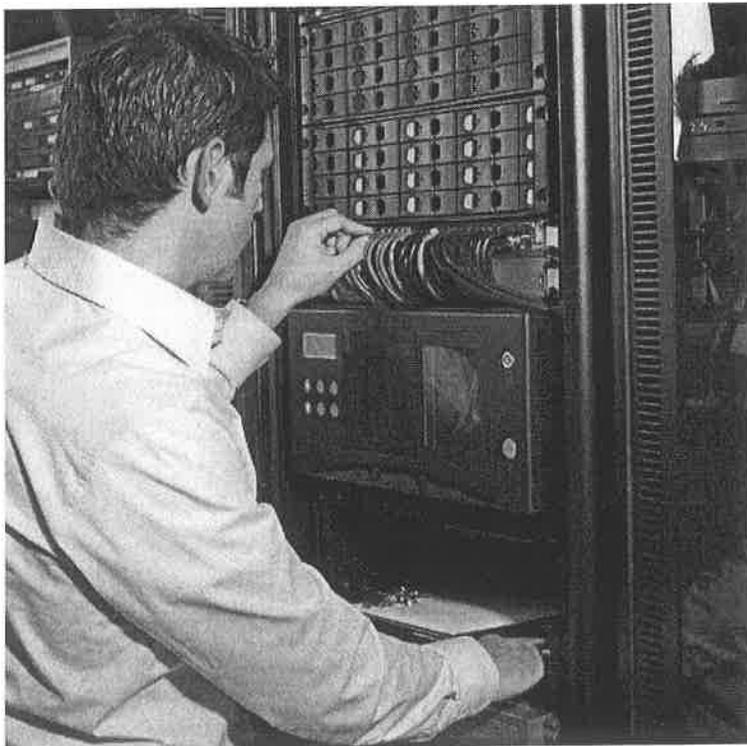
Quote information is valid for U.S. customers and U.S. addresses only, and is subject to change. Sales tax on products shipped is based on "Ship To" address, and for downloads is based on "Bill To" address. Please indicate any tax-exempt status on your PO.

For certain products shipped to end-users in California, a State Environmental Fee will be applied.



Statement of Work for New Mexico MVRDA

Virtualization Implementation



Contents

1	INTRODUCTION	3
2	TERM.....	3
3	SUMMARY OF SERVICE.....	3
4	SCOPE OF SERVICE	3
4.1	Introduction.....	3
4.2	Detailed Description.....	3
4.3	Customer Responsibilities	4
4.4	Assumptions.....	5
4.5	Out of Scope	5
4.6	Schedule / Timeline / Milestones	5
4.7	Service Hours	6
4.8	Deliverables.....	6
4.9	Personnel Skills and Qualifications.....	6
5	PRICING.....	6
5.1	Purchase Order Amount.....	6
5.2	Pricing Clauses:	6
6	CHANGE MANAGEMENT PROCESS.....	7
7	OTHER PROVISIONS	7
8	GENERAL	8
9	SIGNATURES	9
	Appendix A Supported Sites	10

© Copyright 2016. Dell Inc. All rights reserved.

4.5



1 INTRODUCTION

This Statement of Work ("SOW") sets forth the Services (as defined herein) to be provided by Dell Marketing LP ("Dell") to New Mexico MVRDA ("Customer"). The Services are governed by and subject to the terms and conditions specified in Customer's separate signed master services agreement with Dell to the extent such agreement authorizes Customer to order the Services described herein; or, in the absence of such agreement, the Professional Services Agreement ("PSA"), which is available at www.dell.com/PSATerms and in hardcopy upon request and incorporated by reference in its entirety into this SOW, and the parties acknowledge having read and agree to be bound by such online terms, (the effective agreement shall be deemed the "Agreement").

The following appendices are attached hereto and incorporated by reference:

- Appendix A - Supported Sites

2 TERM

The term of this SOW shall begin on the date of the last signature ("Effective Date") as set forth in the Signature Section of this SOW and unless terminated in accordance with this SOW or the Agreement, shall expire on the date that Dell completes the provision of Services in accordance with this SOW provided however, in the event the Customer has not engaged Dell to perform such Services and three (3) months have passed since the later of the Effective Date and Dell's completion of the last requested Service-related deliverable, Dell may terminate this SOW by providing thirty (30) days prior written notice. Further, in the event the term of this SOW extends beyond one (1) year, Dell reserves the right to revisit the pricing on each anniversary of the Effective Date.

3 SUMMARY OF SERVICE

Dell will provide the services as specifically described herein (the "Services"), which include the following:

- Add additional servers & storage at primary site
- Knowledge Transfer

4 SCOPE OF SERVICE

4.1 Introduction

The objective is to provide installation and configuration services for the deployment of servers and storage for their VMware ESXi environment at the customer's primary site. This additional capacity is designed to run the New World Public Safety infrastructure. The primary site will be prepared to be replicated to a DR site at a later time.

4.2 Detailed Description

4.6



Dell will provide the following Service:

- Install and configure additional capacity at Primary site
 - 1 additional host will be installed and clustered
 - An additional shelf & disk capacity will be installed
- * Prepare environment for later Disaster Recovery

4.3 Customer Responsibilities

Customer agrees generally to cooperate with Dell in its delivery of the Services. Customer agrees to the following responsibilities:

- 1) During the term of this SOW, Customer is responsible for promptly notifying Dell in writing of a) any changes Customer makes to its information technology environment that may impact Dell's delivery of the Services; and b) if Customer becomes aware that any of the Assumptions set forth herein are incorrect.
- 2) Customer will maintain a backup of all data and programs on affected systems prior to Dell performing the Services and during the term of the SOW. Dell will have no liability for loss or recovery of data, programs or loss of use of system(s) arising out of or in connection with the Services provided under this SOW.
- 3) Prior to the start of this SOW, Customer will indicate to Dell in writing a person to be the single point of contact, according to project plan, to ensure that all tasks can be completed within the specified time period. All Services communications will be addressed to such point of contact (the "Customer Contact"). Failure to do so might result in an increase in project hours and/or length in schedule.
- 4) Customer agrees to make available suitable resources, space, personnel, documentation, and systems.
- 5) Customer will provide technical points-of-contact, who have a working knowledge of the enterprise components to be considered during the Services ("Technical Contacts"). Dell may request that meetings be scheduled with Technical Contacts.
- 6) Customer Contact will have the authority to act for Customer in all aspects of the Service including bringing issues to the attention of the appropriate persons within Customer's organization and resolving conflicting requirements.
- 7) Customer Contact will ensure that any communication between Customer and Dell, including any scope-related questions or requests, are made through the appropriate Dell Project Manager.
- 8) Customer Contact will provide timely access to technical and business points of contact and required data/information for matters related to the scope of Service.
- 9) Customer Contact will ensure attendance by key Customer contacts at Customer meetings and deliverable presentations.
- 10) Customer Contact will obtain and provide project requirements, information, data, decisions and approvals within one working day of the request, unless both parties agree to a different response time.
- 11) Customer may be responsible for developing or providing documentation, materials and assistance to Dell and agrees to do so in a timely manner. Dell shall not be responsible for any delays in completing its assigned tasks to the extent that they result from Customer's failure to provide such timely documentation, materials and assistance.
- 12) Customer Contact will ensure the Services personnel have reasonable and safe access to the Project site, a safe working environment, an adequate office space, and parking as required.

4.7



- 13) Customer will inform Dell of all access issues and security measures, and provide access to all necessary hardware and facilities.
- 14) Customer is responsible for providing all hardware, software, internet access, and facilities for the successful completion of the Services. Facilities and power must meet Dell's requirements for the products and Services purchased.
- 15) Customer is responsible for any and all software licensing requirements. Unless otherwise directed by Customer in writing, during the installation process, Technician will "accept" on Customer's behalf any and all electronic agreements provided with the installed hardware and/or software, including without limitation licenses, terms of sale, and other terms and conditions. Customer agrees that its purchase, license, and/or use of any hardware or software installed by Technician under this SOW shall be subject to and governed by such electronic agreements to the same degree as if Customer had itself accepted the electronic agreements.

4.4 Assumptions

Dell has made the following specific assumptions while specifying the Services detailed in this SOW:

- 1) The provision of the Services does not include the development of any intellectual property created solely and specifically for the Customer under this SOW.

4.5 Out of Scope

For the avoidance of doubt, the parties acknowledge that the following activities are not included in the scope of this SOW.

- 1) Any services, tasks or activities other than those specifically noted in this SOW.
- 2) Any Dell training or certification services not specifically described in this SOW.
- 3) Except as set forth herein, Dell is not responsible (including financial responsibility) for any Customer and/or third party personnel, hardware, software, equipment or other assets currently utilized in the Customer's operating environment.

Upon request by Customer, Dell will provide a proposal for such out of scope services pursuant to the Change Management Process as defined in Section 6.

4.6 Schedule / Timeline / Milestones

Services will be limited to a period of time not-to-exceed 15 contiguous business days.

The table below is an estimate of the general project duration by phase and is intended for planning purposes only. The actual schedule may change as the project progresses.

Estimated Duration Table

Phase	Estimated Duration	Onsite/Offsite
Onsite/Remote Installation and Configuration	3 days	Onsite/Remote

Once this Service has been scheduled, any changes to the schedule must occur at least 8 business days prior to the scheduled date. If Customer reschedules this service within 7 business days of the scheduled date, this may necessitate invoking the Change Control Process to determine the impact, if any, and any related price adjustments.

4.8



4.7 Service Hours

Dell intends to provide the Services during the scheduled hours stated below (the "Service Hours").

This Service will be performed during normal business hours typically 8:00 a.m. to 5:00 p.m., Monday through Friday, Customer local time and will include travel time to and from the Customer location and excludes local holidays, unless other arrangements have been made in writing between Dell and Customer.

4.8 Deliverables

The following is a list of tangible material provided as part of the Service performed by Dell for Customer under this SOW.

- 1) Excel Spreadsheet
 - a) Containing IPs, Hostnames, usernames, accounts and other relevant installation notes.

4.9 Personnel Skills and Qualifications

Dell, will, at its sole discretion, determine the number of personnel and the appropriate skill sets necessary to complete the Services.

5 PRICING

This section describes the methodology for determining invoice amounts (the "Charges") for the Services provided under this SOW. Customer hereby agrees to pay the Charges in accordance with the Invoicing and Payment terms of the Agreement and as further supplemented within this SOW.

Charges shall be as follows:

5.1 Purchase Order Amount

Except as otherwise provided below, the Total amount to be noted on the Purchase Order provided to Dell for this SOW is: USD \$7,650.00. If this SOW includes estimates, invoices will be based on actual usage or expenses incurred.

5.1.1 One-Time Charge Following Customer Signature

Dell will invoice Customer upon Customer signature of the SOW the following One-Time Charge:

One-Time Charge: USD \$7,650.00

5.1.2 Expenses

Expenses are included in the Charges under this SOW. Unless the Scope changes, pursuant to the Change Management Process, Dell will not charge any additional expenses in connection with delivering the Services without the express written consent of Customer. Additional expenses could include Service-related expenses such as actual, reasonable and necessary travel and living expense.

5.2 Pricing Clauses:

- 1) Pricing - The terms of this SOW (including but not limited to the pricing) shall be valid for thirty (30) days following initial delivery date ("Initial Delivery Date") of this SOW to Customer. In the



4.9

event this SOW is executed by Customer and returned to Dell after such thirty (30) day period, Dell may, in its sole discretion, (i) accept the SOW on the stated terms or (ii) reject the SOW and provide Customer with a revised SOW setting forth any necessary updates to the terms of the previous SOW.

- 2) The price for the Service is based on Customer's environment as disclosed to Dell. If the assumptions, Customer responsibilities and parameters within the scope of the Service used to develop the SOW are found to be incorrect or have changed, the parties agree to pursue resolution through the Change Management Process set forth in this SOW.
- 3) If any of the volumetric assumptions used in this SOW (including, time on task, locations, service consumption, and/or configuration factors and excluding estimated hours or expenses) relied upon by Dell vary by +/- five (5%) percent, Dell has the right to adjust the pricing to reflect such changes.
- 4) Taxes - All prices are in USD and are exclusive of all applicable taxes

6 CHANGE MANAGEMENT PROCESS

The Change Management Process ("Change Management Process") is the process that governs changes to the scope of the Service during the Term of this SOW, as described below. The Change Management Process may be used to modify the Service described in this SOW, then, if required, a subsequent Contract Modification.

Changes permitted to be made pursuant to this Change Management Process will be limited to changes to Section 3 (Summary of Service) and Section 4 (Scope of Service) and adjustments in Section 5 (Pricing) associated with changes to Sections 3 and 4 of this SOW.

Either party may request a permitted change in the Scope of the Service by completing a Change Order Form at

www.dell.com/servicecontracts/RFC

The receiving party will review the proposed Change Order and will (i) approve it, (ii) agree to further investigation, or (iii) reject it. Changes agreed pursuant to the Change Management Process will not be effective until mutually executed by both parties.

Any desired modifications to this SOW which are not permitted above in this Section 6, will require that a written amendment to this SOW or a new SOW be mutually executed by the parties.

7 OTHER PROVISIONS

- 1) Dell may use affiliates and subcontractors to perform Services.
- 2) Dell may perform all or part of the Services off-site at a Dell or other location.
- 3) Services may be performed outside the country in which Customer and/or Dell is located. From time to time, Dell may change the location where Services are performed and/or the party performing the Services; provided however, Dell shall remain responsible to Customer for the delivery of Services.
- 4) Customer acknowledges that Dell will request Customer's participation in a Customer feedback survey. Additionally, Dell may approach Customer to serve as reference regarding Dell's performance of the Services. If Customer agrees to be a reference, Customer and Dell will agree in writing to the terms of such reference. The Infrastructure Consulting References Program has

4.10



been developed to facilitate the confidential conversations between Dell customers and prospective accounts.

- a) Customers are invited to join the program at the conclusion of their project for a period of one year.
 - b) We will only share your contact information to a potential customer who is interested in contacting you for a discussion on your previous experiences.
 - c) We limit usage of your reference to no more than once/month.
 - d) We will not publish your name, organization, or any customer identifiable details based on participation in this program.
- 5) If a conflict arises between the terms of the Purchase Order, SOW and Agreement, the following order of precedence shall be followed: first, the SOW; second, the Agreement; and third, the Purchase Order (if any). Provided, however, in no event will any terms and conditions contained in any Purchase Order apply irrespective of whether such terms and conditions are in conflict with or merely ancillary to any terms and conditions in the SOW or Agreement.
- 6) At Dell's request, Customer agrees to cooperate with Dell to provide the following marketing assistance to Dell.
- Provide reference calls to potential Dell customers for similar Services with reasonable limits on the number of requested calls.
 - Participate in and approve a success story detailing business benefits Customer has derived from utilizing the Services provided by Dell. All content developed by Dell is subject to Customer's final approval.

8 GENERAL

Dell shall not be responsible for any delay or failure to provide Service to the extent caused by: (1) failures by Customer to perform its responsibilities under this SOW; (2) materially inaccurate assumptions; (3) a defect, deficiency or failure with respect to Customer's network, systems, software, data or other equipment; or (4) modifications to Customer's network, systems, or other equipment made by a party other than Dell or its representatives. In the event that either party becomes aware of the occurrence of one or more of the foregoing events, they shall notify the other party accordingly. Notwithstanding such occurrence, Dell may, following discussion with Customer regarding the impact of such incident, continue to provide the Service and shall use commercially reasonable efforts to perform the Service under this SOW. Customer shall reimburse Dell for its reasonable additional costs of providing the Service and out of pocket expenses for such efforts and only to the extent attributable to the items defined above.

4.11



9 SIGNATURES

Dell and Customer have caused this SOW to be signed and delivered by their duly authorized representatives.

Dona Ana County

Dell Marketing LP

By:

Printed:

Title:

Date:

By:

Printed:

Title:

Date:

Please note that for administrative purposes only, Services may not be scheduled or commenced until Dell receives a Customer's purchase order that references this SOW. Upon receipt and acceptance of the Customer's purchase order, a Dell Project Manager will contact you to begin Services scheduling. Any additional and/or conflicting terms and conditions stated on Customer's purchase order shall be void and have no effect on this SOW.

Please fax a copy of your purchase order and this signed SOW (with all pages in full) to
Fax: 512-283-7899, Attention: Intake Manager, RE: 12846783.
The purchase order amount should include estimated expenses, if they are billable.

4.12



Appendix A Supported Sites

The Services will be provided for the following supported sites during the term of this SOW. Additional supported sites may be included as mutually agreed using the Change Management process as defined in section 6.

Supported Site	Address	City	State	Zip	Qty
	911 Lake Tahoe	Las Cruces	NM		



Contact Summary

Customer	New Mexico MVRDA Contact Name: Bob Bunting Email: BobB@donaanacounty.org
Initial Delivery Date	11/9/2016
Document Author	Name: Darrell Vickers Title: Solutions Architecture Advisor Organization: Dell Global Solution Design Center Phone: (631) 532-0224 Email: Darrell_Vickers@Dell.com
Dell Segment Contact	Name: Rodney G. Cox Phone: 512-513-3135 Email: rodney_cox@dell.com
Locations where work will be performed	911 Lake Tahoe Las Cruces, NM
Dell Opportunity Number	12846783

4.14



**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Flood Commission
Initiating Department
PD
Paul Dugie, Director
Contact Person

November 22, 2016
Meeting Date
5
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

APPROVE AWARD OF REQUEST FOR PROPOSAL 17-0004 FOR ENGINEERING SERVICES AND DELEGATE SIGNATURE AUTHORITY TO THE COUNTY MANAGER FOR RELATED CONTRACT DOCUMENTS

**SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED**

Request For Proposal (RFP) #17-0004 for Engineering Services for the Montana Vista Drainage Master Plan was issued to solicit interest, was advertised in the local paper, and sent to interested firms. Seven (7) firms responded. In accordance with 13-1-117 of the Procurement Code, the Flood Commission Director and the Purchasing Manager request approval to award RFP 17-0004 to Smith Engineering who was determined to be the most advantageous to the County, taking into consideration the evaluation factors. Additionally, we are requesting authorization for the County Manager to have signature authority over the related contract documents, amendments, and renewals.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Executive Summary
Evaluation Summary Sheet
Cost Proposal
Map of Study Area

SUMMARY OF FINANCIAL IMPACT

The total cost for this project will be \$98,184.20 including NMGRT. The Flood Commission will pay \$48,184.20 from account 25135-20605-71030-200 (Professional Services). This project is partially funded (100% match) through a \$50,000.00 Coloñias Infrastructure Project Fund Grant, Dated April 18, 2017 (Grant No. 2987-CIF) 23120-20608-53176-200.

ADMINISTRATIVE REVIEW AND APPROVAL

NN MN Finance

_____ Legal

County Manager/
Agenda Review

DB Purchasing

_____ Human Resources

USP
Assistant County Manager

_____ Planning

_____ Other

DOCUMENT CONTROL

Original/s for signature? ___ Yes No For Recording? ___ Yes No

Return original/s to: Donald Bullard Name Purchasing Dept.

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or ___ No



Character Counts™

FLOOD COMMISSIONER
Kenneth Gutierrez
DIRECTOR
Paul T. Dugie, P.E., CFM

Executive Summary
11/22/2016 BOCC Meeting
Title: Engineering Services for a Drainage Master Plan for Montana Vista

Background: Qualification based proposals from highly qualified firms were solicited to enter into an agreement for Engineering Services for a Drainage Master Plan for Montana Vista. Proposers were required to demonstrate that they have the professional knowledge, experience and technical expertise required to complete this project.

Scope of Work: The objective of this project will be to prepare a new Drainage Master Plan for the Montana Vista area that will include a storm runoff model and system analysis with associated recommendations for capital improvements, both in the short and long term. The county will provide available data, such as as-built construction plans, design reports, and calculations for existing storm water facilities to be included in the runoff model and the system analysis, anecdotal information regarding specific drainage problems that we are aware of in the project area. The county will provide geographic information (roadways, property lines, zoning boundaries, etc.), digital aerial photography, DEM point files and topographic mapping files. The offeror shall coordinate three (3) public meetings to be held to provide information on the project to the residents and to obtain information on local flooding from the residents. The aerial and LidAR data obtained by the county in 2010 is to be used, unless more recent data becomes available. Data and studies conducted by agencies other than the County shall be obtained by the offeror and shall be considered in the Drainage Master Plan.

Time Line: The project will begin as soon as possible once the Board of County Commissioners approves the request. Project completion date is set for April 2017.

PART II – THE PROJECT

OVERVIEW

Doña Ana County (DAC) is soliciting proposals from qualified firms to prepare a new Drainage Master Plan (DMP) for the Montana Vista area. The County intends to enter into a contract with one firm to provide the above mentioned services from date of award until completion of project.

INTRODUCTION

The County desires to develop a DMP for the area of the county known as Montana Vista. The community of Montana Vista is located approximately 2 miles north of Anthony, New Mexico on Interstate 10. This DMP is intended to identify capital projects, if any, which will reduce flooding in the community and will provide the maximum long-term benefits to the citizens of the Montana Vista area. To accomplish this, the following actions shall be executed:

- Areas that currently have poor drainage must be identified and potential solutions that will improve drainage in these areas are required.
- Emphasize the use of storage/controlled discharge drainage system.
- Encourage multi-use concepts consistent with existing County policies and codes.

SCOPE OF WORK

The objective of this project will be to prepare a new DMP for the Montana Vista area that will include a storm runoff model and system analysis with associated recommendations for capital improvements, both in the short and long term. The project area can be seen in Attachment A.

The County will provide all available data, such as as-built construction plans, design reports and calculations (as available) for existing stormwater facilities to be included in the runoff model and system analysis, anecdotal information regarding specific drainage problems that we are aware of in the project area. The County will provide geographic information (roadways, property lines, zoning boundaries, etc.), digital aerial photography, DEM point files and topographic mapping files in a format compatible with the offeror's software, if available. The offeror shall coordinate and attend three (3) public meetings to be held to provide information on the project to the residents and to obtain information on local flooding from the residents. The meetings shall be held at the beginning, middle and end of the preparation of the DMP. The aerial and LiDAR data obtained by the County in 2010 is to be used, unless more recent data becomes available. Data and studies conducted by agencies other than the County shall be obtained by the offeror and shall be considered in this DMP.

The offeror shall perform the following professional services:

1. The Montana Vista Drainage Master Plan, Storm Runoff Model, and System Analysis

The offeror shall be responsible for the complete preparation of the DMP for the Montana Vista area. The DMP shall consist of analyses of the existing Community Storm Drainage System for the 10-year (10% chance) and 100-year (1% chance) storm events. All storm events shall be modeled at high antecedent moisture conditions and using the type 2-75 storm distribution. The DMP will identify existing flood hazard zones, however will not address remapping of hazards based on modeling or capital project recommendations. There are two dams located directly upstream of Montana Vista studied area. The extents of the watershed to be modeled is identified in Attachment A.

The offeror shall prepare a storm drainage model that includes all ponding features (1 acre-feet or more in volume) and that includes all conveyance (10 cfs or more) features in and adjacent to areas that impact Montana Vista, including that runoff that crosses the project area from adjoining lands. The hydrologic model will be used to estimate peak discharge rates for the 10 and 100-year frequency storm events.

The hydrologic model shall be prepared using HEC-HMS v.3.4 or higher, or other modeling software deemed acceptable by the County. The hydraulic model shall be prepared using HEC-RAS v. 4.1 or higher, or other modeling software deemed acceptable by the County. Drawings and diagrams must be compatible with current County GIS software (ESRI ArcGIS 9.3 SP 1) and AutoCAD 2014 or later as applicable.

The offeror shall outline problem areas and system deficiencies in the Montana Vista area. The offeror shall outline general methods required and specific capital projects (if any) and strategies that need to be implemented to improve drainage and increase the infrastructure's ability to control flooding. Existing facilities that are identified as "backbone" facilities will be evaluated relative to their compliance with established standards, including FEMA, State and local standards. NPDES regulations are to be considered as well. Field records will be used to determine where maintenance problems are recurrent, or system facilities have outlived their design lives. This information, along with any information provided by the County will be considered in the evaluation and methods for mitigating problems with capacity, maintenance or aging facilities are to be outlined by the offeror.

2. Capital Project Recommendations

Based upon the mitigation strategies proposed in the preceding task, the offeror shall propose specific projects to overcome existing drainage system deficiencies. The hydrologic analysis for existing conditions will be revised to reflect projected land uses and will be used to size the new and/or upgraded facilities and estimate their efficacy. The Capital Projects recommended by the offeror shall take into account the reluctance of the County to relocate citizens. Solutions should focus on use of lands and rights-of-way that are not located in inhabited residential areas, or those which may already belong to the County. The projects outlined shall also provide stormwater and associated flooding protection at the minimum cost/benefit ratios possible.

The offeror shall provide a Priority Listing of Proposed Capital Storm Drainage Projects for the next 15 years (2016 to 2031) years with approximate costs (including rights-of-way) in 2016 dollars. The projects shall be prioritized based upon the severity of the drainage problems in the immediate area, the estimated efficacy of the project and the cost.

3. Time

The offeror shall complete all portions of the work within six (6) months of the notice to proceed. The offeror shall complete a preliminary report (60% complete) for Doña Ana County staff review three (3) months from the notice to proceed. The offeror shall meet with Doña Ana County staff following the staff review for discussion of content and final format for the DMP. The contract time will be suspended during Doña Ana County staff project review periods.

4. Deliverable Documents and Presentations

The offeror shall provide 4 copies of the preliminary DMP to the County at the point that the project is 60% complete. The County shall review and provide written comments to the offeror. Review time shall not count against project development time. The offeror shall provide 8 paper copies of the final report and all associated drawings and documents. They shall also provide 4 copies of the software models, including electronic copies of all documents, associated files, CAD drawings and ESRI shapefiles.

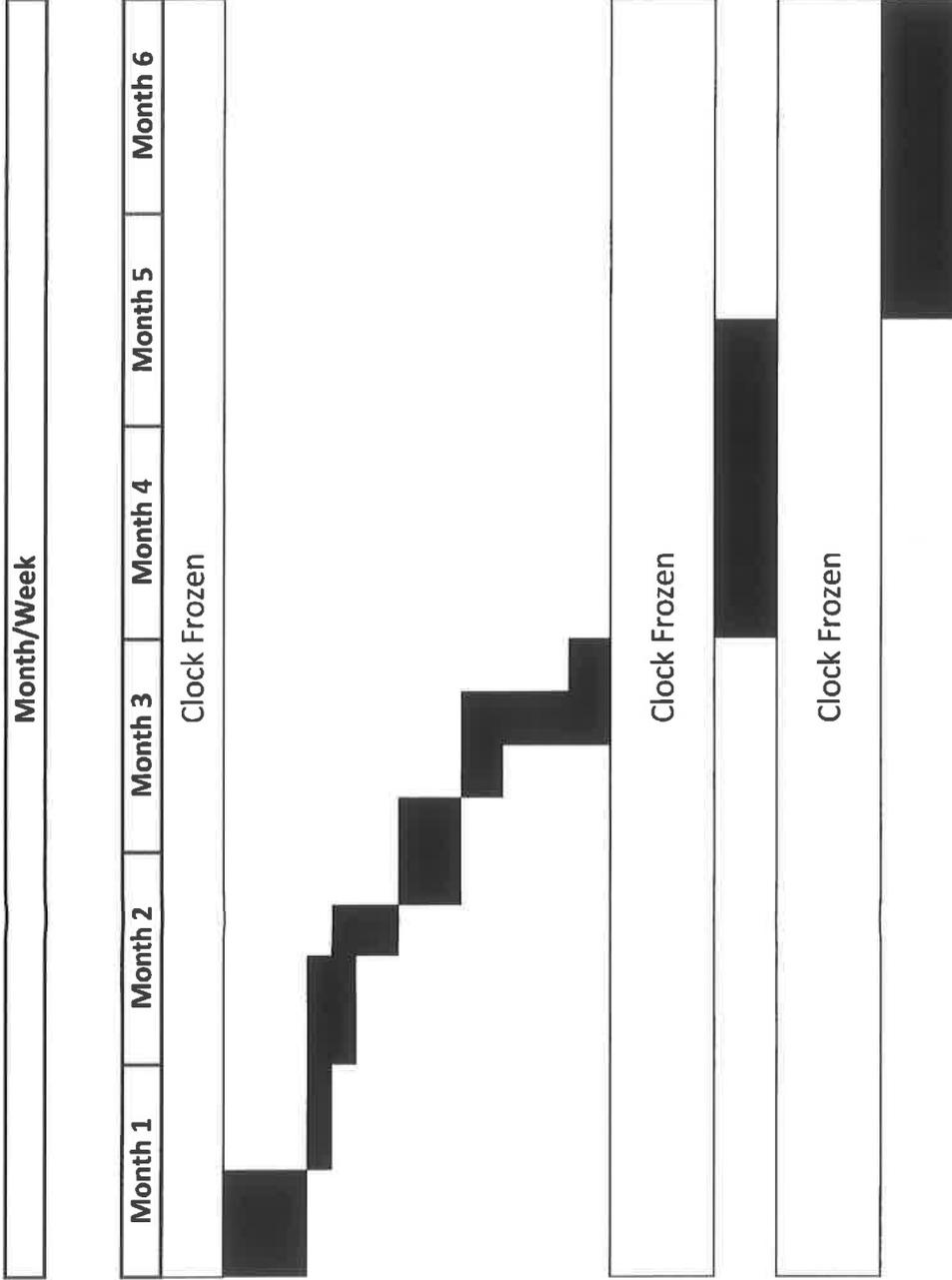
The offeror shall be prepared to make presentations to the County, the number of meetings shall be determined during contract negotiations. The offeror shall also be prepared to make presentations at a Montana Vista public meeting to discuss the DMP and gain public viewpoints, the number of meetings shall be determined during contract negotiations.

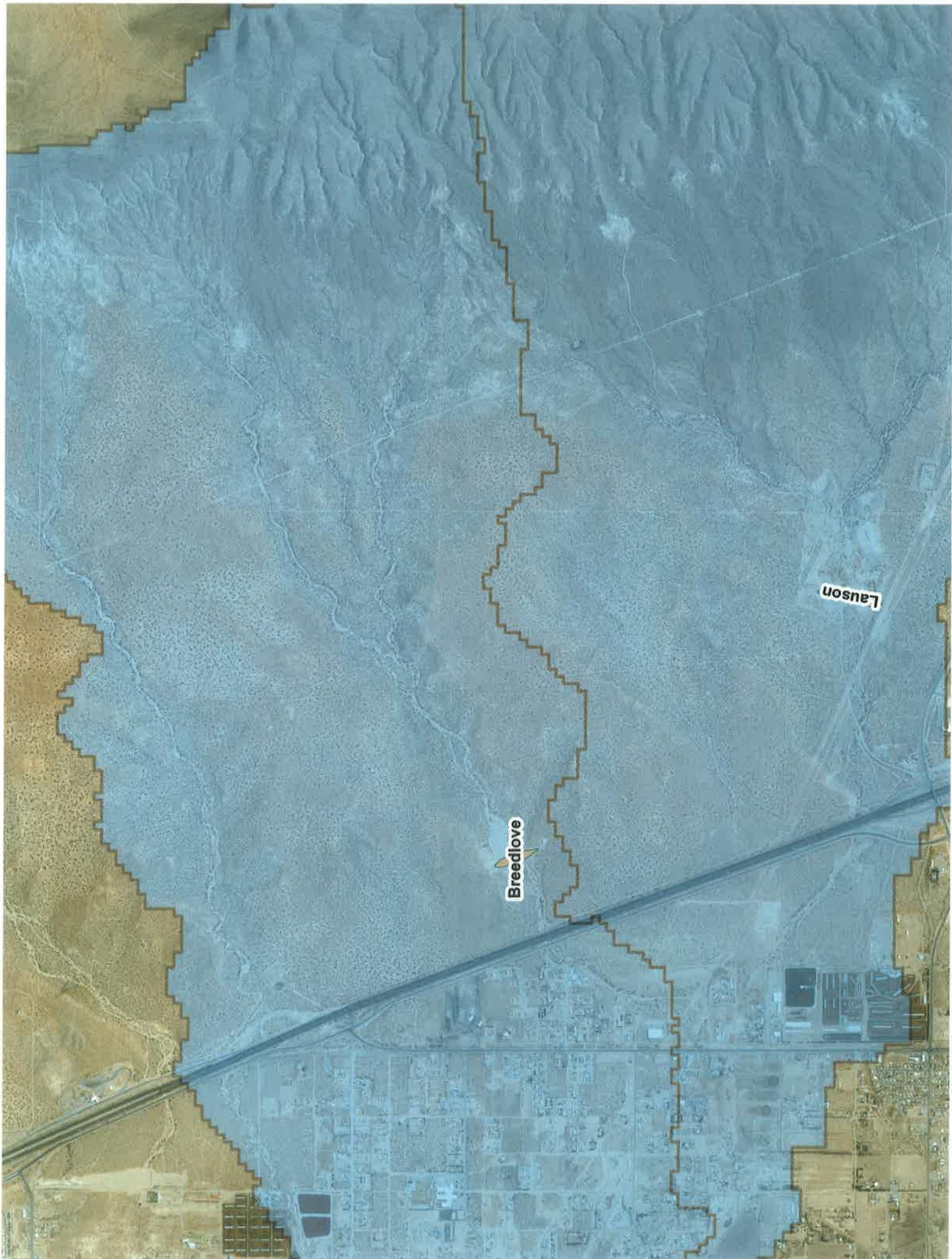
TABLE 1 MONTANA VISTA AREA DRAINAGE MASTER PLAN FEE ESTIMATE																																																																				
Task	Francisco Urzeta PE Principal		George Nemeth PE Project Manager		Pat Stovall PE (Eng. V)		Chris Naidu PE (Eng I)		Bernadette Gendone (Engineer Associate I)		Sam Johnson, Designer II		Jason Pawela, Admon		Total Hours	Total Labor Fee																																																				
	hours	\$	hours	\$	hours	\$	hours	\$	hours	\$	hours	\$	hours	\$	hours	\$																																																				
<i>Note - weeks listed are from proposal</i>																																																																				
1.1 : The county staff collects and compiles all available data and maps as discussed in the RFP.	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---																																																				
1.2 Kickoff meeting with DAC first , and then public meeting #1	2	380	2	380	8	1,520	8	1,040	16	1,600	0	0	0	0	36	4,920																																																				
2: Smith prepares an inventory of existing drainage facilities and conditions, flooding events, field reconnaissance, map review, review of weather service, review of existing reports and other records	0	0	2	380	4	760	8	1,040	24	2,400	8	920	0	0	46	5,500																																																				
3.1 : HEC-HMS Hydrologic modeling Existing Conditions (2 weeks)	0	0	2	380	2	380	16	2,080	24	2,400	0	0	0	0	44	5,240																																																				
3.2 : HEC-RAS Hydraulic modeling Existing Conditions. (2 weeks)	0	0	2	380	2	380	16	2,080	24	2,400	0	0	0	0	44	5,240																																																				
4: Analysis of Existing Conditions modeling results. Modifications to existing models, addition of more arroyos possible (3 weeks)	0	0	2	380	4	760	16	2,080	24	2,400	0	0	0	0	46	5,620																																																				
5: Identification of problem areas with priorities based on urgency. (1 week)	0	0	4	760	6	1,140	12	1,560	24	2,400	4	460	0	0	50	6,320																																																				
6: Determine locations and prepare conceptual design drawings of proposed drainage structures and possible improvements and/or repair/expansion of existing structures. (2 weeks). Prepare Proposed Conditions HEC-HMS hydrologic models (simulate detention ponds) and HEC-RAS hydraulic models (simulate channels, culverts) Drawings will only show location and route of proposed structures and improvements (no detailed conceptual drawings.)	0	0	4	760	12	2,280	24	3,120	24	2,400	16	1,840	0	0	80	10,400																																																				
7: Preliminary planning level quantity / cost estimates of required infrastructure improvements.(2 weeks)	0	0	2	380	4	760	8	1,040	16	1,600	8	920	0	0	38	4,700																																																				
8: Cost/benefit analysis. (1 week)	0	0	2	380	4	760	8	1,040	16	1,600	0	0	0	0	30	3,780																																																				
9: Prioritization of capital projects over a 15-year horizon with estimated outlay of funds needed. (1 week)	0	0	2	380	6	1,140	8	1,040	16	1,600	0	0	0	0	32	4,160																																																				
10: PRELIMINARY (60%) DMP Preparation. (Includes GIS maps / data base prep. and CAD maps, report collation, binding, etc.) (3 weeks)	4	760	8	1,520	12	2,280	24	3,120	24	2,400	12	1,380	8	600	92	12,060																																																				
11.1 : Review period for DAC staff. (project clock is frozen)	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---																																																					
11.2 : Second meeting with DAC staff (2 hrs) to discuss and review comments on preliminary report. Smith will schedule and conduct public meeting #2 to present findings and conclusions of the preliminary report.	2	380	4	760	8	1,520	8	1,040	0	0	0	0	0	0	22	3,700																																																				
12: DRAFT DMP Preparation. Incorporate comments from all sources into the preliminary report and add/refine information (report collation, binding, etc.) (4 weeks)	2	380	4	760	12	2,280	24	3,120	16	1,600	16	1,840	8	600	82	10,580																																																				
13.1 : Review period for DAC staff Draft DMP. (project clock is frozen)	---	---	---	---	---	---	---	---	---	---	---	---	---	---																																																						
13.2 : Smith will turn in the Draft DMP to the County. County will schedule and conduct public meeting #3 (0 hrs for Smith) to present findings and conclusions of the Draft DMP.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																																																				
14: FINAL DMP Preparation. Incorporate comments from the various sources, final model adjustments, cost estimates and priorities. (report collation, binding, etc.) Complete all figures and Appendices. (2 weeks) Smith assumes the comments and changes from the public and staff to the Draft DMP will be minor.	2	380	4	760	8	1,520	24	3,120	8	800	0	0	8	600	54	7,180																																																				
SUBTOTALS	12	2,280	44	8,360	92	17,480	204	26,520	256	25,600	64	7,360	24	1,800	696	89,400																																																				
<i>No. of Weeks at 40 hours / week</i>																																																																				
<table border="0" style="width:100%"> <tr> <td style="width:100%">No. of Weeks at 40 hours / week</td> <td>0.3</td> <td>1.1</td> <td>2.3</td> <td>5.1</td> <td>6.4</td> <td>1.6</td> <td>0.5</td> <td>1.2</td> <td>4.4</td> <td colspan="7"></td> </tr> <tr> <td colspan="10"></td> <td colspan="2" style="text-align:right">TOTAL Number Months =</td> <td>4.4</td> <td colspan="4"></td> </tr> <tr> <td colspan="15"></td> <td colspan="2" style="text-align:right">SUBTOTAL LABOR COSTS</td> <td>89,400</td> </tr> </table>																	No. of Weeks at 40 hours / week	0.3	1.1	2.3	5.1	6.4	1.6	0.5	1.2	4.4																		TOTAL Number Months =		4.4																				SUBTOTAL LABOR COSTS		89,400
No. of Weeks at 40 hours / week	0.3	1.1	2.3	5.1	6.4	1.6	0.5	1.2	4.4																																																											
										TOTAL Number Months =		4.4																																																								
															SUBTOTAL LABOR COSTS		89,400																																																			
DIRECT COSTS	No. of reports		pages / report		cost / page																																																															
Paper copies of reports - 1 copies of 60% report, assume 1 copies of Draft DMP and 1 of Final DMP - =3 copies and assume 250 pages/report. One Electronic (CD) submittal at each phase.	3	250	0.10														75																																																			
Large plots working drafts and finals (large figures / maps)	3	12	3														108																																																			
Travel from Albuquerque (2 Engineers) 460 miles round trip, 1 trip, (overnight stay) @ 0.55\$/mi	460	1	0.55														253																																																			
Travel from Albuquerque (1 Engineer Pat S for 2nd. DAC meeting only, no overnight stay) 460 miles round trip, 1 trip, @ 0.55\$/mi	460	1	0.55														253																																																			
Motel 2 engineers, 2 rooms, 1 night 110\$ / night/room	2	2	110														440																																																			
Meal 2 engineers from Alb. 4 meals /2 days @ 14\$/meal	2	4	15														120																																																			
Additional topographic surveys (provided by County)																0																																																				
One Electronic (CD) submittal at each phase																1,249																																																				
															DIRECT COSTS		1,249																																																			
															TOTAL COST (excluding NMGR)		90,649																																																			
<p>NOTE: Items not included</p> <p>County will provide the LIDAR mapping, GIS mapping, existing data, reports, plans, etc. that exist for the Montana Vista drainage area.</p> <p>The basin modeling does not include the existing dam.</p> <p>Conceptual drawings will not show details of proposed improvements.</p> <p>The County will conduct the third and final public meeting.</p> <p>Smith assumes minor changes to the draft DMP after the third public hearing.</p> <p>The County only needs ONE paper copy of the 60% DMP and the draft DMP.</p> <p>Smith will provide one total paper copies of the Final DMP.</p> <p>Smith will provide one electronic copy of for the 60% DMP report, the draft DMP report and the final DMP report.</p> <p>Any additional topographic surveys needed for the study will be provided by the County.</p>																																																																				

MONTANA VISTA DMP

TASKS

- 1: The county staff collects and compiles all available data and maps as discussed in the RFP. A kick-off public meeting #1 is scheduled and conducted by Smith.
- 2: Smith team prepares an inventory of existing drainage facilities and its conditions, flooding events, field reconnaissance, map review, review of weather service, review of existing reports and other records. (2 weeks)
- 3: Hydrologic and hydraulic modeling. (4 weeks)
- 4: Analysis of modeling data. (3 weeks)
- 5: Identification of problem areas with priorities based on urgency. (1 week)
- 6: Location and conceptual design of proposed drainage structures, improvements and/or repair/expansion of existing structures. (2 weeks)
- 7: Preliminary planning level cost estimates of required infrastructure improvements.(2 weeks)
- 8: Cost/benefit analysis. (1 week)
- 9: Prioritization of capital projects over a 15-year horizon with estimated outlay of funds needed. (1 week)
- 10: Preparation and submittal of preliminary report for DAC review. (2 weeks)
- 11: (project clock is frozen) – Review period for DAC staff. Meeting with DAC staff to discuss and review comments on preliminary report. Smith will schedule and conduct public meeting #2 to present findings and conclusions of the preliminary report and seek public comment.
- 12: Smith will incorporate comments from all sources into the preliminary report and add/or refine information to create the DRAFT DMP. (6 weeks)
- 13: (project clock is frozen) – Review of DRAFT DMP by DAC staff. Meet with DAC staff to discuss the draft DMP and seek comments. County will schedule and conduct public meeting #3 to present findings and conclusions of the draft DMP and seek public comment.
- 14: Smith will include comments from the various sources, refine the information as necessary and publish the final report and deliver the desired number of copies to Dona Ana County Staff. (6 weeks)





Breedlove

Lauson

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Community Development
Initiating Department

November 22, 2016
Meeting Date

Jorge Castillo
Contact Person

6
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

APPROVE OUT-OF-STATE TRAVEL FOR COMMUNITY DEVELOPMENT ADVANCE PLANNER TO PARTICIPATE IN A GROWING FOOD CONNECTIONS PANEL AS PART OF THE NEW PARTNERS FOR SMART GROWTH CONFERENCE FEBRUARY 2-4, 2017 IN ST. LOUIS, MISSOURI.

**SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED**

Community Development Advance Planner has been invited by Growing Food Connections to serve on a rural community panel at a national conference to discuss local challenges and opportunities, from a rural planning perspective, to strategically improve access to healthy food in rural communities while promoting and supporting small and local produce growers with the goal of developing local economies. The Commission is asked to approve out-of-state travel for Community Development Advance Planner to attend conference.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Executive Summary
Growing Food Connections Doña Ana County Profile
Conference Program

SUMMARY OF FINANCIAL IMPACT

Registration:	\$250 (10001-10270-72680-100) Reduced Fee for Speakers
Estimated Meals:	\$180 (10001-10270-72676-100)
Estimated Ground Transportation	\$ 50 (10001-10270-72677-100)
Air Travel	\$ 0 Paid by panel sponsors (Growing Food Connections)
Lodging	\$ 0 Paid by panel sponsors (Growing Food Connections)
Estimated Total Cost	\$480

ADMINISTRATIVE REVIEW AND APPROVAL

<u>NN MR</u> Finance	_____ Legal	_____ County Manager/ Agenda Review
_____ Purchasing	_____ Human Resources	<u>JSC</u> Assistant County Manager
<u>JB</u> Planning	_____ Other	

DOCUMENT CONTROL

Original/s for signature? Yes No For Recording? Yes No

Return original/s to: _____ Name _____ Dept.

Send copy of recorded original/s (resolution and ordinances only) to: J. CASTILLO Name Community Dev Dept.

Deadline for return of document/s? Yes, return by: _____ or No

Executive Summary

Background for Out-of-State Travel Requested by Community Development

In March 2015, Doña Ana County (DAC) was selected as one (1) of eight (8) Communities of Opportunity as part of the Growing Food Connections (GFC) initiative. GFC focuses on *“community food systems planning by providing a systematic and comprehensive approach to identifying food system challenges and opportunities within a community and developing public policy tools to address them”*. The local GFC task force includes DAC Health and Human Services, Community Development, Grants Administration Office and Community and Constituent Services as well as local stakeholders including La Semilla Food Center, NMSU Cooperative Extension Service, Roadrunner Food Bank and Casa Peregrinos among others. See attached GFC Profile for Doña Ana County.

The local GFC group has been exploring local/regional challenges and opportunities to identify strategies to enhance community food systems planning. Community Development has been exploring the role of local rural planning efforts with the aim of incorporating these strategies into an integrated approach of community development for rural communities particularly those communities that were historically settled with a focus on agricultural linkages.

Recently DAC Community Development was invited by Growing Food Connections / American Farmland Trust to participate in a panel, ***Improving Food Equity in Three Innovative Communities in the U.S.***, to discuss how County planning efforts engage with community stakeholders to integrate access to healthy food, support local farms and stimulate local economies – and the role of rural community planning to promote these efforts. DAC will be on a panel with representative from Dougherty County (Albany), Georgia as well as a non-profit organization from the Omaha, Nebraska area. The panel is part of a larger conference: New Partners for Smart Growth <https://www.newpartners.org/>. A preliminary conference agenda is attached. Panel sponsors will cover the major costs (lodging and airfare) and a reduced conference registration fee is being made available by conference organizers.

The opportunity to participate in a panel at this national conference will serve to elevate the profile of Doña Ana County, as a community willing to share a local perspective into the national conversation for developing community food systems. Leveraging DAC's status as an invited guest to this conference will enhance the County's knowledge of successful best practices and implementation strategies that rural areas and small villages and towns in the U.S., similar to DAC, utilize to develop local communities. Participation and attendance at this national conference will also allow DAC the opportunity to develop new relationships with organizations and thus explore potential partnerships for future collaboration for local and regional projects. This is a unique opportunity for Doña Ana County.



Doña Ana County, New Mexico

A vast county of about 3,800 square miles, Doña Ana County, New Mexico, spans a large portion of the Mesilla Valley from the base of the Organ Mountains to the borders of Mexico and Texas. The treasured Rio Grande River runs through it, producing a fertile locale for the nation’s oldest wine-producing region, the world’s largest pecan orchard, and the birthplace of the highly coveted Hatch green chile.



La Semilla Community Farm, Anthony / La Semilla photo

Only about 13% of the county’s land base is privately owned, while the federal government—largely the Bureau of Land Management and Department of Defense—owns 85% of the rest. Many of these public lands are used for grazing. A temperate climate and an agrarian heritage form the backbone of a strong agricultural economy, despite the county’s metropolitan status as home to Las Cruces, the second-largest city in the state.

Of the 213,000 residents of Doña Ana County, nearly half live in the county seat of Las Cruces, one of the fastest-growing communities in the United States. About one-third of the county’s population lives along the Rio Grande or the Texas border in semi-urban incorporated entities, towns/villages and in unincorporated rural/semi-rural areas, which include 37 *colonias* (communities designated by the state as lacking basic infrastructure). The U.S. Census Bureau reports 29% of the population is White alone, 2% is Black alone, and 17% is foreign born. In addition, about 141,100 people identify themselves as Hispanic or Latino.

Doña Ana County Agriculture

Number of farms	2,187
Percent of land in farms	27%
Percent of farms that are small	95%
Average market value of agricultural products sold per farm	\$351,000
Average age of farmers	61 years old

Source: USDA National Agricultural Statistics Service, 2012 Census of Agriculture

With a median household income of \$38,426 and 28% of the population living below the poverty line, the county struggles economically. But motivated by a strong sense of loyalty and tradition, the people of Doña Ana are committed to preserving the unique qualities of their region while creating new economic opportunities. The county’s “One Valley, One Vision 2040” regional plan affirms these goals to foster “a truly great place

to live, work, and play for residents of all ages, backgrounds, cultures, and economic levels.”

Agriculture and Food Production With 1,000 square miles of farm and ranch land, Doña Ana County’s agriculture remains strong despite a swelling urban population and 15 years of drought. A significant infrastructure of irrigation ditches dating back to the 19th century diverts water from the Rio Grande to support agriculture — especially pecan production. However, water availability is a critical limiting factor to expanding food production, and with growing urbanization, water conservation and management will become increasingly important to address.

Doña Ana County leads all U.S. counties in pecan production and leads New Mexican counties in acres of orchard production. With 84% of its farmland in pasture, it leads the state in forage production and is second in both vegetable and cotton production. It also has a significant dairy industry and produces cattle, feed for cattle, sheep and lambs, fruits, honey, and the prized Hatch green chile pepper. While Doña Ana County has some very large farms in terms of both sales and acreage, the U.S. Department of Agriculture (USDA) designates 95% of its farms as small (grossing less than \$250,000 in cash farm income annually), and 65% are very small, grossing less \$20,000 annually. In spite of all its assets, limited access to land, water rights, and infrastructure for aggregation and processing create barriers for the county’s beginning, small, and mid-sized farmers.

Food Access Residents in many parts of Doña Ana County have limited access to healthy food; 28% of the county’s residents live in USDA-designated “food deserts.” Of these, about one-quarter live in the city of Las Cruces while the majority live in rural areas and colonias. Countywide, about three-quarters of students are eligible for free or reduced lunch, but this reaches close to 100% in the southern Gadsden school district. Limited transportation options also create barriers to food access, especially for low income residents.



One farmers market, New Mexico State University (NMSU), and many emergency food providers have stepped up to the task of improving healthy food access. The Farmers' & Crafts Market of Las Cruces doubles the value of Supplemental Nutrition Assistance Program (SNAP) benefits redeemed at the market, and NMSU is conducting research on marketing healthy foods to recipients of SNAP and the Special Supplemental Nutrition Program for Women, Infants, and Children (WIC). Emergency food providers are disbursed throughout the county, but services are insufficient to meet the needs of all food insecure residents. An active Master Gardeners program and a city-operated community gardening program create opportunities for residents to grow their own food on a very small scale. While these efforts certainly help to improve food security in the county, much work is still needed to ensure that all residents are able to secure affordable and culturally appropriate food.

Doña Ana County Population

Area ¹	3,807 sq. miles
Population ²	212,942
Percent of population below the poverty line ²	28%
Percent of students eligible for free or reduced lunch ³	75%

Sources: ¹U.S. Census Bureau Quick Facts; ²2014 American Community Survey 5-Year Estimates; ³USDA Economic Research Service, Food Environment Atlas, 2010



Munson Community Garden, Las Cruces

Growing Food Connections Doña Ana County was selected to be one of eight Communities of Opportunity across the country to participate in Growing Food Connections (GFC), a 5-year initiative funded by USDA-NIFA to improve community food security and support local agriculture and food production. County leadership demonstrated a need and a strong commitment to strengthen the county's food system, creating a steering committee of local government representatives and food system stakeholders to accomplish this work. This steering committee works with the GFC team of researchers and technical assistance providers to identify and address local policy opportunities and barriers to achieve its food system goals.

The steering committee is dedicated to strengthening the food system by increasing access to healthy and local food while embracing goals related to environmental, social, and economic sustainability. The committee's goals focus on increasing opportunities for aggregating, processing, distributing, growing, accessing, and recycling local food by fostering community awareness and economic development with regard to the food system. These goals are guided by the following vision statement:

"Our region has a thriving and inclusive food system that: 1) provides affordable and abundant healthy food for our families and communities; 2) provides a competitive financial return and esteem for our farmers, and generates sustainable employment and small business opportunities that promote a vibrant and equitable economy; 3) protects and regenerates the health of our farmlands and natural resources."

- DOÑA ANA COUNTY STEERING COMMITTEE**
- Krysten Aguilar**
La Semilla Food Center
 - Lorenzo Alba**
Casa de Peregrinos
 - Jeff Anderson**
Doña Ana County Cooperative Extension
 - Patricia Biever**
Doña Ana County,
Community & Constituent Services
 - Jorge Castillo**
Doña Ana County Community Development
 - David Kraenzel**
Extension Economics
New Mexico State University
 - Claudia Mares**
Doña Ana County Health & Human Services
 - Karim Martinez**
Doña Ana County Cooperative Extension
 - Debra Sands Miller**
Independent Contractor
 - Martie Olivas**
Doña Ana County,
Community & Constituent Services
 - Leah Whigham**
Paso del Norte Institute for Healthy Living

GROWING FOOD CONNECTIONS PARTNERSHIP



American Planning Association
Making Great Communities Happen

May 2015

Conference Program

Home > Conference Program

Conference Program

The main Conference Program will span three full days with optional pre-conference events scheduled for Wednesday, February 1, and Sunday, February 5. The main program will kick off on Thursday morning, February 2, at 10:00 AM with a dynamic plenary and will continue through Saturday afternoon, February 4. The schedule includes an exciting mix of plenaries, breakouts, implementation workshops, focused trainings, experiential learning activities, and coordinated networking activities. It will also feature exciting tours of local model projects in the greater St. Louis region.

Please note that we are still making adjustments to the conference schedule. We are still working out the details of which session will land on which day during each time slot. We will be posting an At A Glance version of the program, as well as a more detail listing of sessions by date and time by mid-October.

 Conference Session Topics

 Invited Speakers


A Barn-Raising Approach to Community Wealth-
Community Heart & Soul

A Tale of Two Land Banks

A Vote at the Table: Building Equitable Boards and
Commissions

Actionable Plans Lead to Investment

Affordable Rural Rental Homes: Housing Your
Workforce and Your Grandma

Appealing Places to Live: Public/Private Partnerships to
Develop Attainable Housing

Beyond Healthcare Forum: Charting the National
Healthy Communities Platform

Brown is the new Green: Green Infrastructure in
Brownfields Revitalization

Choosing Smart Locations: A New Tool for Siting
Workplaces

Citizen Ingenuity and Impact Assessment

City Youth Use Research, Films to Address St. Louis
Segregation

Collaboration for Community Health Through Street
Design

Communities as Coaches: Devising Game Plans for
Equity and Resilience

Creating a Culture of Health in Rural Appalachia

Dellwood: The Untold Story

Don't be Left Behind: Make Your Community More
Walkable Now

Embedding Arts into Community Development:
Perspectives from Five National Organizations

Emerging Urban Economies: Rethinking Strategies that
Work for Cities, Neighborhoods and Businesses

Equitable Climate Policy: from Community
Engagement to Large-Scale Investments

Equitable Development 101: Social Equity by Design

Evaluating and Implementing Local Sales Tax
Distribution Equity

Exploring Solar Streamlining and Historic Preservation
through the SolSmart Program

Financial Innovations for Homeownership in
Distressed Communities

Finding a Common Language: Performance Metrics for
Key Stakeholders

Fiscal Impact Analysis in Rural Communities

Food Innovation Clusters: Creating Robust and
Resilient Regional Food Systems

Organizational Capacity Building Through Empowerment Planning

Planning and Regulating Housing Options for Changing Demographics

Planting Resilience – One Tree at a Time!

Promoting Entrepreneurship in Underserved and Immigrant Communities Adds to Urban Economic Success

Rebounding Neighborhoods in St. Louis: Practical Strategies for Redevelopment

Regional Planning to Build Local Food Economies and Healthy Communities

Reinventing Local Economies with Place-Based Approaches: Examples from Coal Country

Rural Roundtable: Applying Smart Growth Principles to Rural Settings

Scaling Solutions: Unleashing Innovation by Partnering with Philanthropy

Scaling Up: Thinking Mega-regionally in Long-Range Planning ^

Seeing Trees Differently: Strategies, Tools, & Technology for Greening Infrastructure

Show me the Money – Policies and Programs in Action

Show Us the Money! Helping Local Hospitals Invest in Healthy Communities

Silo-Busters: Promise Initiatives for Community Health & Economic Vitality

Smaller Cities: Emerging Leaders Leading the Way to Competitive Places

SMART Infill Programs to Kickstart Community Revitalization, Economic Development, & Housing Choice

Strategies for Designing Without Displacement

Successful Approaches to Resiliency: Planning, Capacity Building and Other Useful Tools

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Engineering/Road Department
Initiating Department

November 22, 2016
Meeting Date

Robert L. Armijo, Engineering/Road Director
Contact Person

For RA

7
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

**APPROVE AWARD OF REQUEST FOR PROPOSAL 17-0010 FOR LAND SURVEYOR SERVICES
AND DELEGATE SIGNATURE AUTHORITY TO THE COUNTY MANAGER FOR RELATED
CONTRACT DOCUMENTS**

SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED

Request For Proposal (RFP) #17-0010 Land Surveyor Services was issued to solicit interest, was advertised in the local paper, and was sent to potential Offerors. Five (5) firms responded. In accordance with 13-1-153 of the Procurement Code, the Engineering Department and Purchasing Department request approval to award RFP 17-0010 to Wilson and Company and Souder Miller. Additionally, we are requesting authorization for the County Manager to have signature authority over the related contract documents, amendments, and renewals.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Executive Summary
Evaluation Summary Sheet

SUMMARY OF FINANCIAL IMPACT

Task Order Basis – Indefinite Quantity Contracts

ADMINISTRATIVE REVIEW AND APPROVAL

NN MR
Finance

____ Legal

____ County Manager/
Agenda Review

____ Purchasing

____ Human Resources

USA
____ Assistant County Manager

____ Planning

____ Other

DOCUMENT CONTROL

Original/s for signature? ___ Yes X No For Recording? ___ Yes X No

Return original/s to: Donald Bullard Name Purchasing Dept.

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or ___ No

Executive Summary
11/22/2016 BOCC Meeting
Title: 17-0010 Land Surveying Services

Doña Ana County (DAC) Purchasing Department requested proposals from Professional Land Surveyors licensed in New Mexico to provide land surveying services. The awarded firms will provide the requested services on an as needed basis. The awarded firms will provide surveying services that may include GPS and conventional positioning services, boundary surveying, topographic/utility surveying, legal description and plat preparation, and construction staking. Although the County has the County Surveyor on staff, these firms may be utilized for large scale projects, projects that are time sensitive, and when the County Surveyor's workload is such that the use of said firms could be beneficial to complete projects in a timely and efficient manner (i.e. 05-22 projects).

From discussions with the Engineering Department, Flood Commission and from review of past projects the Purchasing Department determined that a multi-source award to two (2) firms is necessary to adequately meet the needs of the County. Work under these contracts will be performed on a Task Order basis consisting of individually negotiated task orders. Each task order will provide a specific scope, fee and schedule of the services required.

Pursuant to the State Procurement Code proposals were evaluated on the following criteria:

1. specialized design and technical competence of the business, including a joint venture or association, regarding the type of services required;
2. capacity and capability of the business, including any consultants, their representatives, qualifications and locations, to perform the work, including any specialized services, within the time limitations;
3. past record of performance on contracts with government agencies or private industry with respect to such factors as control of costs, quality of work and ability to meet schedules;
4. proximity to or familiarity with the area in which the project is located;
5. the amount of design work that will be produced by a New Mexico business within this state;
6. the volume of work previously done for the entity requesting proposals which is not seventy-five percent complete with respect to basic professional design services, with the objective of effecting an equitable distribution of contracts among qualified businesses and of assuring that the interest of the public in having available a substantial number of qualified businesses is protected; provided, however, that the principle of selection of the most highly qualified businesses is not violated;
7. and response and approach to requested services.

The Evaluation Committee consisted of:

Rene Molina, Engineer Supervisor;
Robert Armijo, Engineering/Road Department Director;
Benjamin L. Carter, County Surveyor;
Paul Dugie, Flood Commission Director;
John Gwynne, Flood Commission Engineer Supervisor.

The evaluation committee met on 10/6/2016 to evaluate and discuss all proposals. The committee determined that Wilson and Company and Souder Miller proposals are the most advantageous to DAC taking into consideration the evaluation factors.

RFP #17-0010 Land Surveyor Services

Offeror Name	Evaluation Criteria Scores (out of 1,050 points)										Overall Scores	
	Evaluator	SP DESIGN	CAPABILITY	PAST REC	PROX	NM WORK	WORK UNDERWAY WITH DAC	RFP RESPONSE	INSTATE PREF	Total Score	Overall Score	Rank
Bohanna Huston	John	230	245	135	50	50	35	140	50	935	4,795	3
	Rene	225	240	185	50	50	30	130	50	960		
	Paul	235	230	180	50	50	30	110	50	935		
	Robert	230	240	175	50	50	50	150	50	995		
	Ben	230	235	180	50	50	40	135	50	970		
Souder Miller	John	230	240	155	50	50	50	140	50	965	4,800	2
	Rene	225	225	175	50	50	50	125	50	950		
	Paul	230	235	175	50	50	50	75	50	915		
	Robert	240	245	180	45	50	50	145	50	1,005		
	Ben	225	235	175	50	50	50	130	50	965		
Smith Engineering	John	230	240	150	50	50	40	100	50	910	4,610	4
	Rene	225	225	175	50	50	40	125	50	940		
	Paul	230	230	185	50	50	40	75	50	910		
	Robert	225	235	175	35	50	40	140	50	950		
	Ben	210	220	175	50	50	45	100	50	900		
CobbFendley	John	200	200	140	40	20	50	140	50	840	4,325	5
	Rene	175	180	160	40	45	50	120	50	820		
	Paul	225	230	185	30	30	50	130	50	930		
	Robert	200	235	180	30	50	50	140	50	935		
	Ben	175	175	160	30	50	50	110	50	800		
Wilson	John	230	245	185	50	50	50	140	50	1,000	4,940	1
	Rene	235	235	185	50	50	50	130	50	985		
	Paul	225	235	175	50	50	50	125	50	960		
	Robert	230	240	185	40	50	50	140	50	985		
	Ben	240	240	195	50	50	50	135	50	1,010		

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Community Development Department
Initiating Department

November 22, 2016
Meeting Date

Daniel Hortert
Contact Person

8
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

APPROVE AWARD OF REQUEST FOR PROPOSAL 17-002 FOR JOINT LAND USE STUDY IMPLEMENTATION WEB PAGE AND TRACKING TOOL AND DELEGATE SIGNATURE AUTHORITY TO THE COUNTY MANAGER FOR RELATED CONTRACT DOCUMENTS

SUMMARY OF ITEM TO BE CONSIDERED

INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED

Request for Proposal (RFP) # 17-002 for a Web Page and Tracking Tool was issued to solicit interest, was advertised in the local paper, and sent to interested vendors. Four (4) vendors responded. In accordance with 13-1-117 of the Procurement Code, the Community Development Director and the Purchasing Manager request approval to award RFP-17-002 to RealTime Solutions who was determined to be the most advantageous to the County, taking into consideration the evaluation factors. Additionally, we are requesting authorization for the County Manager to have signature authority over the related contract documents, amendments and renewals.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

- Agenda Item Narrative
- Interview Questions
- Scope of Work
- Evaluation Summary Sheets
- Cost Summary

SUMMARY OF FINANCIAL IMPACT

RealTime Solutions fees – \$171,100 (Reimbursable from \$588,590 Grant) [21135-45726-53176-450]
All services/fees are inclusive through the grant period to March 31, 2018.

ADMINISTRATIVE REVIEW AND APPROVAL

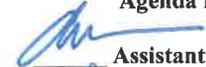
 Finance

_____ Legal

_____ County Manager/
Agenda Review

 Purchasing

_____ Human Resources


Assistant County Manager

 Planning

_____ Other

DOCUMENT CONTROL

Original/s for signature? ___ Yes No For Recording? ___ Yes No

Return original/s to: Daniel Hortert – Community Development

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or ___ No

AGENDA ITEM NARRATIVE

In August 2012, Doña Ana County applied for, and was awarded from the Department of Defense, through the Office of Economic Adjustment (OEA), a grant of \$549,200 to undertake community economic adjustment activities known as a Joint Land Use Study.

The Southern New Mexico/EL Paso Joint Land Use Study analyzed existing communities and three military installations effecting a six county region including, Doña Ana, Otero, Lincoln, Socorro, Sierra Counties in New Mexico, and El Paso County, and the City of El Paso in Texas. The study identified current and future planned land uses and compatibility issues between civilian and military missions. The plan captured existing data, data requirements and points of consistency and conflict between minimizing potential encroachment on military missions of three installations and surrounding community planning efforts; growth studies, noise management and environmental impact. The study was completed in February 2015.

The objectives and goals of the Southern New Mexico/El Paso JLUS were to:

- Provide surrounding communities and the three military installations with a detailed land use assessment for high growth areas around Ft. Bliss, WSMR and Holloman AFB.
- Provide a current baseline of existing incompatible land use surrounding the three installations.
- Provide an assessment of regional growth trends along State Highway 54 and US 70 and any other military highway corridors.
- Provide surrounding communities with a plan to use in local land use and infrastructure decisions in the vicinity of the three military installations.
- Develop recommendations and identify strategies to promote compatibility.

The next step in the JLUS process was to carry out recommended compatibility strategies. An Implementation Committee was established in order to carry out the actions and tasks identified in the compatibility strategies.

Again, in August 2015, Doña Ana County applied for, and was awarded from the Department of Defense, through the Office of Economic Adjustment (OEA), a grant of \$588,590 to implement those strategies.

Some of the objectives and goals of the Implementation Committee:

- Develop an appropriate implementation strategy. The implementation strategy is anticipated to recommend actions for federal, state, local and non-governmental agencies.
- Develop recommendations on transportation infrastructure resulting from future mission needs and relate transportation requirements to future development.
- Make recommendations to develop new or update existing land use regulations that assist in implementing the recommendations of the JLUS for counties and municipalities in the study area.

This agenda item correlates to an identified strategy and recommendations from the JLUS.

Interview Questionnaire

1. What specific experience do you have developing interactive mapping/GIS web tools like the Military Overlay tool and the web-based tracking tool with interactive mapping feature? Provide specific examples of websites you have developed that the board can interact with. **(150pts)**
2. Go to this web page: [California Military Land Use Compatibility Analyst \(CMLUCA\)](#), Please explain how this will be developed and updated. **(100pts)**
3. Please explain your hosting capabilities, costs, and deliverables. **(100pts)**
4. Please describe in detail any alternative purchasing options and/or leasing options available through your company including but not limited to self-hosting or hosted options. **(100pts)**
5. Explain how the End User i.e. JLUS IC will be able to provide on the fly updates to the website/tool i.e. Content Management. **(150pts)**
6. Have you ever prepared a user manual? If so, please explain. **(100pts)**
7. What other costs would you expect us to incur over the next 5 years in using this system that are not included in your proposal? (i.e. software acquisition, implementation, support and any foreseeable hardware/software upgrades) **(100pts)**
8. Is there any cost flexibility in the minimum client requirements that were provided with your proposal? **(150pts)**
9. How were your costs/fees calculated in the proposal? What basis/method/comparison was used? **(150pts)**
10. What specific project management techniques will you use for this project? **(100pts)**

Total = 1200 points

Score = _____

Scope of Work

Our current website (**snmepjointlanduse.com**) was developed as part of the JLUS, and since the Study's completion, we need to move in the direction of the Implementation Phase. Our goal is to have information pertaining to the Implementation strategies become the main focus. Information about the Study still needs to be available for public access, but the main page needs to focus on implementation.

Our existing website site needs to be redesigned and transitioned to a new host so that we, the JLUS Implementation Partnership, can control content updating without involvement or permission of a gatekeeper. We want to be able to create pages, upload, and update content with just internet access and a login. We have our own logo and would like to show on the splash page.

Our members area should be secure, should have file upload functions, a content management system to edit our own content, a custom admin area, and a FAQ tab.

We will need a Web-based Tracking tool which utilizes automation through e-mail notifications.

It should include a system mapping feature to enhance the Implementation Partnership; federal, state, and local government staff; military installation staff; and special districts as needed.

We will need a Military Overlay Information Tool. The application would allow you to find a location by entering your address in a "TYPE ADDRESS" box. Once address is located, it can be determined if the property is within or outside of the Military Installation Overlay Zone. The user will also be able to determine if it is in a Property/Development, Safety Area, High Noise Intensity Area, Accident Potential Zone (APZ) or Height Limit Area.

The Deliverables will be:

- **Redesigned JLUS Web Page**
- **New domain host**
- **Web tracking tool**
- **Overlay Information Tool**

RFP #17-0002 Interview and Total Points

Offeror Name	Evaluation Criteria Score Totals										Proposal Points	Total Score	Overall Scores		
	Evaluator	Q-1	Q-2	Q-3	Q-4	Q-5	Q-6	Q-7	Q-8	Q-9			Q-10	Overall Score	Rank
SENSATO TECH	Lee	100	85	85	80	100	90	90	100	115	85	450	1,380.0	6,577.0	2
	Adrienne	150	100	100	100	100	100	100	150	150	100	900			
	Stephen	90	50	100	85	75	80	100	100	85	85	637			
	Brian	110	60	75	80	80	75	80	130	100	60	810			
	Lee	25	25	90	85	50	75	80	125	125	90	700			
CIVICPLUS	Adrienne	50	50	50	100	100	75	75	100	75	100	625	1,425.0	5,993.0	3
	Stephen	50	50	100	80	80	100	80	80	80	90	878			
	Brian	90	50	90	85	140	75	75	100	100	70	555			
	Lee	125	90	95	80	125	90	85	115	120	90	600			
	Adrienne	150	100	100	100	150	100	50	75	50	75	850			
REAL TIME	Stephen	140	90	100	90	100	100	90	95	90	95	873	1,863.0	7,278.0	1
	Brian	150	90	90	80	130	100	80	100	130	90	960			
	Lee	125	90	95	80	125	90	85	115	120	90	600			

Offeror Name	Evaluation Criteria Score Totals										Total Score	Overall Scores		
	Evaluator	Q-1	Q-2	Q-3	Q-4	Q-5	Q-6	Q-7	Q-8	Q-9		Q-10	Overall Score	Rank
SENSATO TECH	Lee	100	85	85	80	100	90	90	100	115	85	930.0	3,780.0	2
	Adrienne	150	100	100	100	100	100	100	150	150	100	1,150.0		
	Stephen	90	50	100	85	75	80	100	100	85	85	850.0		
	Brian	110	60	75	80	80	75	80	130	100	60	850.0		
	Lee	25	25	90	85	50	75	80	125	125	90	770.0		
CIVICPLUS	Adrienne	50	50	50	100	100	75	75	100	75	100	800.0	3,235.0	3
	Stephen	50	50	100	80	80	100	80	80	80	90	790.0		
	Brian	90	50	90	85	140	75	75	100	100	70	875.0		
	Lee	125	90	95	80	125	90	85	115	120	90	1,015.0		
	Adrienne	150	100	100	100	150	100	50	75	50	75	950.0		
REAL TIME	Stephen	140	90	100	90	100	100	90	95	90	95	990.0	3,995.0	1
	Brian	150	90	90	80	130	100	80	100	130	90	1,040.0		
	Lee	125	90	95	80	125	90	85	115	120	90	770.0		

*RTS will bill based upon deliverables- outline below.

Cost Totals	Hours	Cost
Deliverable 1 -JLUS Website	228	\$17,100.00
Graphic Concept and Site Map		
Develop Website and Integrate CMS		
Content Insertion		
Testing, Training, Changes, Styling Apps, and Deployment		
Intranet	200	\$15,000.00
Deliverable 2- New Domain Host (billed annually) —		
Setting up the CMS		\$2,500.00
Hosting		\$6,000.00
Software Licensing:		\$2,500.00
Deliverable 3 -Web Tracking Tool		
Email Notifications		\$5,000.00
Email Notifications Annual Hosting		\$1,200.00
System Mapping	240	\$36,000.00
Deliverable 4 -Overlay Information Tool		
Overlay Mapping	520	\$78,000.00
Data Migration	52	\$7,800.00
Total Project Cost		\$171,100.00

Please Note that all Hosting, Support & Software Licensing Fees will remain the same for 3 years

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Human Resources
Initiating Department

HR Director
Contact Person

November 22, 2016
Meeting Date

9
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

**APPROVE REAPPOINTMENT OF LABOR MANAGEMENT RELATIONS BOARD MEMBER
PURSUANT TO THE CODE OF THE COUNTY OF DOÑA ANA §73-7, LABOR MANAGEMENT
RELATIONS BOARD**

**SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED**

Mr. Mark O'Neill currently serves on the Doña Ana County Labor Management Relations Board (DAC LMRB) as the neutral member. The labor- and management-recommended members were properly re-appointed by the BOCC on October 25, 2016, to serve the term that will begin January 2017. The 2017 appointees now wish to present Mr. O'Neill for re-appointment to the DAC LMRB for the 2017 term. Mr. O'Neill has expressed his desire to serve another term. Staff recommends approving the reappointment.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Statement of Interest from Mr. Mark O'Neill
DAC LMRB Resolution 2016-03, Recommendation of a "Neutral" Board Member

SUMMARY OF FINANCIAL IMPACT

None.

ADMINISTRATIVE REVIEW AND APPROVAL

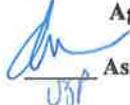
____ Finance

____ Legal

____ County Manager/
Agenda Review

____ Purchasing

 Human Resources

 Assistant County Manager

____ Planning

____ Other

DOCUMENT CONTROL

Original/s for signature? ___ Yes No x For Recording? ___ Yes No x

Return original/s to: N/A Name _____ Dept.

Send copy of recorded original/s (resolution and ordinances only) to: N/A Name _____ Dept.

Deadline for return of document/s? Yes, return by: N/A or ___ No

Karen Archuleta

From: Mark O'Neill <coachoneill@outlook.com>
Sent: Friday, September 16, 2016 3:10 PM
To: Karen Archuleta
Subject: Interest in LMRB

To: Dona Ana County Staff and Commission
Date: 9/16/16

I am interested in continuing to serve
On the Labor Management Relations Board for a new term.

Mark J. O'Neill



2016 NOV -7 AM 11:58

2016 NOV -7 PM 12:11

~~DOÑA ANA COUNTY CLERK~~

**DOÑA ANA COUNTY
LABOR/MANAGEMENT RELATIONS BOARD
RESOLUTION NO. 2016-03**

~~DOÑA ANA COUNTY CLERK~~

RECOMMENDATION OF A "NEUTRAL" BOARD MEMBER

WHEREAS, the Doña Ana County Labor/Management Relations Board met upon notice of meeting duly published at the Doña Ana County Government Center, 845 N. Motel Blvd. Las Cruces, NM 88007, on November 07, 2016, at 10:00 a.m. as required by law; and,

WHEREAS, NMSA 1978, Section 10-7E-10 (B) (2003) provides that the "local board shall be composed of three members appointed by the public employer. One member shall be appointed on the recommendation of individuals representing labor, one member shall be appointed on the recommendation of individuals representing management, and one member shall be appointed on the recommendation of the first two appointees;" and,

WHEREAS, Doña Ana County Ordinance 2015-04 Section 7 (A) clarifies the appointment process for Doña Ana County Government requiring that ". . .one member shall be appointed on the recommendation of the individuals representing labor, one member shall be appointed on the recommendation of the County Manager, and one member shall be appointed on the recommendation of the first two appointees;" and,

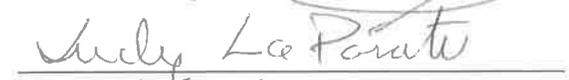
WHEREAS, the labor-recommended member and management-recommend member have been duly appointed by the Board of County Commissioners; and,

NOW, THEREFORE, BE IT RESOLVED by the labor and management members of the Doña Ana County Labor/Management Relations Board that the Board hereby recommends Mark J. O'Neill to serve as the "neutral" member.

NOW, THEREFORE, BE IT FURTHER RESOLVED by the labor and management members that the Board of County Commissioners is hereby requested to appoint Mark J. O'Neill at its earliest convenience to serve on the Doña Ana County Labor/Management Relations Board.

PASSED, ADOPTED, AND APPROVED this 7th day of November 2016, by the Doña Ana County Labor/Management Relations Board.


William Helwig, Vice-Chair


Judy LaPointe, Member

ATTEST:


Karen Archuleta, Administrative Liaison

~~DOÑA ANA COUNTY CLERK~~
2016 NOV -7 AM 11:10

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Jetport
Initiating Department

Bill Provance, Airport Manager
Contact Person

November 22, 2016
Meeting Date

10
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

**APPOINT ONE MEMBER TO THE DOÑA ANA COUNTY INTERNATIONAL JETPORT
ADVISORY BOARD.**

SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED

The Board of County Commissioners will be asked to make one appointment to the Doña Ana County International Jetport Advisory Board to replace a member that resigned his appointment. This appointment will run through June 30, 2018. The appointment process was publicized on the Doña Ana County Web Site and in both the Las Cruces Sun-News and the Las Cruces Bulletin. In addition, the County's Public Information Director featured the application process on his weekly radio shows that aired during the application window, which ran during the month of October 2016. The Advisory Board recommendation appointment of Richard Bransford.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Narrative Summary
Packets submitted by applicant
Press release issued by the Doña Ana County Public Information Department

SUMMARY OF FINANCIAL IMPACT

No financial impact to the County.

ADMINISTRATIVE REVIEW AND APPROVAL

x <input type="checkbox"/> Finance	<input type="checkbox"/> Legal	x <input type="checkbox"/> County Manager/ Agenda Review
<input type="checkbox"/> Purchasing	<input type="checkbox"/> Human Resources	x <input checked="" type="checkbox"/> Assistant County Manager
<input type="checkbox"/> Planning	<input type="checkbox"/> Other	

DOCUMENT CONTROL

Original/s for signature?: Yes No For Recording?: Yes No

Return original/s to: Bill Provance, Jetport

Send copy of recorded original/s (resolution and ordinances only) to: Thomas Figart, Legal

Deadline for return of document/s: Yes, return by:

Narrative Summary

Jetport Advisory Board Appointment November 2016

SUMMARY:

Arik Kotkowski has resigned from the Airport Advisory Board for personal reasons. He was appointed to a three year term on 1 July 2015. His term expires on June 30 2018. In accordance with the County Code he can be replaced by appointment of the Board of County Commissioners.

The Advisory Board positions are non-paid positions and their sole reason for being a member of the board is to have a positive impact on aviation and the economic development of Doña Ana County and southern New Mexico. The vacancy has been advertised in the local newspapers and radio for the last 30 days. There was only one applicant for this position.

The board applicant for the remainder of Arik's term is summarized here.

Richard Bransford: Richard is the Director of Construction for Franklin Mountain Management, and represents Francis Aviation, LLC, the Fixed Base Operator that sells fuel and provides charter service at the Jetport. His goal is to use his knowledge of construction in development of the runways and taxiways at the airport. He is a strong supporter of general aviation and believes in the potential of the Jetport.

The Current Advisory Board supports Mr. Bransford's nomination.

ADVISORY BOARD APPOINTEE INFORMATION FORM
Doña Ana County International Jetport (2016)

Name: Richard Bransford

Title: Director of Construction

Home Address: 11601 Lyle Ln.

El Paso, Texas 79936

Business Address: 123 W. Mills

Suite 600

El Paso, Texas 79901

Home Phone: 915-855-7673 Business Phone: 915-504-7100 Mobile: 915-400-8670

FAX: _____ Email: rbransford@fmmep.com

1. Please indicate which category (ies) you would represent on the Dona Ana County International Jetport at Santa Teresa Board.

Government, community, or civic leader.

International Trade

Commercial Development

Air Freight

Industry

Security

Other (please specify) _____

2. Explain your interest in serving on the Dona Ana County Airport at Santa Teresa Board.

As a representative of Francis Aviation LLC, I am interested in the direction of the airport as it pertains to commercial development and airport operation matters.

Are you a principal, employee, agent or in any kind of fiduciary relationship with any company doing business at the Doña Ana County Airport at Santa Teresa? Yes No

Do you have any vested interest that might conflict with the board's function and/or purpose? Yes No

3. Are you a licensed pilot? Yes No

4. Are you a resident or a principal of a business in Dona Ana County? Yes No

5. Are you a member of the Board of any other Airport? Yes No

6. Are you a tenant at the Doña Ana County Airport? Yes No

Present civic membership(s):

Treasurer, Knights of Columbus, Council 10420

El Paso Texas A&M Club

Prior Community Service:

President and Member, Montwood High School Booster Club

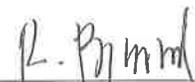
What expertise, skill, volunteer experience or knowledge will you bring to the board?

35 years of commercial construction experience

Explain what you would like to accomplish: To use my knowledge in commercial construction to assist the Board in construction matters when required and to have input in operational matters affecting our facilities.

I understand that if appointed and my status changes in respect to any above question it is my duty to advise the officers of the Board and the County Commission of that change and if a conflict of interest is determined, to tender resignation forthwith. Any failure to do so will be grounds for removal for cause.

Date: 10/13/2016

Signature: 

Please return by email to williamp@donaanacounty.org; by mail to Airport Manager, 8014 Airport Road, Santa Teresa, NM 88008; or, drop off at the Jetport or at the county offices at 845 N Motel Blvd., Las Cruces, NM 88007.

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

County Manager
Initiating Department

Julia T. Brown
Contact Person

November 22, 2016
Meeting Date

11
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED
APPROVAL OF THE REVISED DOÑA ANA COUNTY ORGANIZATIONAL CHART

SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED
Staff recommends and requests Commission approval of the attached County Organization Chart.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED
Organizational Chart

SUMMARY OF FINANCIAL IMPACT

ADMINISTRATIVE REVIEW AND APPROVAL

<input type="checkbox"/> Finance	<input type="checkbox"/> Legal	<input type="checkbox"/> County Manager/ Agenda Review
<input type="checkbox"/> Purchasing	<input type="checkbox"/> Human Resources	<input type="checkbox"/> Assistant County Manager
<input type="checkbox"/> Planning	<input type="checkbox"/> Other	060

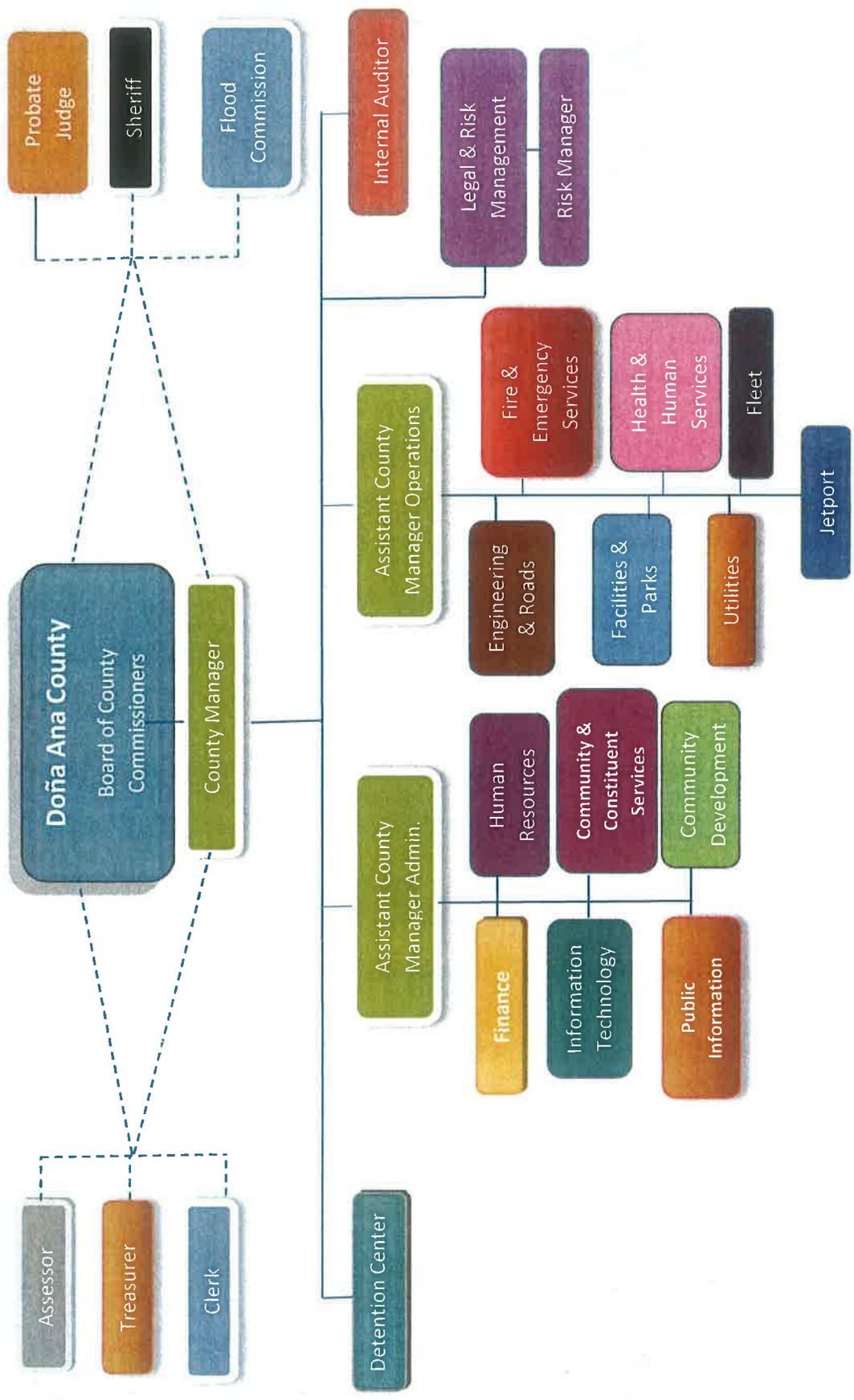
DOCUMENT CONTROL

Original/s for signature? Yes No For Recording? Yes No

Return original/s to: _____ Name _____ Dept.

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept.

Deadline for return of document/s? Yes, return by: _____ or No



**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

County Commission
Initiating Department

November 22, 2016
Meeting Date

District 1 Commissioner Billy Garrett
Contact Person

12
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED
**APPROVE A RESOLUTION REGARDING MANAGEMENT OF COUNTY VEHICLES AND
MOTORIZED EQUIPMENT**

SUMMARY OF ITEM TO BE CONSIDERED
INCLUDING PRESENTATION OF OPTIONS FOR ACTION and ACTION REQUESTED

The Commission is asked to approve a resolution introduced by Commissioner Billy Garrett regarding the management of county vehicles and motorized equipment. Doña Ana County owns a fleet of more than 700 vehicles and motorized equipment. This resolution will ensure that a cost effective, efficient and appropriate vehicle fleet is properly maintained and available to provide service throughout the county.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Proposed Resolution.

SUMMARY OF FINANCIAL IMPACT

None at this time.

ADMINISTRATIVE REVIEW AND APPROVAL

___ Finance

___ Legal

___ County Manager/
Agenda Review

___ Purchasing

___ Human Resources

___ Assistant County Manager

___ Planning

___ Other

JSG

DOCUMENT CONTROL

Original/s for signature? Yes No For Recording? Yes No

Return original/s to: Manager's Office _____ Name _____ Dept. _____

Send copy of recorded original/s (resolution and ordinances only) to: _____ Name _____ Dept. _____

Deadline for return of document/s? Yes, return by: As soon as recorded or ___ No

DONA ANA COUNTY RESOLUTION NO. _____

RESOLUTION REGARDING MANAGEMENT
OF COUNTY VEHICLES AND MOTORIZED EQUIPMENT

WHEREAS, Doña Ana County owns a fleet of more than 700 vehicles and motorized equipment that is essential for all program areas including law enforcement, road maintenance, and a wide range of community services; and

WHEREAS, the Board of County Commissioners is responsible for seeing that this fleet is managed in a manner that optimizes short and long term costs, safety, and operational efficiency; and

WHEREAS, as provided for by NMSA 1978, §4-38-13, the Board of County Commissioners has authority over county property, and

WHEREAS, in 2006 the County established a centralized fleet maintenance facility based on recommendations by an independent consultant and determined that the fleet maintenance facility would be operated as an internal enterprise; and

WHEREAS, the County opened a new \$3.3 million fleet maintenance facility in 2012, and

WHEREAS, questions have been raised about the purpose and operating principles of the Fleet Department especially with respect to the use of outside service providers; and

WHEREAS, the Board wishes to strengthen its relationships with other elected County Officials, recognize the contributions of the Fleet Department toward achievement of the County's mission, and build public trust;

NOW THEREFORE, the Board of County Commissioners of Doña Ana County resolves that:

1. All county owned vehicles and motorized equipment shall be maintained at the County Fleet Maintenance Facility, under the direction of the County Fleet Manager. The County Fleet Manager is authorized to use non-county service providers for the maintenance of county owned vehicles and motorized equipment, as necessary.
2. Managers of all County departments, offices or other such entities, including the Sheriff, Assessor, Treasurer, Clerk and Probate Judge, shall coordinate maintenance and repair of their vehicles and motorized equipment with the County Fleet Manager.
3. The County Fleet Manager shall maintain a complete and accurate record of all work done on all vehicles and motorized equipment.
4. Records of work done on fleet vehicles and motorized equipment shall be maintained by the Fleet Manager which may include, but is not limited to, the date work was done, the nature of the work, cost of

the work, location of service, name of the service technician, and conditions encountered.

5. The County Fleet Manager, in consultation with other department managers or their representatives, shall determine optimum maintenance schedules and any special requirements in order to optimize operational efficiency and the safety of the fleet users.
6. The County Fleet Manager, in consultation with department managers or their representatives, shall develop a replacement plan based on maximizing the County's investment in vehicles and motorized equipment, while maintaining appropriate safety standards and operational requirements.
7. If a vehicle or piece of motorized equipment is authorized for purchase by the County Commission to replace an existing vehicle or piece of motorized equipment, the vehicle or motorized equipment being replaced shall be turned in to the Fleet Department for disposition within thirty (30) calendar days of the delivery of the new vehicle or piece of motorized equipment.
8. The County Fleet Manager shall determine when maintenance and repairs will be accomplished, and by whom.
9. Where appropriate, the County Fleet Manager and a department manager or their representatives may institute a program for mutually agreed upon work provided that records of such work are provided to the Fleet Department not later than 7 days after the work is accomplished, and that any vehicle worked on by outside vendors is inspected by the Fleet Department on at least an annual basis.
10. The Fleet Department will operate as an enterprise entity. Funds for fleet work shall be appropriated in the County budget to all departments that are assigned county vehicles and motorized equipment.
11. Work done on county vehicles and motorized equipment shall be charged to the respective departmental or office account, regardless of whether the service provider was the county fleet department or an outside service provider.
12. Service charges by the County Fleet Department shall be set on an annual basis, and shall be competitive for similar services charged by outside service providers with state contracts within the Las Cruces metropolitan area.
13. The quality of service provided by the Fleet Department shall be assessed regularly. Input shall be sought from the operators of the vehicles and motorized equipment. The results will be compiled, analyzed, and distributed to department managers and the County Commission on an annual basis.
14. Any concern or complaint regarding services or costs shall be brought to the immediate attention of the Fleet Manager for resolution. Disputes that cannot be resolved with the Fleet Manager may be brought to the attention of the Assistant County Manager for Operations.

AND, BE IT FURTHER RESOLVED that the County Manager shall implement these provisions and is authorized to take such actions as are required to accomplish the spirit and direction of this resolution.

RESOLVED this 22nd day of November 2016

BOARD OF COUNTY COMMISSIONERS OF
DONA ANA COUNTY, NEW MEXICO

_____ Wayne D. Hancock, Chair, District 4	For / Against
_____ D1: David Garcia, Vice-Chair, District 2	For / Against
_____ Billy G. Garrett, District 1	For / Against
_____ Benjamin L. Rawson, District 3	For / Against
_____ Leticia Duarte Benavidez, District 5	For / Against

ATTEST:

Lynn J. Ellins
County Clerk

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Human Resources
Initiating Department

Deb Weir/Lani Davis
Contact Person

November 22, 2016
Meeting Date

13
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

APPROVE MEMORANDUM OF UNDERSTANDING FOR EMPLOYEE SICK LEAVE BUY-BACK PROGRAM TO AMEND BARGAINING UNIT CONTRACTS FOR AFSCME LOCAL 2709, LOCAL 1529 AND LOCAL 1879.

SUMMARY OF ITEM TO BE CONSIDERED

Doña Ana County in agreement with AFSCME has agreed to offer the Employee Sick Leave Buy Back Program to bargaining unit employees of Local 2709 (Blue Collar), Local 1529 (Detention Center) and Local 1879 (Court Security).

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Signed Memorandum of Understanding (MOU) from AFSCME Local 2709 – Blue Collar
Signed Memorandum of Understanding (MOU) from AFSCME Local 1879 – Court Security
Signed Memorandum of Understanding (MOU) from AFSCMA Local 1529 – Detention Center

SUMMARY OF FINANCIAL IMPACT

Proposed expenditures should be budgeted within the individual's department's annual budget as approved by the Board of County Commissioners.

ADMINISTRATIVE REVIEW AND APPROVAL

___ Finance

___ Legal

___ County Manager/
Agenda Review

___ Purchasing

dw
Human Resources

UJD
Assistant County Manager

___ Planning

___ Other

DOCUMENT CONTROL

Original/s for signature?: Yes No For Recording?: Yes No

Return original/s to: Name: _____ Dept.: Legal

Send copy of recorded original/s (resolution and ordinances only) to: Name: N/A Dept.: N/A

Deadline for return of document/s?: Yes, return by: _____ No

PLEASE NOTE THE ATTACHMENTS ARE FORTHCOMING.

**DOÑA ANA COUNTY
BOARD OF COUNTY COMMISSIONERS**

Doña Ana County Government Center
845 North Motel Boulevard
Las Cruces, New Mexico 88007
Telephone: (575) 647-7200
Toll-Free: (877) 827-7200

Jetport
Initiating Department

November 22, 2016
Meeting Date

Bill Provance, Jetport Manager
Contact Person

14
Agenda Item Number

TITLE OF AGENDA ITEM TO BE CONSIDERED

**APPROVE RESOLUTION SELECTING THE INTERNATIONAL JETPORT MASTER PLAN
PREFERRED AIRSIDE ALTERNATIVE AND DELEGATE SIGNATURE AUTHORITY TO THE
COUNTY MANAGER FOR ALL RELATED DOCUMENTS.**

SUMMARY OF ITEM TO BE CONSIDERED

Approve resolution selecting the preferred airside alternative for planning direction of the International Jetport and delegate signature authority to the County Manager for all related documents. The Preferred Airside Alternative recommended for approval was selected by the Planning Advisory Committee and the Airport Advisory Committee.

DESCRIPTION OF SUPPORTING DOCUMENTATION ATTACHED

Executive Summary
Resolution
Airside Alternative Working Paper

SUMMARY OF FINANCIAL IMPACT

No financial impact to the County from approving this resolution.

ADMINISTRATIVE REVIEW AND APPROVAL

<input type="checkbox"/> Finance	<input type="checkbox"/> Legal	<input type="checkbox"/> County Manager/ Agenda Review
<input type="checkbox"/> Purchasing	<input type="checkbox"/> Human Resources	<input checked="" type="checkbox"/> Assistant County Manager <i>USP</i>
<input type="checkbox"/> Planning	<input type="checkbox"/> Other	

DOCUMENT CONTROL

Original/s for signature?: Yes No For Recording?: Yes No

Return original/s to: Bill Provance, Jetport

Send copy of recorded original/s (resolution and ordinances only) to: Thomas Figart, Legal

Deadline for return of document/s: Yes, return by:

DOÑA ANA COUNTY RESOLUTION NO 2016-_____

Approving the Multi-Modal Airport Master Plan Preferred Airside Alternative for Runway Reconstruction and Crosswind Runway Location

BY THIS RESOLUTION, the Board of County Commissioners of Doña Ana County hereby approve planning Alternative 3.2 with minor modifications – Pavement strengthening to 95,000 lbs. from existing 20,000 lbs. to serve future growth in business jet traffic and light cargo traffic and protection for a precision instrument approach for Runway 28. Proposed Crosswind Runway 3-21 alignment with ultimate long-term dimensions of 12,000 by 150 feet for heavy air cargo.

WHEREAS, Runway 10-28 cannot be extended beyond the current length of 9,550 feet due to site constraints and the Air Cargo Study and Master Plan Study indicate strong potential demand for air cargo activity and growing corporate jet activity of aircraft weighing up to 95,000 lbs.

WHEREAS, Doña Ana County International Jetport does not have a precision instrument approach, develop a precision approach for Runway 28 with ¾-mile visibility minimums.

WHEREAS, Doña Ana County International Jetport Runway 10-28 has inadequate wind coverage of 89.43%. FAA supports the planning and development of a crosswind runway when wind coverage is less than 95%.

WHEREAS, A crosswind runway with an alignment of 3-21 will provide an estimated wind coverage 96.69% of the time at 13 knots, and a combined two-runway coverage of 99.16% of the time.

WHEREAS, The crosswind runway to be built in stages with the first stage length of 6,400 feet long and 100 feet wide with strength for aircraft up to 95,000 lbs. The ultimate length of 12,000 feet long and 150 feet wide and protection for a precision instrument approach on Runway 21.

IT IS HEREBY RESOLVED, by the Board of County Commissioners that the Doña Ana County International Jetport adopt the airside options above for long term planning.

IT IS FURTHER RESOLVED that the County Manager is delegated the authority to execute the Master Plan documents and to make, approve and execute such other further changes to the language as may be required by the Federal Aviation Agency for approval.

RESOLVED and APPROVED this _____ day of _____, 2016.

**BOARD OF COUNTY COMMISSIONERS OF
DOÑA ANA COUNTY, NEW MEXICO**

Wayne Hancock, Chair, District 4 For / Against

Dr. David Garcia, Vice-Chair, District 2 For / Against

Billy G. Garrett, District 1 For / Against

Benjamin L. Rawson, District 3 For / Against

Leticia Duarte Benavidez, District 5 For / Against

ATTEST:

Lynn J. Ellins
County Clerk

Narrative Summary Master Plan Airside Alternatives

SUMMARY:

The Jetport is in the midst of conducting an Airport Multi-Modal Master Plan and Airport Layout Plan Update. The engineering firm of Bohannon Huston, based on user surveys, input from the Planning Advisory Committee (PAC), the New Mexico Department of Transportation – Aviation Division, and the Federal Aviation Administration (FAA), developed several airside alternatives for the future development of the Jetport. Airside includes runways, taxiways, and ramp areas or aircraft movement areas of an airport. The airside alternatives for the Jetport focused on various runway development scenarios to address the need for a secondary/crosswind runway and improvements to existing Runway 10-28. These alternatives represent development options to serve forecast demand and protect for other potential aviation market demand in the region. The Bohannon Huston Team presented the various options to the PAC for a comparative evaluation in which they narrowed down the list to the most favorable features among the alternatives. These features, when combined, represent the PAC's recommendation to the County for the Jetport's airside development. Also, a public information workshop/open house followed the PAC meeting to allow the public to review and comment on the airside alternatives. The full range of airside alternatives/options was presented in an Airside Alternatives Working Paper, which is included in this packet.

Based on information from a wind study and an Air Cargo Potential Study, the PAC arrived at a plan for reconstruction of the present runway and the location and direction (alignment) of a crosswind runway, that met the near- and long-term goals for the Jetport. They also considered, in realistic terms, the air cargo potential, and the anticipated growth in corporate aviation and other general aviation activity, which were factored into the goals. As a result, they selected Alternative 3.2 with some modifications.

This was then presented in conceptual terms to the NMDOT-Aviation Division and the FAA for their concurrence. They both agreed that the concept was valid and fit within the state and national airport system plans and could be submitted for review, approval and consideration for potential future grant funding. .

The Airport Advisory Board has participated in this process as members of the PAC. We are now requesting that the Commissioners review the plan as it fits within the Strategic Plan and then approve the Preferred Airside Alternative.

The next step will be the development of the landside alternatives which will show proposed development of hangars (and adjacent aircraft apron parking), buildings, roadways, and other support facilities based on and in support of the airside development (airfield configuration).

Doña Ana County International Jetport Airside Alternatives Working Paper

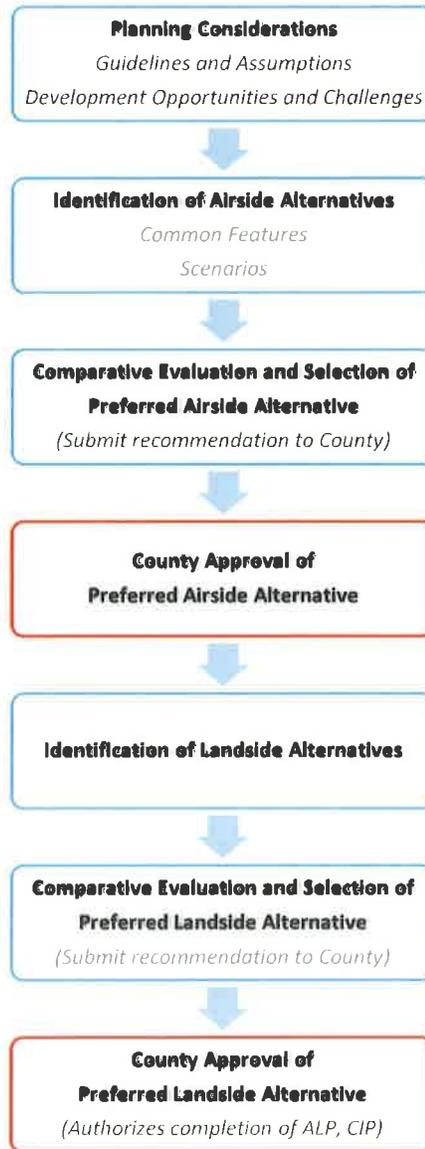
Introduction

This working paper documents Doña Ana County's progress in the development alternatives element of the master planning study. This element is of critical importance in the County's decision-making efforts as it presents alternative ways to develop the Doña Ana County International Jetport (Jetport). These development alternatives offer a broad spectrum of ideas to meet the airport improvement needs for the planning period, but also consider potential needs in the more distant future. Taking into consideration the findings up to this point, the County will select a preferred development alternative that they believe is in the best interest of the Jetport, its users, and the surrounding region.

Process

The development alternatives element begins with an outline of planning considerations deemed influential in defining various development concepts and the ultimate implementation of proposed improvements. Included is a list of guidelines and assumptions to establish parameters for the process and recognize site development opportunities and challenges. Next, the identification of various airside development alternatives is completed including an outline of common features among the build alternatives. The airside alternatives are based on scenarios driven by the GA forecasts and Air Cargo Study findings. Then, a comparative evaluation of the various airside alternatives is completed, which concludes with the selection of a preferred airside alternative. This preferred airside alternative is chosen by the Planning Advisory Committee (PAC) and subsequently submitted to the County for approval. Community outreach is an important component of this evaluation process so a public information workshop is conducted to invite the community's input before the County's review and approval of a preferred airside development alternative. The County's decision on airside development is necessary before property can be identified for landside development alternatives to support new buildings, support facilities, and access roadways. Similar to the airside process, the PAC will complete a comparative evaluation of landside concepts and choose a preferred landside alternative. Once the landside recommendation to the County has been approved, the development alternatives

element of the study will be complete and fully documented in Chapter 4, Alternatives. The following flow chart recaps the steps described above.



Upon completion of all tasks within the alternatives evaluation and selection process, the final master planning elements on the Capital Improvement Plan (CIP) and Airport Layout Plan (ALP)

update will proceed and the planning study may be completed and published in a comprehensive report.

Planning Considerations

Guidelines and Assumptions

The following guidelines and assumptions provide a framework from which the development alternatives are defined. Some of the physical site considerations mentioned in this list are called out on **Exhibit 4A**:

- One “no action/no build alternative” is presented for comparison purposes, as required by the FAA and appropriate environmental analyses. All proposed development on the “build alternatives” is in compliance with current FAA design standards and/or proposes a request for modification to standards subject to FAA approval.
- Airside development alternatives are presented and evaluated first since the selected airfield configuration will dictate what property is available for landside development. Further, the anticipated fleet mix to be accommodated on the primary and crosswind runway may drive the location of future landside facilities. Landside development alternatives will be presented and evaluated following the selection of a preferred airside development alternative.
- Undeveloped/vacant property is included in the various development alternatives to accommodate future improvements needed to meet demand.
- Runway 10-28 cannot be extended due to site constraints that cannot be eliminated in a financially feasible manner. Therefore, Runway 10-28’s current length of 9,550 is the maximum length used in all development alternatives. Also, the concept of shifting the runway to the north to allow a longer runway was eliminated since the current length is sufficient for the anticipated demand, a significant investment has already been made in that runway, and a crosswind runway is a higher priority.
- A secondary/crosswind runway is needed to improve crosswind coverage since Runway 10-28 coverage is inadequate (less than 95% coverage). Airspace protection requirements and traffic pattern overflight are inherent with an additional runway.
- A Runway Visibility Zone (RVZ) will require protection from landside development when a secondary runway is introduced to the airfield configuration. The RVZ provides pilots with a clear line-of-sight for multi-runway airfield operations.

- An instrument approach procedure with less than ¾-mile visibility mins. is eliminated from R10-28 proposed improvements since the large size of the RPZ (1,000' x 1,750' x 2,500') would overlay a roadway on either end requiring a displaced or relocated threshold, and consequently impacting runway length.
- While aircraft apron area is often addressed as part of airside facilities, proposed apron development will be included on landside alternatives to coincide with proposed building area improvements.
- All proposed improvements will be implemented on a demand-driven basis. Aviation demand forecasts support up to C-II facility improvements while the Draft Air Cargo Study identifies strong potential demand for C-III air cargo activity.
- All proposed development may be subject to future environmental analyses, as appropriate.
- Utility infrastructure and auto access improvements will be included, as needed, to support proposed development.
- All alternatives assume existing facilities will be maintained, as appropriate, unless otherwise identified.

Common Features

There are common features in all airside build alternatives that are necessary basic improvements, but there may be variations in the approach to meet these needs. These common features include:

- **Secondary/crosswind runway:** Inadequate wind coverage on Runway 10-28 supports the need for a crosswind runway, which is the #1 priority identified by airport users. Various locations and alignments with varying wind coverage are presented.
- **Pavement Strengthening:** Runway 10-28 pavement strengthening beyond the current 20,000 lbs. SWL. Various options address varying fleet mix.
- **Taxiway system:** A parallel taxiway system and associated connecting taxiways to serve landside development are inherent in all crosswind runway concepts, but are not shown for simplicity. Direct access from the aircraft parking apron to the runway will be eliminated on Connector Taxiway A3 to reduce potential for runway incursions and to comply with FAA design standards.

- Runway Protection Zone (RPZ): Land use action is needed to respond to FAA's Interim Land Use guidance for RPZs, which indicates the highway and railroad are incompatible land uses. Options to address the RPZ land use issue include a request to the FAA for a modification to standards, or a displaced threshold to pull the RPZ inside the airport property line and off the road and railroad.
- Land acquisition: All or a portion of any proposed crosswind runway will be located off airport property requiring land acquisition. The acreage required varies depending on alignment and location. Off-airport property acreage impacted by the proposed runway/airside footprint will be presented, but additional property will be needed for adjacent landside facilities (to be presented in the subsequent landside alternatives) and to accommodate the acquisition of aliquot parcels, as required.

Identification of Airside Alternatives

One "No Action" (no build) alternative and three build alternatives are presented for the Jetport. Each of the three build alternatives are defined by a specific scenario including a designated Airport Reference Code (ARC). Within each alternative, a variation of runway alignments is included; these are depicted in exhibits. These alternatives provide options for airfield development. It's important to note that the PAC's selection of a "preferred airside alternative" may be a blend or a composite of two or more alternatives.

The following is a summary of the airside alternatives:

- **Alternative 1 – No Action**
- **Alternative 2**
 - **Runway 10-28** designated ARC C-III to serve design aircraft B737 freighter, less than 150,000 lbs., and instrument approach with 3/4-mile visibility minimums.
 - **Crosswind Runway** designated ARC B-II at an ultimate length of 5,700 feet, with various runway alignments, and instrument approach with one-mile visibility minimums. Various crosswind runway alignments include:
 - Crosswind Runway 3-21 (Alternative 2.1)
 - Crosswind Runway 4-22 (Alternative 2.2)
 - Crosswind Runway 5-23 (Alternative 2.3)

- **Alternative 3**

- **Runway 10-28** designated C-III to serve corporate jets and air cargo aircraft under 100,000 lbs., and instrument approach with 3/4-mile visibility minimums.
- **Crosswind Runway** designated ARC C-IV at an ultimate length of 12,000 feet to serve larger air cargo aircraft needs (similar to El Paso International and the previous plan for the Jetport), and instrument approach 3/4-mile visibility minimums. Various crosswind runway alignments include:
 - Crosswind Runway 1-19 (Alternative 3.1)
 - Crosswind Runway 3-21 (Alternative 3.2)
 - Crosswind Runway 5-23 (Alternative 3.3)

- **Alternative 4**

- **Runway 10-28** designated C-II to serve corporate jets and air cargo aircraft under 60,000 lbs., and maintain instrument approach with one-mile visibility minimums.
- **Crosswind Runway** designated ARC C-II at an ultimate length of 6,400 feet, and instrument approach with one-mile visibility minimums. Various crosswind runway alignments include:
 - Crosswind Runway 1-19 (Alternative 4.1)
 - Crosswind Runway 3-21 (Alternative 4.2)
 - Crosswind Runway 5-23 (Alternative 4.3)

A more detailed discussion of the airside alternatives follows.

Alternative 1 – No Action (No Build)

The No Action Alternative assumes that no additional improvements are made to the Jetport, but existing facilities are maintained, as needed. The No Action Alternative is presented for comparison to the build alternatives and is of continued importance in future environmental evaluations of proposed development. Depicted in **Exhibit 4B**, the No Action shows existing facilities. While inconsistent with the County's goals for the Jetport and the master planning effort, the No Action serves its purpose in the comparative evaluation process.

Alternative 2 – Runway 10-28 Upgraded to C-III, Air Cargo (B737), and B-II Crosswind Runway

In Alternative 2, Runway 10-28 is proposed to serve C-III aircraft with the Boeing 737-400 freighter as the design aircraft. The runway would be maintained at its current length, which can accommodate the B737. However, a request to the FAA for a “modification to standards” will be required on the west end where Runway 10’s RPZ overlays the road and railroad – considered an incompatible land use according to FAA’s Interim Land Use guidance published in 2012. If the request is not approved, Runway 10 will require a 600-foot displaced threshold to shift the RPZ to the east and off the road. The portion of the RPZ in question totals 1.84 acres. The RPZ land used guidance is also important to consider in locating future roadways at the Jetport and will be considered in the landside alternatives.

Runway 10-28 width will be maintained at 100 feet in Alternative 2. Pavement strength to serve the design aircraft will be less than 150,000 lbs.; preliminary calculations estimate takeoff weight of the B737 freighter will be 135,000 lbs. While Airplane Design Group III typically requires a 150-foot wide runway, the FAA permits 100 feet for aircraft with a maximum certificated takeoff weight of 150,000 lbs. or less and approach visibility minimums of not less than 3/4 mile.

The instrument approach visibility minimums would be reduced from one-mile to 3/4-mile to accommodate the ongoing request of airport users. While the region is known for its good flying weather, there are occasions when conditions of poor visibility are disruptive to aircraft operations at the Jetport.

The Alternative 2 scenario defines the Boeing 737-400 freighter as the design aircraft based on the Draft Air Cargo Study report published in August 2016. The report discusses several factors stimulating growth in the Santa Teresa area and driving the market for air cargo activity at the Jetport. The \$400 million Union Pacific Railroad terminal facility adjacent to the Jetport is one factor since it will serve as a major transshipment hub for container shipments. Although rail freight is typically unrelated and not transferrable to air cargo shipments, the new rail facility is expected to spur overall growth in the area. Further, future growth is expected to occur in and around the Santa Teresa/Sunland Park area since available land for development within the El Paso city limits is diminishing.

The Santa Teresa Port of Entry (POE), which is a less congested alternative for border traffic, also makes a strong case for future growth in the Santa Teresa area. The Air Cargo report notes that future development plans in the area call for industrial, residential, commercial, and solar-energy land uses. As the area grows, the air cargo market potential for the Jetport will increase as well. In addition to this "big picture" market assessment for area growth and air cargo potential is the actual demand that is evident today. According to an interview with Foxconn, one of the largest maquilas in Juárez, they have frequent and substantial shipments of raw materials being trucked from LAX to the Foxconn plant that could benefit from air transport—time and cost savings that Foxconn has offered to outline in a letter of support for air cargo-related development at the Jetport. Foxconn assembles electronics for major technology firms. The air cargo study report states that raw materials bound for the Foxconn plant are currently "...flown into LAX from China, offloaded for customs clearance, and then trucked the 800-plus miles to the San Jerónimo plant via Interstate 10. Raw materials include physical computer components such as chips, hard drives, processors, graphic cards, motherboards, memory, fans, and frames." All production at Foxconn's Juarez location will eventually be moved to the San Jerónimo location along the border south of Santa Teresa, and that facility will be expanded to accommodate the relocation and future growth. Foxconn points out that centralizing production will help exploit economies of scale for logistics, employee transport, and dining services.

The flip side to the argument that there is B737-400 air cargo demand for the Jetport is that El Paso International Airport (ELP) has a well-established, state-of-the-art air cargo facility with excess capacity and expansion capability to accommodate any air cargo needs in the region. Despite the convenience of the Jetport in proximity to Foxconn and other area businesses, the argument can be made that ELP's \$60 million facility offers everything necessary today. In contrast, the Jetport requires specific improvements before serving the B737-400, but air cargo aircraft activity by smaller aircraft can be accommodated now at Santa Teresa. The fact remains that air cargo demand serves the high value, time-sensitive transport needs of the industry so location convenience to serve a high volume of activity at a faster rate may outweigh the benefits of ELP for a company like Foxconn. Consequently, air cargo demand in the El Paso area may be served well by both ELP and the Jetport, not to mention other airports in the region. In fact, the air cargo study points out several examples around the country of two-airport air cargo markets in metropolitan areas including Detroit, Columbus (OH), Sacramento, and Seattle.

Alternative 2 also proposes to construct an ultimate crosswind runway to B-II design standards to improve wind coverage. This translates to a 75-foot wide runway at 5,700 feet in length. However, it may be more financially feasible to construct the crosswind in two phases with the first/interim length constructed to 4,100 feet, which would serve the B-I family of aircraft runway length needs.

The approximate cost for Alternative 2 totals \$18.37 million, which includes the proposed Runway 10-28 improvements estimated at \$13.83 million, and the proposed crosswind runway development estimated at \$4.54 million.

A crosswind runway is a high priority need at the Jetport to enhance the safety of airfield operations during crosswind conditions. There are various crosswind runway alignment options within Alternative 2. For this reason, each of the three alignments are defined as Alternatives 2.1, 2.2, and 2.3. Introduced for discussion purposes in Alternative 2.1 are two options for the crosswind runway location.

Alternative 2.1 – Crosswind Runway 3-21 Alignment: Exhibit 4C illustrates this alternative depicting the northeast-southwest alignment at its 5700-foot length. The interim 4,100-foot length is depicted in a different color within the 5700-foot runway to show the first phase of development. The crosswind runway is placed to ensure its runway safety area (RSA) at the south end is clear of Runway 10-28's RSA (no overlap), and to avoid the escarpment at the north end. These constraints limit the crosswind's length to its proposed 5700 feet to serve the B-II fleet. There is overlap in the primary surface (protected airspace around each runway), but this is typical and taxiing aircraft will hold clear of active runways. As noted in Chapter 3, the Runway 3-21 alignment provides better wind coverage than Runway 10-28, and combined, these two runways provide 99.16% wind coverage for the B-II aircraft fleet (13 knots).

- **Option A** location: Placed at the far west end of the airfield to open up a large contiguous parcel for landside development. This option has the farthest taxi time for the small GA users at the east end of the building area. Only a portion of the south end of the proposed runway is on airport property with the remainder off airport, which is estimated at 103 acres of which half is on federal and half is on state land.
- **Option B** location: The south runway end is closer to the FBO. The runway is placed to clear the escarpment as well as clear the runway safety area for Runway 10-28. This location reduces taxi time for the small GA compared to Option A. More than half of the

proposed runway lies on federally-owned land (BLM) with the remainder contained within the airport property boundary. An estimated 57 acres of land controlled by the BLM is impacted by the proposed crosswind runway.

Alternative 2.2 – Crosswind Runway 4-22 Alignment: This alternative, shown in **Exhibit 4D**, is similar to Alternative 2.1, but illustrates the slight shift in alignment by 10 degrees, which improves the wind coverage for this individual runway. However, according to the wind analysis, the combined two-runway wind coverage is the same as Alternative 2.1. For this Runway 4-22 alignment, the interim 4,100-foot and ultimate 5700-foot lengths are shown, and the runway safety area (RSA) for each runway remains clear of the other. The location depicted for Runway 4-22 remains clear of the escarpment and Runway 10-28, but a shift east or west would impact these clearances. Off-airport property impacted by the proposed crosswind runway footprint is approximately 29 acres with an estimated 80 percent on private property and 20 percent on federal land. However, the majority of the crosswind runway is on existing airport property.

Alternative 2.3 – Crosswind Runway 5-23 Alignment: **Exhibit 4E** illustrates a Runway 5-23 alignment representing a 20-degree rotation from Alternative 2.1, and 10 degrees from Alternative 2.2. As shown, this kicks the south end of the crosswind runway out farther to the west and the north end rotates farther to the east. The wind analysis indicates that Runway 5-23 offers slightly better coverage than Runway 3-21, but slightly less coverage than Runway 4-22. The property available for development between Runway 10-28 and proposed Runway 5-23 is reduced in comparison to the previous alignments, but development on the north side of Runway 5-23 is possible, although more distant and isolated from the other landside facilities.

Alternative 3 – Runway 10-28 upgrade to C-III for Corporate GA (aircraft less than 100,000 lbs.), and C-IV Crosswind Runway (for major air cargo activity)

In Alternative 3, existing Runway 10-28 is upgraded to C-III similar to Alternative 2, but assumes that the most demanding family of aircraft using the runway will be corporate jets and air cargo aircraft less than 100,000 lbs. This is in contrast to the B737 scenario outlined in the previous alternative, but offers a reduced cost approach to Runway 10-28 improvements if the PAC and County choose to discount the Foxconn air cargo scenario. As discussed earlier in the study, forecasts of aviation demand support C-II aircraft operations for the 10-year planning period. However, there are some limited operations by Airplane Design Group (ADG) III today. Future

growth in corporate GA activity and the anticipated ad hoc air cargo activity would benefit from the C-III designation and proposed pavement strengthening. Also, this alternative assumes that the proposed secondary runway at its ultimate length for major air cargo activity would be in the distant future. An initial runway length of 5,700 feet would be constructed to meet the near-term B-II needs for crosswind coverage. In the meantime, existing Runway 10-28 will be improved to serve air cargo demand. Ultimately, the crosswind runway would be designated as a C-IV runway with an ultimate length of 12,000 feet to serve larger air cargo aircraft needs –the same length that El Paso International presently has for air cargo aircraft. The previous plan for the Jetport also depicted a 12,000-foot crosswind to protect for long-term air cargo traffic. An instrument approach with 3/4-mile visibility minimums is proposed for the runway.

Although the air cargo study recommends the B737 as the design aircraft to accommodate the market demand associated with Foxconn and related border business activity, the study points out that wide body aircraft with greater cargo capacity and longer haul capability are also commonly used. Consequently, **Alternative 3's scenario** assumes that Runway 10-28's inability to be extended could limit the long-term potential for more air cargo at the Jetport by aircraft that require more than 9,550 of length offered at the Jetport today.

The approximate cost for Alternative 3's proposed Runway 10-28 improvements is estimated at \$11.7 million. The proposed C-IV crosswind runway development is estimated at \$29.73 million.

Alternative 3.1 – Crosswind Runway 1-19 Alignment: This alternative is depicted in **Exhibit 4F** showing Runway 1-19 with an initial length of 5700 feet to serve the needs of the smaller GA aircraft until demand supports the need for the ultimate 12,000-foot air cargo runway. While this concept seemed viable in the past, pilot input and more reliable wind data clearly indicate that a Runway 1-19 alignment provides poor wind coverage. According to the wind analyses, Runway 1-19 at 13 knots provides 92.1% coverage. Combined with Runway 10-28, total coverage reaches 96.56%, which is still less than the other crosswind runway alignments considered (i.e. 3-21, 4-22, and 5-23). Nevertheless, the Runway 1-19 alignment takes advantage of the large area of undeveloped north-south property that remains clear of the escarpment, but allows the south end of the runway to be near the FBO and other existing landside facilities. Property acquisition would be required for the proposed 12,000-foot. A minimum of 464 acres is needed to accommodate the runway footprint. This consists of an estimated 20% private property, 40% federal and 40% state. With all property acquisition, consideration must be given to the need to acquire aliquot

parcels rather than the minimal slice of property impacted by proposed development. Further, the airside alternatives do not take landside/support facility development adjacent to the airfield into consideration at this point in the study task.

Alternative 3.2 – Crosswind Runway 3-21 Alignment: Exhibit 4G illustrates the Runway 3-21 optional alignment for the long-term 12,000-foot runway. This combination of length and alignment dictates that the south end of the proposed runway be located west of existing Runway 10-28, but it remains near Runway 10. Similar to Alternative 3.1, this alternative requires an estimated 464 acres to accommodate the footprint of the runway, which overlays federal, state and private property. In contrast to the Runway 1-19 alignment, Runway 3-21 offers better wind coverage at 96.69% for individual coverage, and over 99% when combined with Runway 10-28. The tradeoff for better wind coverage with the 3-21 alignment is the increased taxi time from existing facilities at the Jetport. However, there would be more undeveloped property on the north side of Runway 10-28 available for landside/support facility development.

Alternative 3.3 – Crosswind Runway 5-23 Alignment: A Runway 5-23 alignment in this alternative requires a substantial swing of the south runway end to the west. As shown in Exhibit 4H, this significantly increases the taxi time -- the farthest taxi distance among the alternatives. The escarpment running north to the north limits the options for this runway alignment at 12,000 feet. Further, Runway 5-23 offers less combined wind coverage with Runway 10-28 than the Runway 3-21 alignment—98.7% versus 99.16%. Locating a secondary runway so far from the existing airfield and facilities also presents other challenges for emergency access and support services. For this configuration, some facilities and services may require duplication, or relocation to a more central area to serve both runways.

Alternative 3.3's alignment also impacts a greater off-airport property footprint that totals 489 acres, with an estimated 50% on federal land, 40% on private, and 10% on state land.

Alternative 4 – C-II Crosswind and Corporate Air Cargo Runway 10-28

Alternative 4 proposes to improve and maintain the Jetport to C-II standards—this includes the existing runway and the proposed crosswind. The C-II designation serves existing and forecast aviation demand and the critical corporate jet family of aircraft. Ad hoc air cargo demand could also be accommodated. Runway 10-28 would be strengthened from its current 20,000 lbs. to

60,000 lbs. This scenario assumes that Foxconn would continue using ground transport from LAX or pursue other transport options.

Runway 10-28's existing instrument approach with one-mile visibility minimums would be maintained. This approach requires a smaller primary surface width of 500 feet and a smaller RPZ in comparison to the alternatives with 3/4-mile visibility minimums. The RPZ on each runway end would have an inner width of 500 feet, a length of 1,700 feet, and an outer width of 1,010 feet.

This translates to a smaller segment of the RPZ overlaying the road and railroad at the west end—an area limited to 0.11 acres. This could improve the County's FAA-approval chances for a modification to standards.

The C-II crosswind runway dimensions are 6,400 feet long by 100 feet wide. Although not depicted on the Alternative 4 exhibits, the runway could be initially constructed to an interim length of 4,100 or 5,700 feet if phasing is more financially feasible. The proposed instrument approach visibility minimums would be one mile, so the primary surface would be 500 feet wide.

The cost for Alternative 4 is estimated at \$14.72 million. This includes \$8.53 million for Runway 10-28 pavement reconstruction and strengthening as well as markings, lighting, and NAVAIDS. The proposed C-II crosswind runway is estimated at \$6.19 million including the cost of the land acquisition process for the federally-owned and state-owned property. Property impacted by the proposed crosswind footprint for each of the crosswind alignments in Alternative 4 ranges from 158 to 187 acres.

Alternative 4.1 – Crosswind Runway 1-19 Alignment: Exhibit 4i illustrates the proposed Runway 1-19 alignment. Runway 1-19 is placed approximately 2,000 feet from the west end of Runway 10-28 with a connecting taxiway between the two runway systems similar to other alternatives. The runway system footprint for this C-II Runway 1-19 alignment lies outside the existing airport property with the exception of the south RPZ where it overlays Runway 10-28. An estimated 187 acres of federal and state property is impacted—approximately 45% federal and 55% state. As noted in Alternative 3.1, which also includes a Runway 3-21 alignment, the wind coverage is inadequate, but the runway can be moved closer to the existing landside facilities than some other alignments. Further, the 1-19 alignment location is closer to the Jetport's large

undeveloped property that runs north-south, which could include future landside facilities better aligned for a flight line area.

Alternative 4.2 – Crosswind Runway 3-21 Alignment: With the Runway 3-21 alignment, the south end of the runway would be located adjacent to the west end of Runway 10-28. **Exhibit 4J** illustrates the alignment. While the wind coverage improves over the Runway 1-19 alignment, the runway is farther from existing facilities and the Jetport's existing undeveloped property that runs north-south. The runway location is driven by the escarpment to the north. Off-airport property impacted by the Runway 3-21 footprint is an estimated 187 acres like Alternative 4.1, with approximately one-fourth of that federally-owned and three-fourths state-owned land.

Alternative 4.3 – Crosswind Runway 5-23 Alignment: **Exhibit 4K** illustrates the proposed Runway 5-23 alignment. The 6400 feet of runway fits within the escarpment and the approach end of Runway 10. An estimated 158 acres is impacted of which half is federal and half is state land. This alignment provides slightly better wind coverage than Runway 3-21, but when combined with Runway 10-28, the coverage is slightly less than the combined coverage that Runway 3-21 has with Runway 10-28.

Comparative Evaluation

The comparative evaluation will be conducted with the PAC at meeting scheduled for September 28, 2016, at the Jetport.

A summary of the airside alternatives for the comparative evaluation is included in **Table 4A**. Key features of each scenario are presented to include:

- Airport Reference Code (ARC) such as B-II, C-II, C-III, and C-IV
- Pavement strength – 60,000 lbs. (60K) and up
- Instrument approach visibility minimums – shown as 1-mile or ¾-mile
- Primary surface width – 500 or 1,000 feet
- RPZ dimensions – inner width, length, and outer width of the trapezoidal shape
- RPZ Land Use – incompatible land use called out on Runway 10-28
- Crosswind runway alignment – includes 1-19, 3-21, 4-22, and 5-23

- Off-airport property impact (acres) - varies by alternative ranging from 29 to 489
- Wind coverage – varies from the lowest coverage for Runway 10-28 to the highest for Crosswind Runway 5-23 (a more detailed discussion and chart of wind coverage comparison is included in a subsequent section)
- Cost Estimate – preliminary planning-level estimates for Runway 10-28 improvements and crosswind runway Development (more discussion is included in a subsequent section)

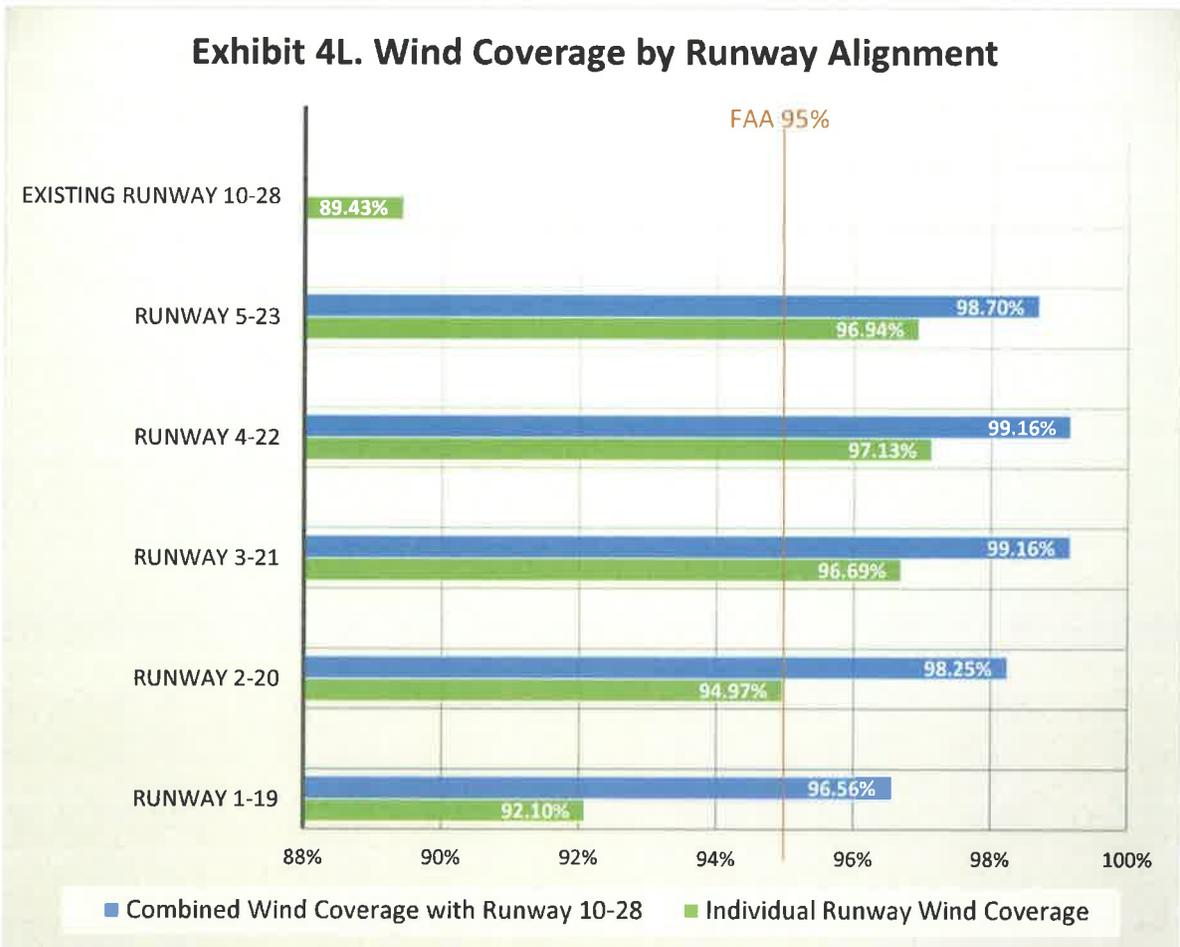
With the exception of cost, these features were covered in Chapter 3, Requirements, to prepare the PAC for the evaluation of the alternatives.

At the September 28 meeting, the PAC will review the various airside alternatives with consideration for factors such as functionality, flexibility, expandability, timely phasing, property requirements, financial feasibility, and user and community acceptance. While some of factors can be quantitatively measured, others are subjective and require discussion among the PAC members before selecting a preferred alternative to recommend to the County.

Wind Coverage

Exhibit 4L provides a visual comparison of the various runway alignments. As shown, the existing Runway 10-28 wind coverage is less than 90%, which is not surprising to the pilots who have claimed the wind coverage is inadequate. The closer to 100%, the better the coverage is for airport operations. FAA supports the planning and development of a crosswind runway when wind coverage is less than 95%, which is marked on Exhibit 4L. Five other crosswind runway alignments were included in the wind analyses to determine which runway alignment provides the best wind coverage. The green bar represents the wind coverage for each individual runway and the blue bar represents the total combined wind coverage of Runway 10-28 and each proposed crosswind alignment. Runway 1-19 coverage compares poorly to the other proposed runway alignments, but it's important for comparison since Runway 1-19 is the proposed crosswind on the Jetport's most recent Airport Layout Plan (ALP) drawing. While Runway 1-19 is a better alignment within the physical constraints of the airport environment, pilots have indicated that more reliable wind data was needed to show the Runway 1-19 alignment was inadequate. The Afton wind data clearly makes this distinction.

As noted earlier, the Afton data is limited to two years and not the 10 years required by the FAA. In the absence of local wind data during the previous planning study, El Paso and Las Cruces weather stations were the only option. Clearly, the 10 years of El Paso data in the last plan does not offer the same reliability of wind conditions that the Afton station's two years of data does since the proximity of Afton to the Jetport and the area topography is more representative of the Jetport than ELP. The County plans to continue its wind data collection efforts from the Afton station to validate the need for the proper crosswind runway alignment.



Source: Afton Station Wind Data, Jun 2014- 2016

Associated Cost

Preliminary planning-level cost estimates were prepared for each of the build alternatives. The No Action Alternative has the least associated cost as it represents a scenario where no new development takes place and existing facilities are maintained. Therefore, the cost comparison focuses on the build alternatives.

To recap, pavement strengthening on Runway 10-28 is needed in the near-term, but a decision on what pavement strength is needed now is in question. A minimum pavement strength of 60,000 lbs. at \$8.53 million, is needed to accommodate the 10-year planning period for corporate GA. However, this excludes the air cargo study findings for potential near-term B737 freighter activity, which requires an estimated 135,000 lbs. pavement strength at \$13.83 million—\$5.3 million more than the minimum 60,000 lbs. The previous plan recommended a pavement strength of 95,000 lbs. on Runway 10-28 to serve the growing jet traffic. Although the traffic needing the 95,000 lbs. makes up less than 500 operations annually in the 10-year forecast, this activity is anticipated to continue increasing in the long-term. The alternative for Runway 10-28 pavement strengthening to 95,000 lbs. is estimated at \$11.7 million—\$2.1 million less than the B737 pavement strength requirement of 135,000 lbs.

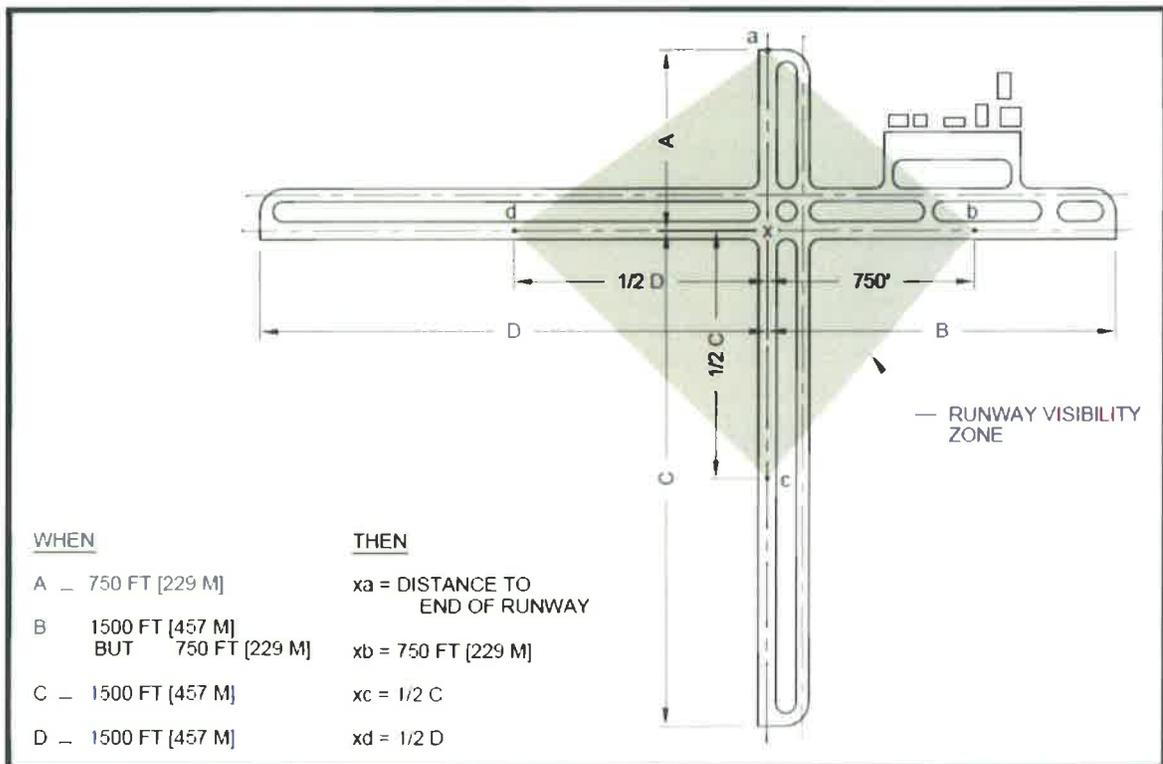
The costliest alternative to address a heavy air cargo scenario is the long-term construction of a 12,000-foot runway at \$29.73 million. The support for this vision has diminished over time with the available air cargo facilities and services in the region. Plus, the current length of Runway 10-28 can accommodate a significant amount of air cargo that can be supported by area business with the cost limited to strengthening. Further, a new runway would take years of planning, environmental evaluation, and development in addition to the high cost.

For the minimum B-II crosswind runway at a length of 5,700 feet, regardless of alignment, the cost is estimated at \$4.54 million. To increase that length to 6,400 feet (700 additional feet) for C-II activity in crosswind conditions, the cost increases by \$1.65 million to a total of \$6.19 million.

Consideration of Future Landside Development

With each airfield configuration, protection of line-of-sight between runways is important since the Jetport does not have an air traffic control tower. The FAA defines this protected area as the runway visibility zone (RVZ). Exhibit 4M is an excerpt from FAA's Airport Design guidance on the RVZ. For the Jetport, this RVZ will help define the building restriction line for the subsequent analysis of landside development alternatives. Based on the airfield configuration options for the Jetport, the RVZ will generally be defined by the midpoint of each runway carving out a triangular shape of property protected from development. The RVZ must remain clear as its purpose is to ensure pilots on different runways have adequate line of sight to avoid a possible accident.

Exhibit 4M. FAA Runway Visibility Zone Guidance



Associated Questions with the Selection of a Preferred Airside Alternative

The PAC's evaluation and ultimate selection of a preferred airside alternative to recommend to the County for approval may involve numerous questions. Some of these questions offered for the discussion include the following:

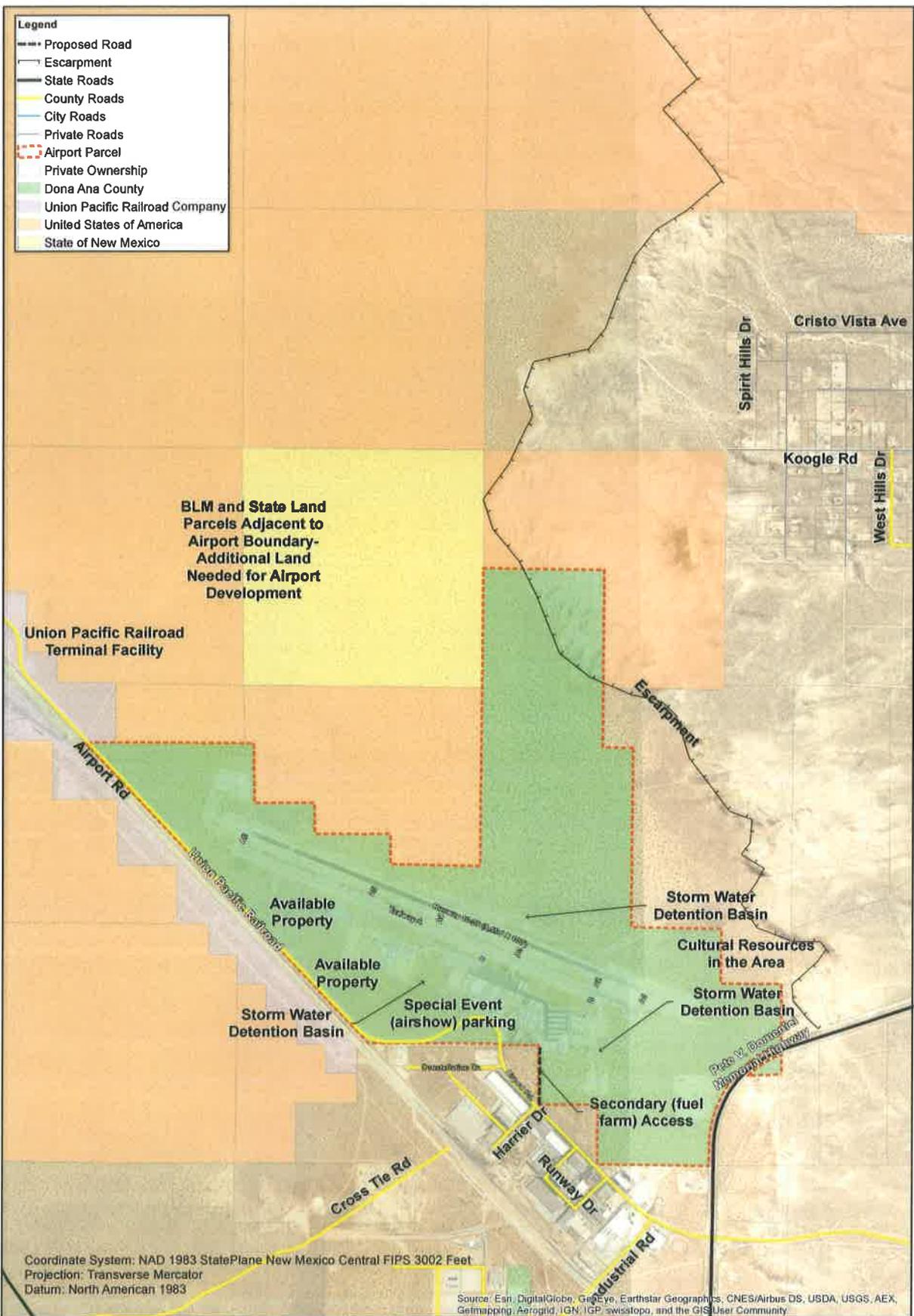
- Does the development alternative meet the County's changing long-term vision for the Jetport?
- Is the development financially feasible?
- Does the development serve the needs of the airport users?
- Is the property acquisition feasible?
- Does the development accommodate an adequate area and permit a functional layout of future buildings, roadways, and other facilities to be shown in the subsequent landside development alternatives process?
- Does the development offer flexibility in accommodating changing needs in the future?
- Will proposed off-airport development be compatible with the proposed on-airport development considering overflight, new roadways, etc.?
- Will the community support the development?
- Are there potential environmental impacts of significance?

The PAC's preferred airside alternative selection will be shared with the public at the Public Information Workshop that immediately follows the PAC meeting. Next, the preferred airside alternative will be presented to the County for review and approval, including a review/input/approval process by the Airport Advisory Board (AAB). This working paper, a narrative description of the PAC's selection process, and an exhibit with the preferred airside alternative will be included in the submittal to the AAB and County. Following approval, landside development alternatives will be prepared based on the airfield configuration in the preferred airside alternative. The landside alternatives will follow the same evaluation and selection process as the airside alternatives.

Table 4A. Comparative Evaluation Worksheet

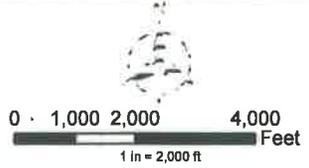
Alternative	Runway 10-20								Greenwind Runway										
	ARC	Pavement Strength	Instrument Approach (IAP) Visibility Mils.	Primary Surface Width	RPZ	RPZ Land Use	Off-Airport Property Impact (acres)	Wind Coverage	Cost Estimate	ARC	Pavement Strength	Instrument Approach (IAP) Visibility Mils.	Primary Surface Width	RPZ	Runway Alignment	Off-Airport Property Impact (acres)	Wind Coverage	Cost Estimate	
1 (No Action)	C-II	20K	1-mile	500'	500' x 1,700' x 1,010'	Runway 10 - road, railroad Incompatible	0.11 acre of Runway 10 RPZ overlays road, railroad		\$6.43M										
2 2.1 2.2 2.3	C-III	<150K	3/4-mile	1000'	1,000' x 1,700' x 1,510'	Runway 10 - road, railroad Incompatible	1.84 acres of Runway 10 RPZ overlays road, railroad		\$9.43M	13.83	B-III	40K	1-mile	500'	500' x 1,700' x 1,010'	Runway 3-21 (A) Runway 3-21 (B) Runway 4-22 Runway 5-23	103 acres 57 acres 29 acres 28 acres		\$ 4.54 million 96.69% 97.19% 96.64%
3 3.1 3.2 3.3	C-III	<100K	3/4-mile	1000'	1,000' x 1,700' x 1,510'	Runway 10 - road, railroad Incompatible	1.84 acres of Runway 10 RPZ overlays road, railroad		\$9.43M	11.7	C-IV	500K	3/4-mile	1000'	1,000' x 1,700' x 1,510'	Runway 1-19 Runway 3-21 Runway 5-23	464 acres 464 acres 489 acres		\$ 29.73 million 92.10% 96.69% 96.54%
4 4.1 4.2 4.3	C-II	60K	1-mile	500'	500' x 1,700' x 1,010'	Runway 10 - road, railroad Incompatible	0.11 acre of Runway 10 RPZ overlays road, railroad		\$6.43M	8.55	O-II	40K	1-mile	500'	500' x 1,700' x 1,010'	Runway 1-19 Runway 3-21 Runway 5-23	187 acres 187 acres 158 acres		\$ 6.19 million 92.10% 96.69% 96.64%

- Legend**
- Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - - - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico



Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

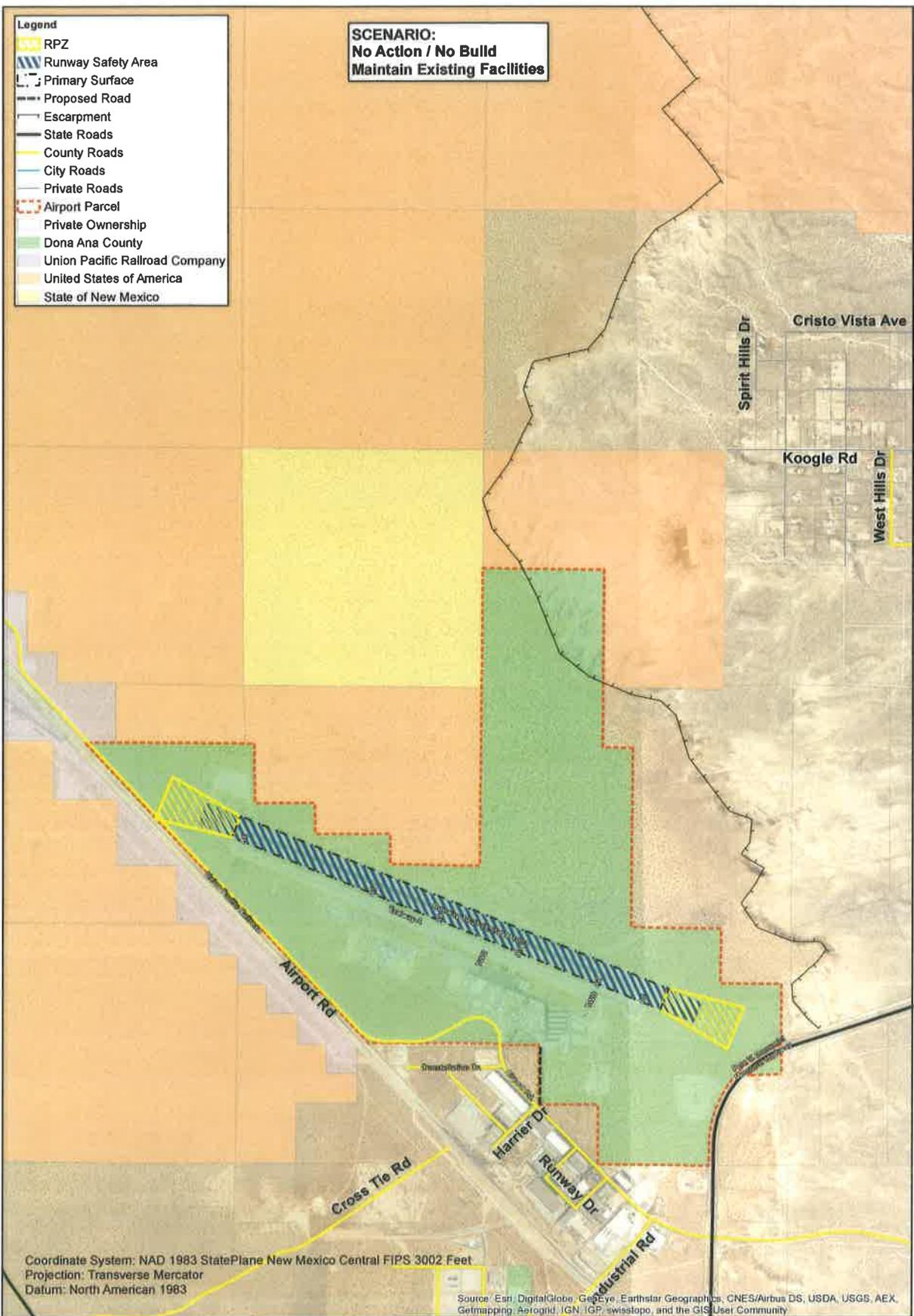


**Doña Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4A
 Site Considerations**

14.24

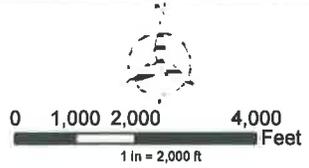
- Legend**
- RPZ
 - Runway Safety Area
 - Primary Surface
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

**SCENARIO:
No Action / No Build
Maintain Existing Facilities**



Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

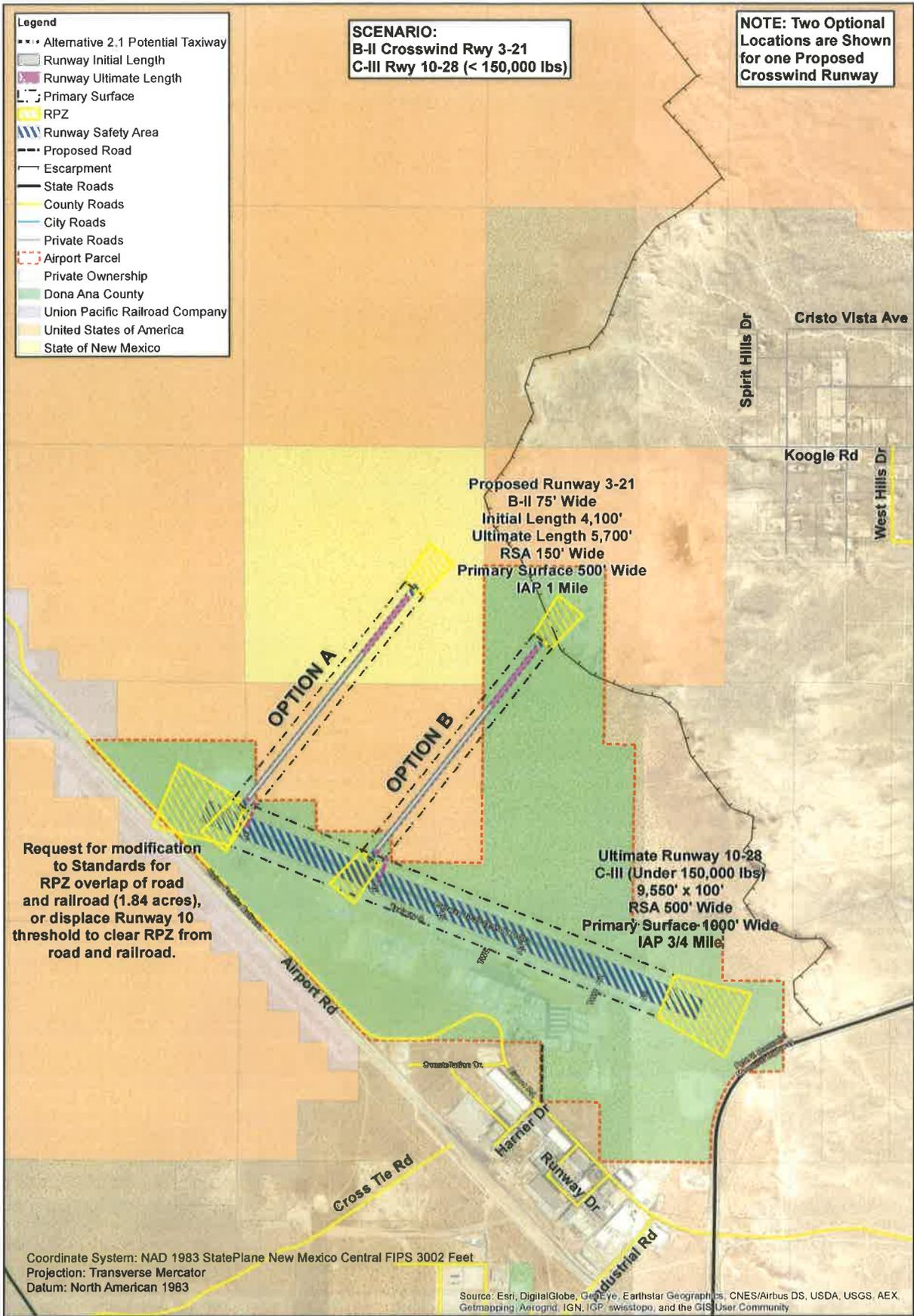


**Doña Ana County
International Jetport
Airport Multi-model
Master Plan and ALP Update
Exhibit 4B
No Action**

- Legend**
- Alternative 2.1 Potential Taxiway
 - ▭ Runway Initial Length
 - ▭ Runway Ultimate Length
 - ▭ Primary Surface
 - ▭ RPZ
 - ▭ Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - ▭ Airport Parcel
 - ▭ Private Ownership
 - ▭ Dona Ana County
 - ▭ Union Pacific Railroad Company
 - ▭ United States of America
 - ▭ State of New Mexico

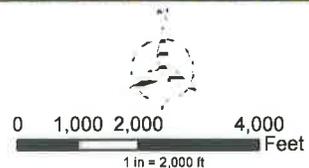
SCENARIO:
 B-II Crosswind Rwy 3-21
 C-III Rwy 10-28 (< 150,000 lbs)

NOTE: Two Optional Locations are Shown for one Proposed Crosswind Runway



Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

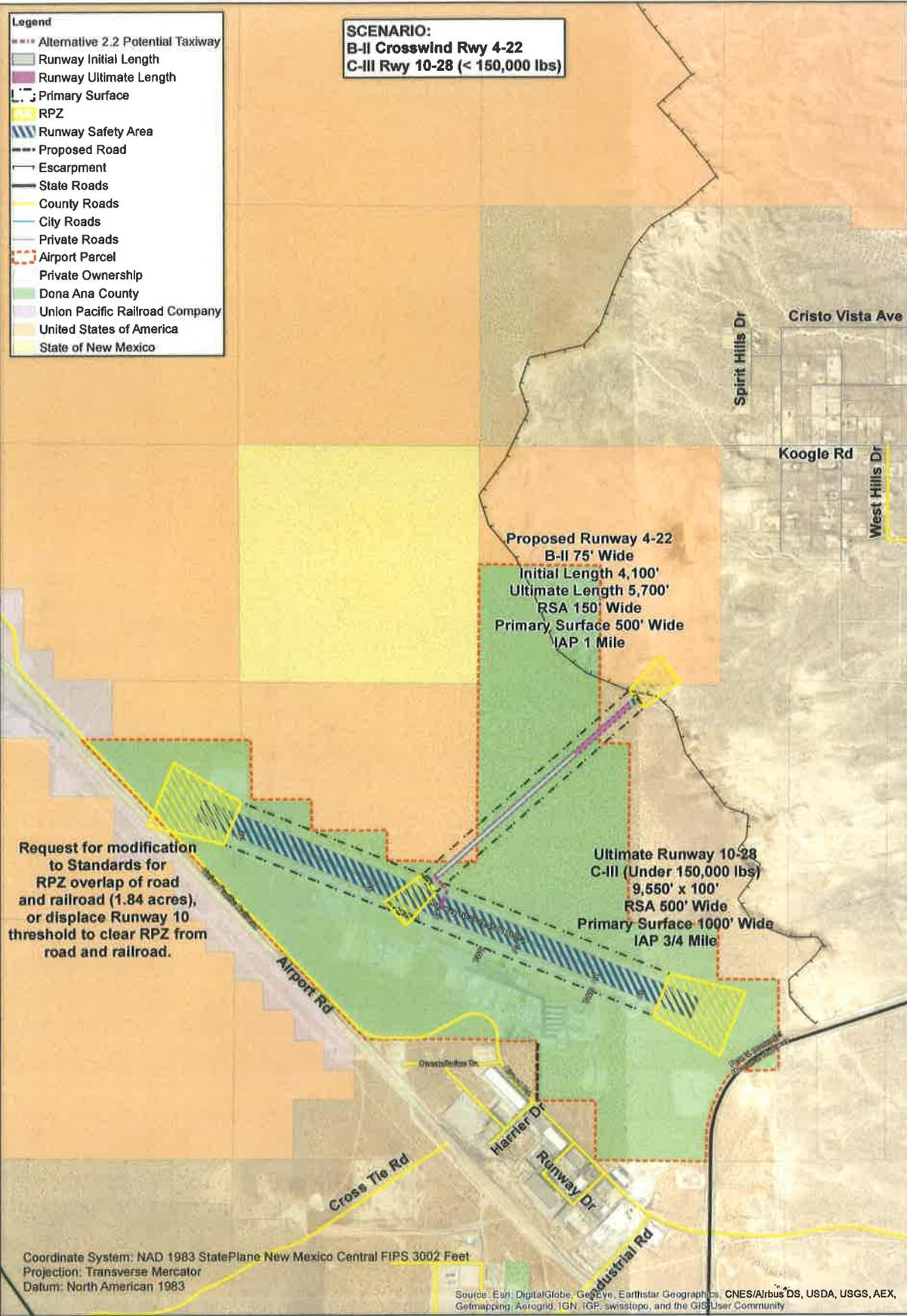
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



**Doña Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4C
 Alternative 2.1**

- Legend**
- Alternative 2.2 Potential Taxiway
 - Runway Initial Length
 - Runway Ultimate Length
 - Primary Surface
 - RPZ
 - Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

SCENARIO:
 B-II Crosswind Rwy 4-22
 C-III Rwy 10-28 (< 150,000 lbs)



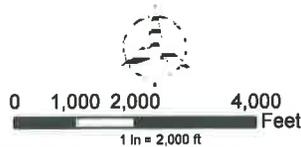
Request for modification to Standards for RPZ overlap of road and railroad (1.84 acres), or displace Runway 10 threshold to clear RPZ from road and railroad.

Proposed Runway 4-22
 B-II 75' Wide
 Initial Length 4,100'
 Ultimate Length 5,700'
 RSA 150' Wide
 Primary Surface 500' Wide
 IAP 1 Mile

Ultimate Runway 10-28
 C-III (Under 150,000 lbs)
 9,550' x 100'
 RSA 500' Wide
 Primary Surface 1000' Wide
 IAP 3/4 Mile

Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGE, swisstopo, and the GIS User Community

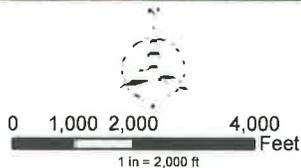
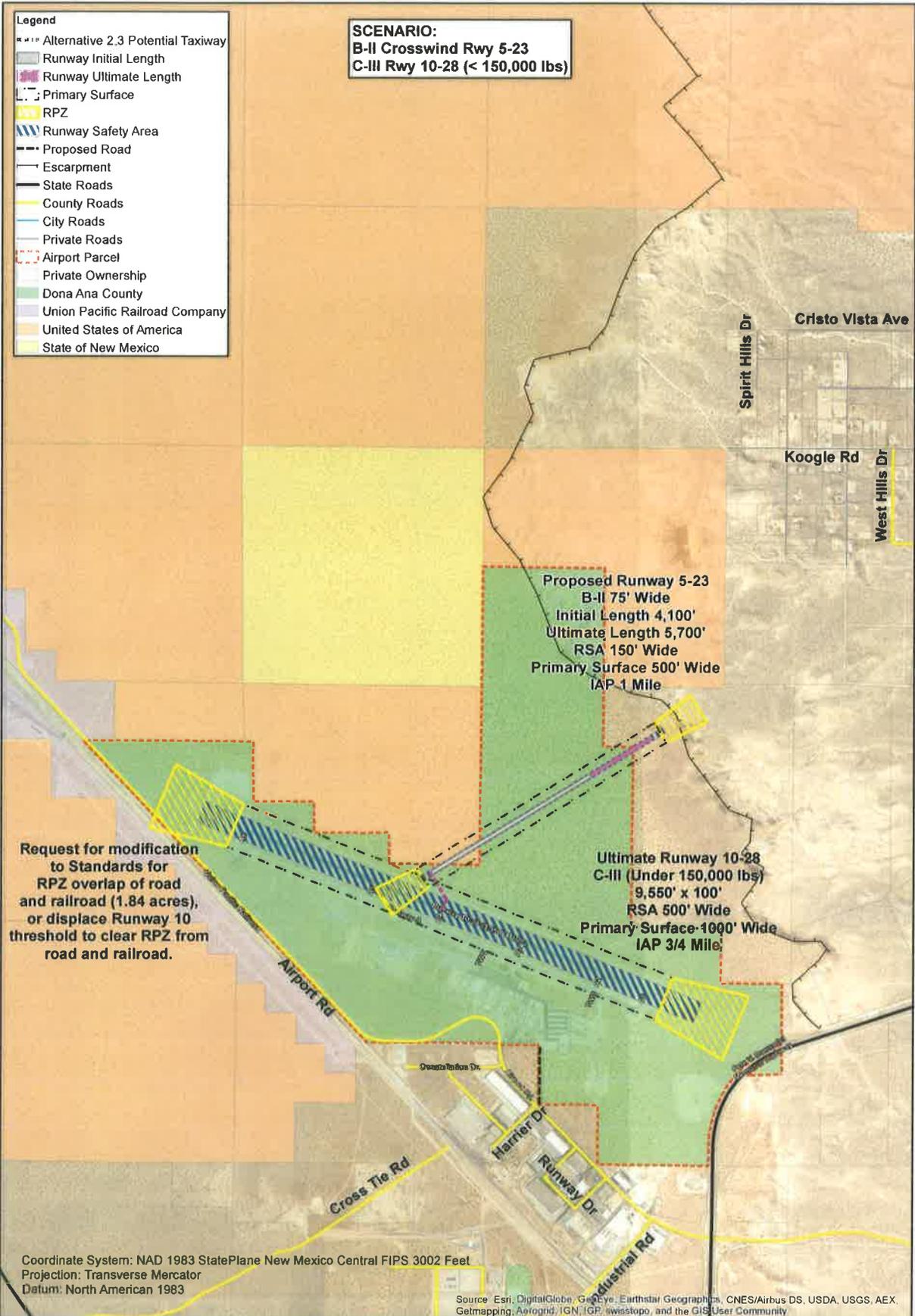


**Doña Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4D
 Alternative 2.2**

14.27

- Legend**
- Alternative 2.3 Potential Taxiway
 - Runway Initial Length
 - Runway Ultimate Length
 - Primary Surface
 - RPZ
 - Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

SCENARIO:
 B-II Crosswind Rwy 5-23
 C-III Rwy 10-28 (< 150,000 lbs)



**Doña Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4E
 Alternative 2.3**

14.28

- Legend**
- Alternative 3.1 Potential Taxiway
 - Runway Initial Length
 - Runway Ultimate Length
 - Primary Surface
 - RPZ
 - Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

SCENARIO:
 B-II Crosswind Rwy 1-19
 C-III Rwy 10-28 (< 100,000 lbs)

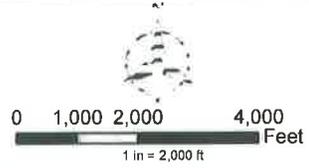
Proposed Runway 1-19
 C-IV 150' Wide
 Initial Length 5,700'
 Ultimate Length 12,000'
 Ultimate RSA 500' Wide
 Primary Surface 1,000' Wide
 IAP 3/4 Mile

Ultimate Runway 10-28
 C-III (Under 100,000 lbs)
 9,550' x 100'
 RSA 500' Wide
 Primary Surface 1000' Wide
 IAP 3/4 Mile

Request for modification to Standards for RPZ overlap of road and railroad (1.84 acres), or displace Runway 10 threshold to clear RPZ from road and railroad.

Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



**Doña Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4F
 Alternative 3.1**

14.29

- Legend**
- Alternative 3.2 Potential Taxiway
 - Runway Initial Length
 - Runway Ultimate Length
 - Primary Surface
 - RPZ
 - Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

SCENARIO:
 B-II Crosswind Rwy 3-21
 C-III Rwy 10-28 (< 100,000 lbs)

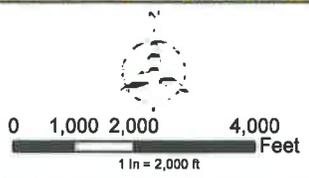
Proposed Runway 3-21
 C-IV 150' Wide
 Initial Length 5,700'
 Ultimate Length 12,000'
 Ultimate RSA 500' Wide
 Primary Surface 1,000' Wide
 IAP 3/4 Mile

Ultimate Runway 10-28
 C-III (Under 100,000 lbs)
 9,550' x 100'
 RSA 500' Wide
 Primary Surface 1000' Wide
 IAP 3/4 Mile

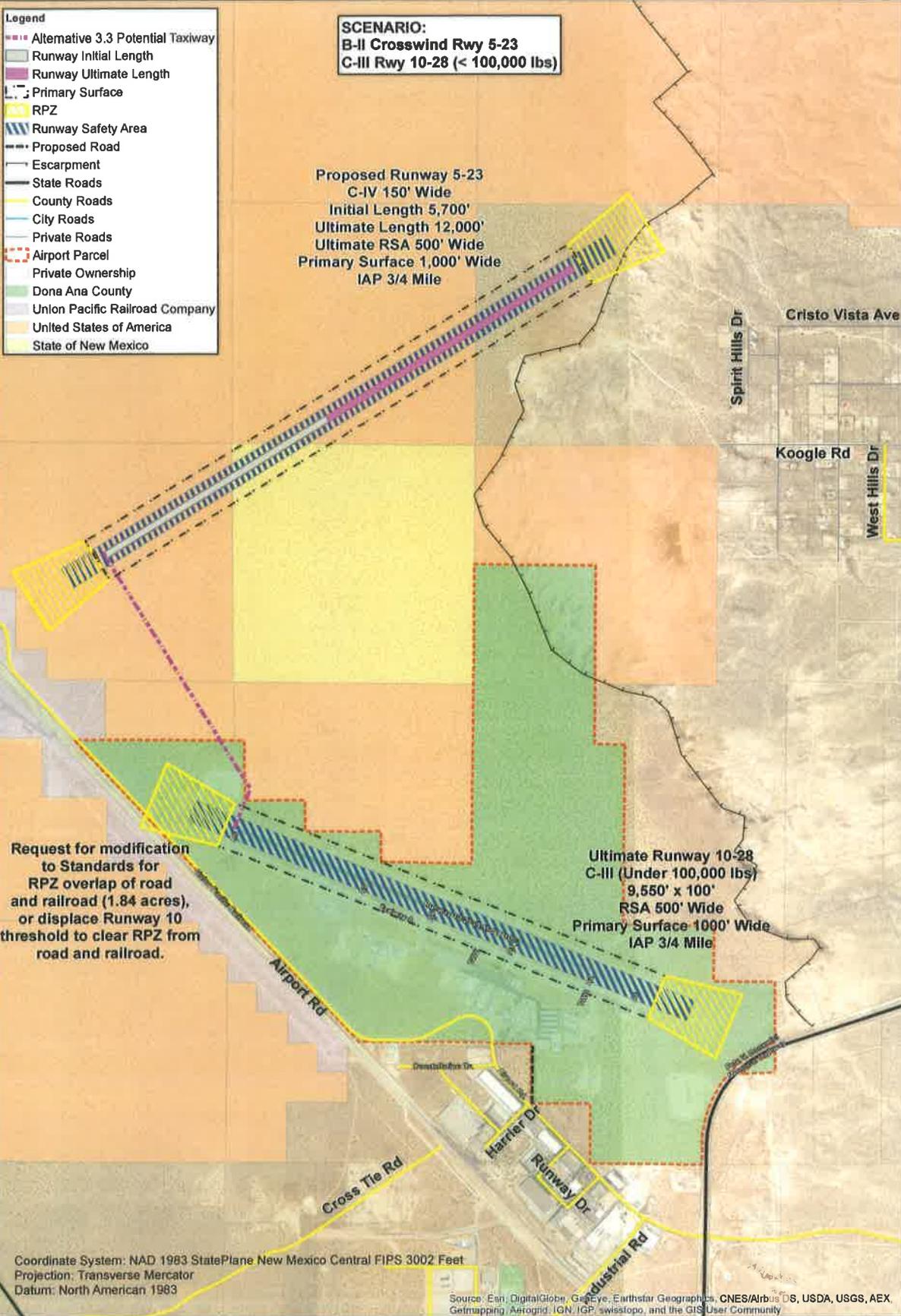
Request for modification to Standards for RPZ overlap of road and railroad (1.84 acres), or displace Runway 10 threshold to clear RPZ from road and railroad.

Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

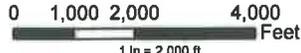
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Dofia Ana County International Jetport Airport Multi-model Master Plan and ALP Update Exhibit 4G Alternative 3.2





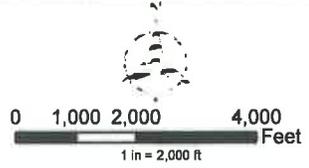
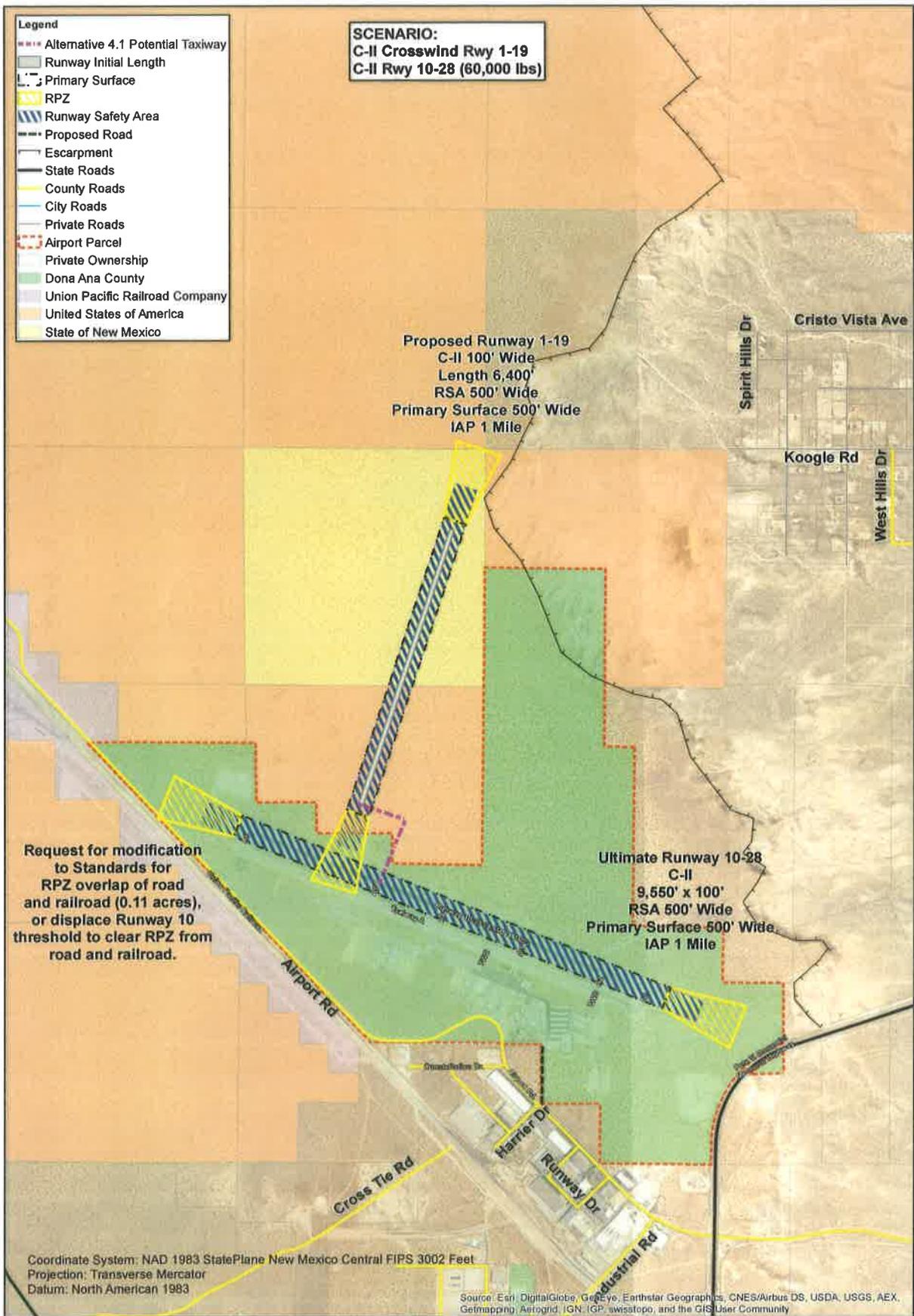


**Doña Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4H
 Alternative 3.3**

14.31

- Legend**
- Alternative 4.1 Potential Taxiway
 - Runway Initial Length
 - Primary Surface
 - RPZ
 - Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

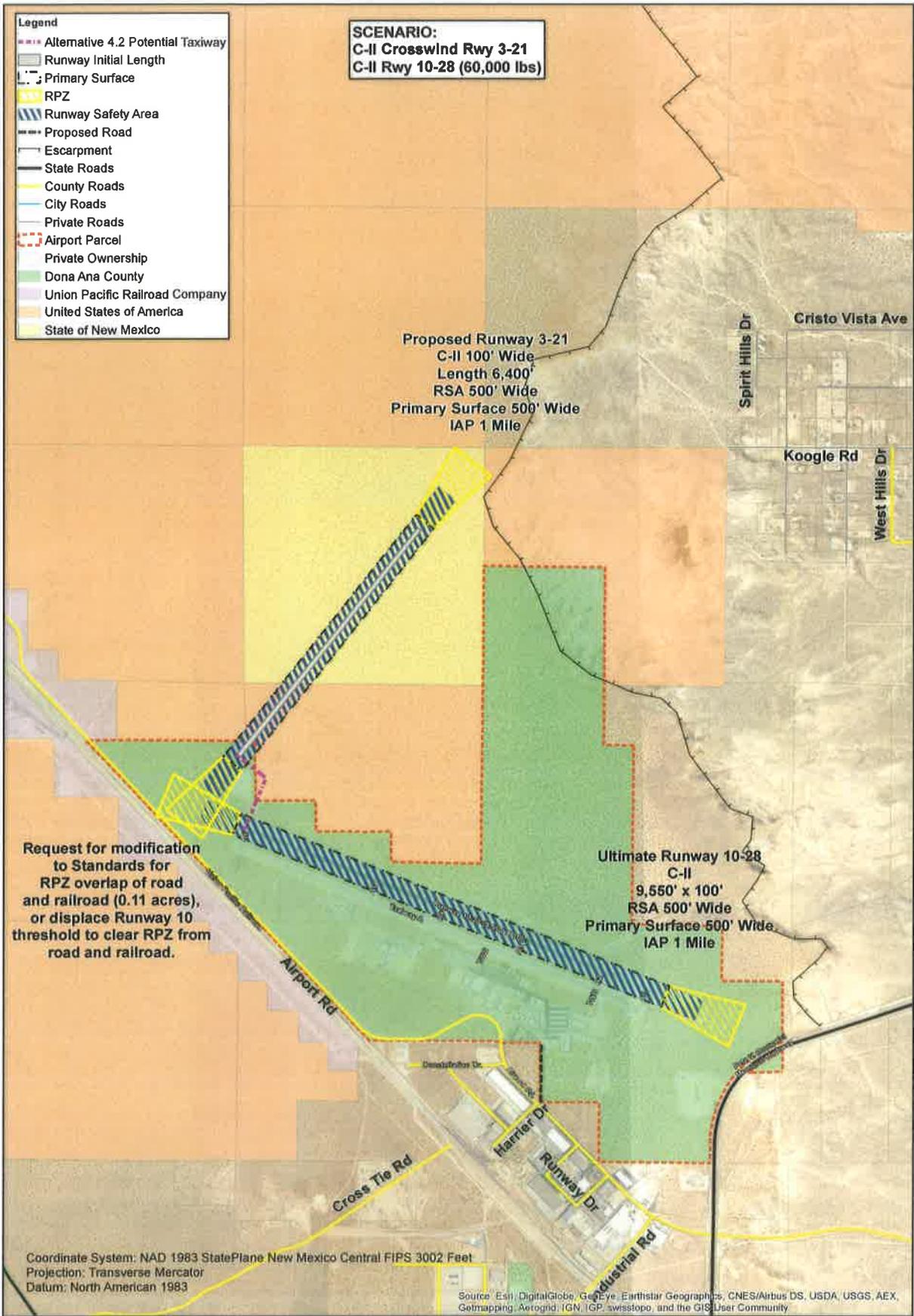
SCENARIO:
C-II Crosswind Rwy 1-19
C-II Rwy 10-28 (60,000 lbs)



**Dona Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4I
 Alternative 4.1**

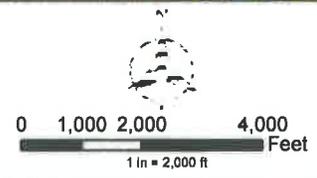
- Legend**
- Alternative 4.2 Potential Taxiway
 - Runway Initial Length
 - Primary Surface
 - RPZ
 - Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

SCENARIO:
 C-II Crosswind Rwy 3-21
 C-II Rwy 10-28 (60,000 lbs)



Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

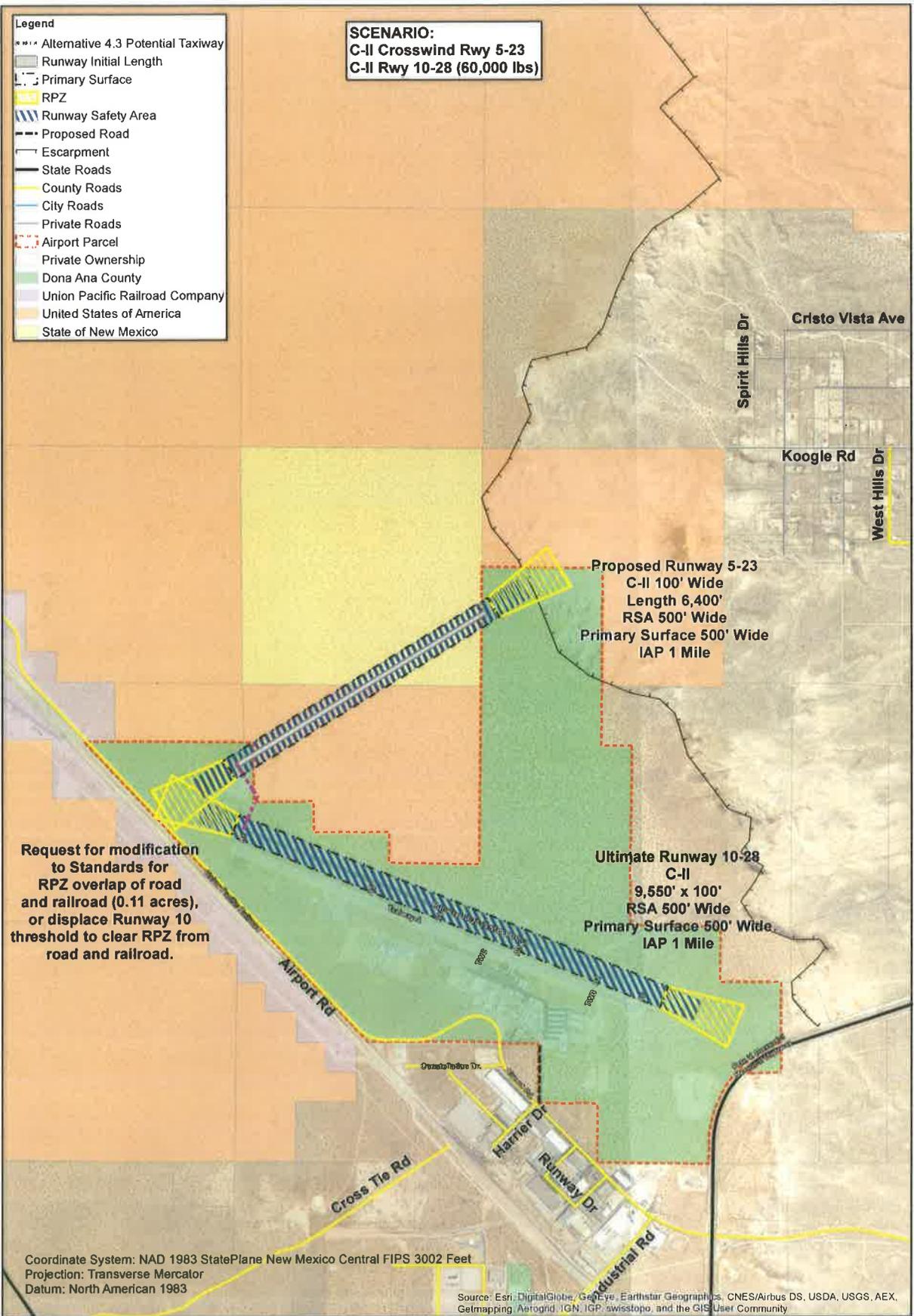
Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



**Dona Ana County
 International Jetport
 Airport Multi-model
 Master Plan and ALP Update
 Exhibit 4J
 Alternative 4.2**

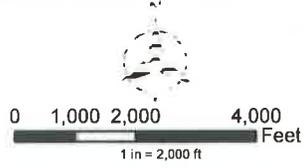
- Legend**
- Alternative 4.3 Potential Taxiway
 - Runway Initial Length
 - Primary Surface
 - RPZ
 - Runway Safety Area
 - Proposed Road
 - Escarpment
 - State Roads
 - County Roads
 - City Roads
 - Private Roads
 - Airport Parcel
 - Private Ownership
 - Dona Ana County
 - Union Pacific Railroad Company
 - United States of America
 - State of New Mexico

SCENARIO:
C-II Crosswind Rwy 5-23
C-II Rwy 10-28 (60,000 lbs)



Coordinate System: NAD 1983 StatePlane New Mexico Central FIPS 3002 Feet
 Projection: Transverse Mercator
 Datum: North American 1983

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Doña Ana County
International Jetport
Airport Multi-model
Master Plan and ALP Update
Exhibit 4K
Alternative 4.3

14.34