CITY COUNCIL
AGENDA

Monday, April 21, 2025 at 1:00 PM

Council Chambers

Mayor
Eric Enriquez

Mayor Pro Tem
Johana Bencomo

Councilors
Cassie McClure
William Mattiace
Becki Graham
Becky Corran
Yvonne Flores

CITY OF LAS CRUCES

CITY HALL
P.O. BOX 20000
LAS CRUCES, NM 88004

700 N. Main St.
PHONE (575) 541-2067

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CONSENT AGENDA

Minutes and Items on the Consent Agenda Are Considered Routine Items and Will Be Voted on with One Motion Unless a Councilor Requests That a Specific Item Be Removed. There Will Be No Discussion.

Page

1. OPENING CEREMONIES

1.1. Pledge of Allegiance - Councilor Graham.

1.2. Presentation of Certificates of Appreciation/Proclamations - Councilor Graham.

1.3. Jobs of the Week.

1.4. Pets of the Week.

2. CONFLICT OF INTEREST INQUIRY BY MAYOR AS REQUIRED BY LCMC SECTION 2-27 (E)(2)

3. PUBLIC PARTICIPATION

4. ACCEPTANCE OF AGENDA

5. CITY COUNCIL MINUTES

5.1. Work Session of March 24, 2025. 4 - 10

Work Session - Mar 24 2025 - Minutes - Pdf

6. RESOLUTION(S) AND/OR ORDINANCE(S) FOR CONSENT AGENDA

6.1. RESOLUTION NO. 25-118: A RESOLUTION APPROVING THE VACATION OF A 60-FOOT-WIDE RIGHT-OF-WAY KNOWN AS CAMINO DEL REX, LOCATED AT THE SOUTHWEST INTERSECTION OF MAIN STREET AND SAMARITAN AVENUE, WHICH IS ASSOCIATED WITH A FINAL PLAT KNOWN AS ROYAL CROSSING SUBDIVISION PHASE 1A. 11 - 44

Resolution No. 25-118 - Pdf

6.2. RESOLUTION NO. 25-119: A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES (CITY) TO FORMALLY REQUEST A ONE-YEAR TIME EXTENSION FROM JUNE 30, 2025, TO JUNE 30, 2026, FOR NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) MUNICIPAL ARTERIAL PROGRAM (MAP) CONTROL NO. HW2L100582 SPRUCE/TELSHOR/TRIVIZ INTERSECTION IMPROVEMENTS PROJECT. 45 - 49

Resolution No. 25-119 - Pdf

7. RESOLUTION(S) AND/OR ORDINANCE(S) FOR DISCUSSION

7.1. RESOLUTION NO. 25-120: A RESOLUTION TO ENTER INTO A CONTRACT WITH ROOT POLICY RESEARCH OF DENVER, COLORADO TO COMPLETE THE HUD 5-YEAR CONSOLIDATED PLAN AND AFFORDABLE HOUSING PLAN FOR AN AMOUNT NOT TO EXCEED $131,000 PLUS APPLICABLE TAXES, SUBJECT TO APPROVED BUDGET APPROPRIATIONS (PROCUREMENT NO. 24-25-038). 50 - 132

Resolution No. 25-120 - Pdf

7.2. RESOLUTION NO. 25-121: A RESOLUTION TO AWARD CONTRACTS FOR LANDSCAPE ARCHITECTURAL DESIGN SERVICES ON AN AS-NEEDED BASIS TO MOLZEN CORBIN & ASSOCIATES, INC., SITES SOUTHWEST, LLC., AND STANTEC CONSULTING SERVICES, INC. IN AN AMOUNT NOT TO EXCEED $2,000,000 PER VENDOR ANNUALLY, FOR A TERM OF FIVE (5) YEARS THROUGH MARCH 31, 2029, SUBJECT TO APPROVED BUDGET APPROPRIATIONS (PROCUREMENT NO. 24-25-003). 133 - 274

Resolution No. 25-121 - Pdf

7.3. RESOLUTION NO. 25-122: A RESOLUTION APPROVING ROADRUNNER TRANSIT'S TRIENNIAL TITLE VI PROGRAM UPDATE. 275 - 306

Resolution No. 25-122 - Pdf

7.4. RESOLUTION NO. 25-123: A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES (CITY) TO ACCEPT THIRD QUARTER BUDGET ADJUSTMENTS FOR VARIOUS CITY DEPARTMENTS THROUGH AN AMENDMENT TO THE CITY'S ADOPTED FISCAL YEAR (FY) 2024-25 BUDGET. 307 - 331

Resolution No. 25-123 - Pdf

7.5. RESOLUTION NO. 25-124: A RESOLUTION AMENDING THE FY2025-2030 CAPITAL IMPROVEMENTS PROGRAM. 332 - 347

Resolution No. 25-124 - Pdf

7.6. RESOLUTION NO. 25-125: A RESOLUTION ADOPTING THE 2024 LAS CRUCES INTERNATIONAL AIRPORT MASTER PLAN AND THE LAS CRUCES AIRPORT LAYOUT PLAN. 348 - 541

Resolution No. 25-125 - Pdf

8. BOARD APPOINTMENTS

9. NOTICE OF PROPOSED ORDINANCE(S)

1) There will be no public discussion.
2) A Councilor may ask staff for clarification on the proposed ordinance(s).

10. CITY COUNCIL MEMBER BOARD REPORTS AND COMMENT

11. CITY MANAGER REPORT

12. ADJOURNMENT

MINUTES
Work Session
Monday, March 24, 2025 @ 1:00 PM
City Council Chambers, City Hall

PRESENT: Councilor Johana Bencomo, Councilor Yvonne Flores, Councilor Becki Graham, Councilor Becky Corran, Mayor Eric Enriquez, Councilor Cassie McClure, and Councilor William Mattiace

ABSENT:

1. JOBS OF THE WEEK

1.1

Sarah Raney, Americas Job Center of New Mexico presented Jobs of the Week.

2. PETS OF THE WEEK

2.1

Carol Nielson, Animal Services Center of the Mesilla Valley presented Pets of the Week.

3. READ CLOSED MEETING STATEMENT

3.1

The Las Cruces City Council met in closed session and only discussed those limited items as stated in the posted notice:

1. To discuss the purchase, acquisition or disposal of real property rights regarding 302 South Main Street, Las Cruces, New Mexico, which is closed pursuant to NMSA 1978, Section 10-15-1(H)(8).
2. To discuss pending or threatening litigation regarding the Estate of Presley Eze v. Officer Brad Lundsford, et al, Cause No. 2:23-cv-00976-GBW-KRS, which is closed pursuant to NMSA 1978, Section 10-15-1(H)(7).

4. AGENDA ITEM

4.1 FISCAL YEAR 2025-2026 BUDGET REVIEW.

Jacqueline Rubalcava, Budget & Grant Administrator gave the overhead presentation.

Councilor Bencomo asked on page ten I just had a question about, I assume this the first one with the Community of Hope homeless outreach teams they have, is there a reason for a zero estimated need for next year?

Jacqueline Rubalcava said this was just based off of not any new request that the departments have submitted but this was just strictly based off the amount of what they were funded for in FY25 and so the budget in 25 there was $75,000 set aside for homeless outreach. This isn't saying in 26 that they don't have a request for funding it is just from that funding that was in FY25 they are not expecting to carry over anything because they will fully spend it in 25.

Councilor Bencomo said I just wanted to make sure I understood that but then also take the moment to say that I think it is incredibly important that we continue to prioritize this program and ensure that there is and that it stays on the budget for future funding because it is an incredibly important program.

Councilor Mattiace said in reading page ten and then I think page nine, flip back to nine. Where is the amount that was allocated toward Police? I think I was just $1 million?

Jacqueline Rubalcava said there is the Real Time Crime Center, $1.1 million.

Councilor Mattiace asked this was FY25 budget?

Jacqueline Rubalcava said correct.

Councilor Mattiace asked if you go back to page ten and go back to page 9, am I adding that all $16 million was for housing? That came all from the Telshor Fund?

Jacqueline Rubalcava said if I remember correctly, it was closer to $19 million. I don't have the exact numbers broken down, but we can get those.

Councilor Mattiace asked it's okay, it's just $14 million/$19 million in that category? And then $1 million for public safety? The reason I bring this up is that I like to see the priority of public safety. I would really like push that for the next budget. That is all I am going to say.

Mayor Enriquez said you mentioned the proposed GRT, and you mentioned also the Telshor Fund. There is also proceeds, the cannabis proceeds funding is that being talked about? Do we know what kind of projected revenues that we are going to have there to be able to budget?

Jacqueline Rubalcava said yes, we do have that projected. I don't have that off the top of my head, but we do have it budgeted in the budget, we just didn't include all

revenue sources here. For the following Work Session, we can all funding sources for the revenue. At that point we will be further along with the process and have all revenues and then requests included.

Councilor Mattiace asked on April 14th we will have more of a say in the new budget, correct?

Jacqueline Rubalcava said yes, on April 14th we hope that we will have more information on there. We will have more of a breakdown of the requests that have already been submitted and anything that we have approval from the City Manager at that time. This was more just of a preliminary just to kind of explain what we are working through and how the process was laid out to get to this point.

Councilor Mattiace said I would like to share two items with the council now so that they can at least think about it before the 14th. Number one, I found out that five or six months ago and because of what happened Friday mainly with young people. The Las Cruces Public Schools, and I mentioned it to Ms. Bencomo, the Las Cruces Public Schools discontinued their therapy program. They actually had social workers and therapists in the school and for some reason they ran out of funds so I would like to see maybe application of our Telshor Funds to help the Las Cruces Public Schools bring that therapy program back to the high schools and then the second item I would like to is that there has been a lot of not mismanagement but I will call it surprise management like MMC, ambulance service, the leases. I would like to see us maybe here possibly a Compliance Officer. Someone that goes through all of the contracts and keeps us abreast of whether or not we are getting the reports when we are supposed to and then maybe we don't have a closed meeting surprises so if I could just get that there for the rest of the council to possibly consider.

4.2 CAPITAL IMPROVEMENTS PROGRAM FY26 REVIEW.

Cynthia Alamillo, CIP Manager gave the overhead presentation.

4.3 AIRPORT MASTER PLAN.

Andy Hume, Airport Director gave the overhead presentation.

Councilor Corran said I know that commercial air service is a little bit, it is like the lead in this that everyone is wondering about. I noticed that the master plan sort of suggest that Dallas is already online and that Phoenix is coming soon and I know that those are things that we weren't able to do. Can you give any sort of summary about what some of the most significant barriers are to meeting and again the master plan suggests that these already happened so I guess I would be curious to know what the shift in timeline is and what among the things are sort of the part of the CIP or other things that we have to consider in the budgeting process if that can make a difference in that timeline or not?

Andy Hume said the two items that are the biggest barriers, one is a terminal that will be able to support the TSA requirements. Particularly for the larger aircraft to get to DFW. Our current provider does not fly or is not going to be able to fly to DFW. The second is having an MRG, a minimum revenue guarantee. In order to get the service started a provider needs to know that they are going to be able to meet their

expenses and so having a minimum revenue guarantee provided to them until they get their numbers up, their load factors up to the point where they're meeting their expenses, they're making money is the second requirement. I would say that those are the two biggest requirements. Our current runway is long enough to support regional jets so that is really not an issue and we have the instrument landing capabilities for those types of planes so that is not really an issue but it's the terminal and the MRG that are really the two main issues.

Councilor Corran said I wonder in particular the terminal which I assume that one of the capital improvements that maybe we just saw, I am not sure. I think there was about $6 million being projected so I am curious as to what that looks like. If it is our existing one or you have to raise things? What would those changes be?

Andy Hume said one of the design ideas that we have is taking our existing hangar, the city owns a hangar. We could take that existing hangar, build an addition on to it, we have a space next to it that we could build an addition and basically retrofit that hanger and the addition to provide we would call it a transitional terminal until we can build a new facility that would cost a lot more and it would be more of a long term solution but we could do that in that $6 million range. That is really where that cost estimate came from but it would be retrofitting an existing building that we have.

Councilor Corran said I just wanted to understand the context if that was an ask and if it was coming through in this and if we understood the implications of it or not and I think it is important for the conversation.

Councilor Graham asked what is the tipping point of when we would need to upgrade our firefighting facilities, capacity, equipment?

Andy Hume said it would be going to this type of service that we were just talking about. Right now, we have what is called an index A service and for the type of aircraft that we have, the eight-seater aircraft that level of service is appropriate. If we go to the regional jets that we were just talking about we would need to upgrade to index B, which does require an increase in our service, an increase in our equipment and it also would probably require an increase in probably a need in additional personnel.

Councilor Mattiace asked on the increased equipment for regional aircraft what is the control tower situation? Do you have a full-fledged control tower that would be needed?

Andy Hume said at this point in time a control tower is not needed. Typically, control towers are needed once you get to a certain number of aircraft operations. If you have regular aircraft operations that exceed 100,000 per yearhat is when you start needing a control tower. Right now, we are in the 35,000 to 40,000 per year range so we are not anywhere close to that number of operations per year yet. We certainly monitor that year after year, but we are certainly not at the point of needing a control tower at this point.

Councilor Mattiace asked in ten years what type of increase to get to 30,000, where were we ten years ago?

Andy Hume said I would have to go back and look at the numbers. I don't have that off the top of my head.

Councilor Corran said I want you to know this is absolutely not about you and your leadership or anything but what I am about to say but for me I wasn't here when the initial sort of parameters for what the future of air traffic will be in Las Cruces and I understand that there are a lot of folks who are really anxious to see air passenger go to Phoenix and Dallas but I have to acknowledge that for my own perspective a really big investment in the airport for passenger air service doesn't really necessarily reflects what I think some of our values are or our biggest most pressing needs so I just want to say that in this context. I don't know what is in the capital plan and again I want you to know it is not I have any doubt that you have the ability to make things happen, I know that you do. I just sort of want to beg a question of what kinds of investments should we make and what populations is this serving and what is the ultimate impact we want to make with money and for me this conversation I don't know if I would necessarily and I know we did this a little bit in our CIP Retreat and it did make me reflect on what my values are and what my understanding of what our values are and I don't know that passenger air service to Dallas and Phoenix are things that I would choose to prioritize in a capital improvements process and so I just want to say that to be transparent in this conversation because it is pretty ambitious and it does have some implications I think for budget and what we understand and so I just sort of want to own that in this conversation.

Mayor Enriquez said that is kind of the question I have. Moving forward what kind of investment are we really looking at with this master plan looking at the future? What kind of investment funding money are we looking over what time frame?

Andy Hume said up to this point I am going to answer this in two ways. The first is that the numbers here that I have on this slide reflect capital and other grants. So, this includes the Rural Air Service Enhancement Grant under the state grant. Of course, the FAA grants. So here these are all funds that are coming from sources outside of the city and the $1 million are the matches that the city has come up with. Now this is since 2018. The other sources of funding are the operational funds, personnel and operations and so I don't have the numbers off the top of my head year over year and I can work with finance to get those but those are the funds above the revenue that the airport generates from leases and other fees that the city provides to operate the airport. Again, I don't have those numbers with me but I can get those from Finance. So, there really is two, one is these numbers here which really reflect capital and other grants and then there is the personnel/operating.

Mayor Enriquez asked my question is really moving forward what is it going to cost?

Andy Hume said I would refer to the CIP. If we want to move ahead with runway extension projects. Runway and extension projects are going to run into the tens of millions of dollars but again, we would seek grants for those. We would work with the

state legislature for funding on those. The new runway down in Santa Teresa I believe cost $40 million but the state legislature provided most if not all of the money for that project. We are going to be replacing our automated weather system and our rotating beacon. I believe it is in the neighborhood of $650,000. The FAA is providing 90% funding for that and then the city only has to provide 5% of the match for that. So again, those funding sources are out there through the FAA and through the state legislature. The city generally has to come up with 5%/10% for matches and I work with Planning and Implementation to make sure that those items are prioritized in the city's CIP.

Councilor Mattiace said I think that was a good mention. Maybe Chris could help us to on the economic development cooperation. In Santa Teresa on the $40 million investment, being there eight and half years at the Border Authority I watched the Santa Teresa Airport grow and they had the same vision you had. They brought a lot of jobs like Dell Computers, a lot of the aircraft land there that go to Dell Computers and they employ close to ten thousand people. So, there is a lot of employment that comes from building an airport and linking it with an industrial park. I think that is a great vision and if 5% is only our investment I think that is a very inexpensive for the numbers that you will get back. Maybe Chris could add to the economic development component of the Industrial Park with an airport. We have a lot of experience with that.

Elizabeth Teeters, Economic Development Director said I think when it comes to the Industrial Park, Andy and I have the same scope that we need infrastructure and that is in his plan as well as mine but we are working on the collaboration with the airport so we have been focusing on the south side of the Industrial Park. So south of I-10 but we are now starting to work on replating the north side and what that is going to be a collaboration with the airport to figure out what kind of businesses we can attract that need airport access or could potentially get it in the future. So that is the next phase that we are entering into with the Industrial Park.

Councilor Flores said Councilor Mattiace's questions and comments are helpful in so far as letting the council members and city know that it is a potential gold mine, and you have brought it up to standard. I have seen you go through all the hoops and sit down, walk, run, don't run, and bringing the airport up to be at least an intrastate and your work with the federal government and getting funds for the airport. The airport has come a long way because of you, and I see it as an economic development issue because it opens up the industrial innovative area there and we can bring in a lot of businesses there. I want to thank you for not only getting these end results but all of the battles you have had to fight, and I know that Senator Soules has been very supportive of our efforts, and I want to thank him to. I think that you have had a lot of success with the funds from the state legislature. Not just the legislature but I don't know if there is an Economic Development Department or tourist department or something but I want to thank you because yes we need a lot of money in other areas without a doubt but this is a gold mine and this is something that we should prioritize and support you, I certainly support you to continue with you quest. You have been very successful. I see some members of the advisory committee here. I just want to thank you Andy for all your work, I know what you have been through, and the airport has a different feel to it and I think that we will probably, hopefully be operating

intrastate and then connecting us to thuser world. I personally have to drive to El Paso Airport several times a year and every time I drive there, I think golly I should be driving to our airport in Las Cruces connecting me to where I want to go and I think that is going to come sooner than later and again, thank you Andy, thank you.

5. ADJOURNMENT

5.1

Councilor Yvonne Flores moved, seconded by Councilor Johana Bencomo, to adjourn at 2:12 p.m.

RESULT:	**Carried**
MOVER:	Councilor Yvonne Flores
SECONDER:	Councilor Johana Bencomo
AYES:	Councilor Johana Bencomo, Councilor Yvonne Flores, Councilor Becki Graham, Councilor Becky Corran, Mayor Eric Enriquez, Councilor Cassie McClure, and Councilor William Mattiace

Mayor

City Clerk

25-118

Type of Action:
☒ Resolution
☐ Ordinance
☐ TIDD Resolution

City Council Action and Executive Summary

District:	**☒ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☐ N/A**		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	John Castillo	**Department:**	Community Development
Program:	Community Planning	**Line of Business:**	Community Planning

Title: **A RESOLUTION APPROVING THE VACATION OF A 60-FOOT-WIDE RIGHT-OF-WAY KNOWN AS CAMINO DEL REX, LOCATED AT THE SOUTHWEST INTERSECTION OF MAIN STREET AND SAMARITAN AVENUE, WHICH IS ASSOCIATED WITH A FINAL PLAT KNOWN AS ROYAL CROSSING SUBDIVISION PHASE 1A.**

TYPE OF ACTION: **☐ Administrative** **☐ Legislative** **☒ Quasi-Judicial**

PURPOSE(S) OF ACTION:

Approval of a Vacation Plat

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The vacation process is to be followed when a request is made to rescind all or part of a dedicated tract that is designated for right-of-way in a previously filed subdivision. The process requires approval by City Council via a resolution. The Las Cruces Municipal Code Chapter 37, Section 37-239, states that a vacation plat requires a recommendation provided by the Development Review Committee (DRC), which is then considered by City Council for the final action during a public hearing. The Planning and Zoning Commission (P&Z) does not provide a recommendation as part of the process.

The proposed vacation of right-of-way is for a 60-foot-wide portion of Camino Del Rex, an unnamed road that was once the entrance to the Las Cruces Country Club and is associated with the Royal Crossing Subdivision Phase 1A. The property encompasses 75.03 ± acres in size and is zoned C-3C (Commercial High Intensity-Conditional) within the Royal Crossing Subdivision.

The vacated right-of-way will incorporate the unused property into two lots that have been created by the associated plat. Currently the right-of-way is not being utilized by the City of Las Cruces and will benefit the City by eliminating all maintenance and liability issues related with the unimproved right-of-way.

On August 14, 2024, the DRC reviewed the proposed vacation plat. After some discussion on correcting drainage issues, The DRC unanimously voted to recommend Approval with Conditions of the Vacation Plat. The conditions beings that Public Works needs to approve a drainage plan and that there be a change in terminology on an easement and that the final easement depending on the development of Lot 8. Please see Attachment "A" for the complete minutes from the DRC meeting.

SUPPORT INFORMATION:

Exhibit A-Royal Crossing Subdivision Phase 1A

Attachment A-August.14.24 DRC Minutes
Attachment B-Aerial Map
Attachment C-Zoning Map

PLAN(S):
Elevate Las Cruces

COMMITTEE/BOARD REVIEW:
DRC

DOES THIS AMEND THE BUDGET?:
☐ Yes
☒ No

Does this action amend the Capital Improvement Plan (CIP)?
☐ Yes
☒ No

Does this action align with Elevate Las Cruces?
☒ Yes
☐ No

OPTIONS / ALTERNATIVES:
1. Vote "Yes", this will approve the Resolution, and the Camino Del Rex Right-Of-Way Vacation Plat will be approved.
2. Vote "No", this will not approve the Resolution, and the Camino Del Rex Right-Of-Way Vacation Plat will not be approved
3. Vote to "Amend", this could allow City Council to modify the Resolution by adding conditions as deemed appropriate.
4. Vote to "Table", this could allow the City Council to table/postpone the Resolution and direct staff and the application accordingly.

RESOLUTION 25-118

A RESOLUTION APPROVING THE VACATION OF A 60-FOOT-WIDE RIGHT-OF-WAY KNOWN AS CAMINO DEL REX, LOCATED AT THE SOUTHWEST INTERSECTION OF MAIN STREET AND SAMARITAN AVENUE, WHICH IS ASSOCIATED WITH A FINAL PLAT KNOWN AS ROYAL CROSSING SUBDIVISION PHASE 1A.

The City Council is informed that:

WHEREAS, the applicant's representative, Souder Miller and Association, is proposing a vacation plat known as Royal Crossings Subdivision Phase 1A, which includes a portion of Camino Del Rex, an unnamed road; and

WHEREAS, the City of Las Cruces occasionally receives requests to vacate dedicated right-of-way that does not serve its intended purpose; and

WHEREAS, pursuant to the Las Cruces Municipal Code Chapter 37, Section 37-239, vacation plats require review and recommendation by the Development Review Committee (DRC) and final action by City Council; and

WHEREAS, the DRC, after conducting a public meeting on August 14, 2024, recommend that Camino Del Rex right-of-way vacation be approved.

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

(I)

THAT, the vacation plat known as Royal Crossing Subdivision Phase 1A, reflected in Exhibit "A", attached hereto and made part of this Resolution, is hereby Approved.

(II)

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

DONE AND APPROVED this day of

APPROVED

_____

ATTEST:

_____

Moved by:

Seconded by:

AYES

NAYS

ROYAL CROSSING SUBDIVISION, PHASE 1A

BEING A REPLAT OF TRACT C1, TRACT C2 AND TRACT C3
PARK RIDGE MEDICAL CENTER REPLAT NO. 2
FILED ON DECEMBER 19, 2019 IN PLAT BOOK 24, PAGE 501-503
LOCATED IN SECTION 6, TOWNSHIP 23 SOUTH, RANGE 2 EAST
N.M.P.M. OF THE U.S.G.L.O. SURVEYS
CITY OF LAS CRUCES, DOÑA ANA COUNTY, NEW MEXICO

FINAL PLAT

APRIL 2024
75.03 AC. ±

DEDICATION

THE 75.03 ACRE OF LAND SHOWN HEREON IS TO BE KNOWN AS ROYAL CROSSING SUBDIVISION, PHASE 1A

ALL RIGHTS OF WAY AND PUBLIC AREAS SHOWN HEREON ARE DEDICATED TO THE CITY OF LAS CRUCES. UTILITY EASEMENTS ARE GRANTED FOR THE USE OF THE UTILITY COMPANIES THAT ARE SIGNATORY TO THIS PLAT AND TO THE CITY OF LAS CRUCES. ALL RULES AND REGULATIONS OF THE CITY OF LAS CRUCES AND SAID UTILITIES WILL APPLY TO THESE EASEMENTS. ALL OTHER EASEMENTS SHOWN HEREON ARE GRANTED FOR THE USE INDICATED. NO ENCROACHMENT THAT WILL INTERFERE WITH THE USE OF EASEMENTS, AS SHOWN ON THIS PLAT, IS ALLOWED.

THE SUBDIVISION HAS BEEN DEDICATED IN ACCORDANCE WITH THE DESIRES/WISHES OF THE UNDERSIGNED OWNER(S) OF THE LAND SHOWN HEREON.

LC LAND , LLC.
A NEW MEXICO LIMITED LIABILITY COMPANY
10340 NORTH 84TH STREET
OMAHA, NEBRASKA 68122-2166

INSTRUMENT OF OWNERSHIP
TRACT C1 AND TRACT C2
WARRANTY DEED
INSTRUMENT # 1827911
FILED ON 11/26/2018

LC LAND , LLC.
A NEW MEXICO LIMITED LIABILITY COMPANY
1700 10TH STREET
ALAMOGORDO, NM 88310

INSTRUMENT OF OWNERSHIP
TRACT C3
WARRANTY DEED
INSTRUMENT # 2225434
FILED ON 09/19/2022

THE OWNER, LC LAND, LLC. ACTING THROUGH DENNIS CRIMMINS, ITS MANAGING MEMBER,

SETS ITS HAND AND SEAL THIS ____DAY OF _____ , 2024

_____
DENNIS CRIMMINS, MANAGING MEMBER OF LC LAND, LLC

STATE OF NEW MEXICO)
COUNTY OF DOÑA ANA)SS

THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF

_____ 2024

BY DENNIS CRIMMINS, MANAGING MEMBER OF LC LAND, LLC.

MY COMMISSION EXPIRES _____

_____
NOTARY PUBLIC

CITY OF LAS CRUCES

I, THE UNDERSIGNED OWNER, HEREBY SET MY HAND AND SEAL

THIS _____DAY OF _____ , 2024

_____
MAYOR ERIC ENRIQUEZ
P.O. BOX 20000
LAS CRUCES, NEW MEXICO 88004

_____
ATTEST CITY CLERK CHRISTINE RIVERA
P.O. BOX 20000
LAS CRUCES, NEW MEXICO 88004

STATE OF NEW MEXICO)
COUNTY OF DOÑA ANA)SS

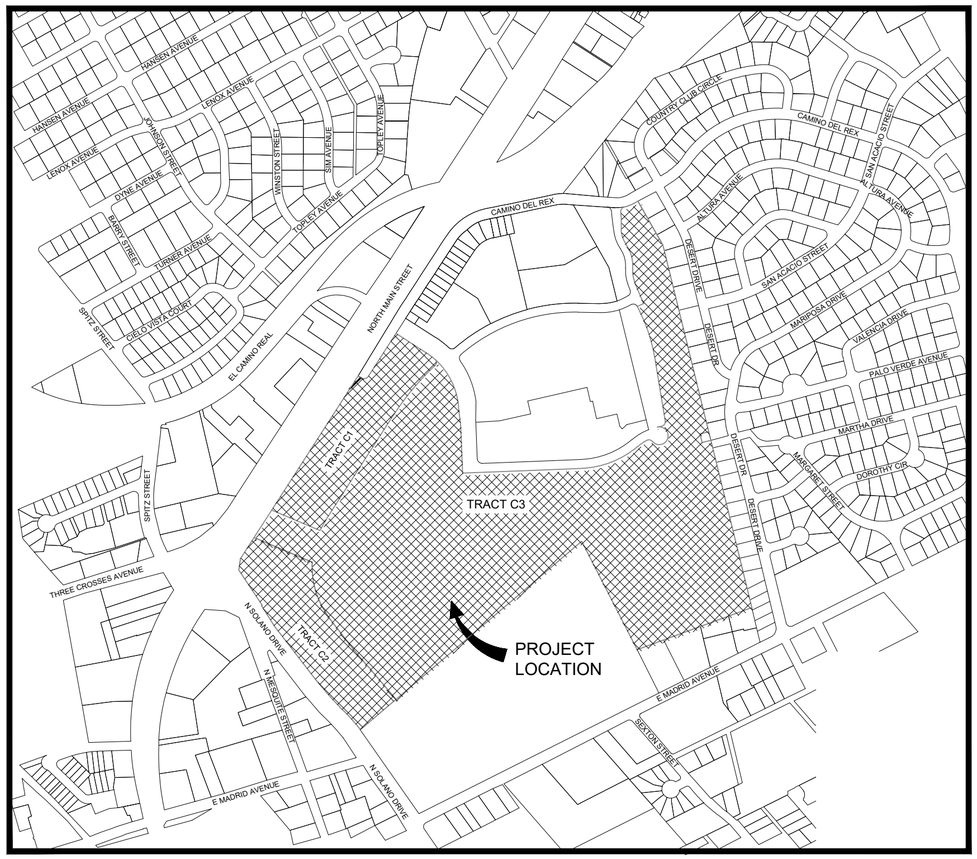
THE FOREGOING INSTRUMENT WAS ACKNOWLEDGED BEFORE ME THIS _____ DAY OF

_____ 2024

BY DENNIS CRIMMINS, MANAGING MEMBER OF LC LAND, LLC.

MY COMMISSION EXPIRES _____

_____
NOTARY PUBLIC



DOÑA ANA COUNTY CLERK

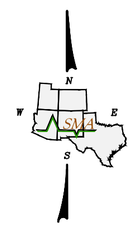
PLAT NO._____ RECEPTION NO._____

STATE OF NEW MEXICO)
COUNTY OF DOÑA ANA)SS

I HEREBY CERTIFY THAT THIS INSTRUMENT WAS FILED FOR RECORD ON THIS____DAY OF _____, 2024. AT _____ AM/PM, AND FILED IN THE RECORDS OF THE COUNTRY CLERK, DOÑA ANA COUNTY, NEW MEXICO.

_____ _____
COUNTY CLERK DEPUTY COUNTY CLERK

VICINITY MAP
SCALE: 1" = 500'



UTILITY APPROVALS

THIS PLAT HAS BEEN APPROVED FOR EASEMENT PURPOSES ONLY. THE SIGNING OF THIS PLAT DOES NOT IN ANY WAY GUARANTEE UTILITY SERVICE BY THE UNDERSIGNED COMPANIES TO THE SUBDIVISION.

EL PASO ELECTRIC COMPANY

EASEMENTS SHOWN HEREON, COPIES OF WHICH HAVE BEEN PRESENTED TO EL PASO ELECTRIC COMPANY, ARE SATISFACTORY TO MEET THE NEEDS FOR INSTALLATION AND MAINTENANCE OF (UNDERGROUND)(OVERHEAD), (UNDERGROUND AND/OR OVERHEAD), (UNDERGROUND AND DESIGNATED OVERHEAD FEEDER) ELECTRICAL FACILITIES

EL PASO ELECTRIC COMPANY

BY: _____ DATE: _____

COMCAST CORPORATION

EASEMENTS SHOWN HEREON, COPIES OF WHICH HAVE BEEN PRESENTED TO COMCAST CORPORATION, ARE SATISFACTORY TO MEET THE NEEDS FOR INSTALLATION AND MAINTENANCE OF UNDERGROUND AND/OR OVERHEAD FEEDER CABLE/TELEVISION/INTERNET UTILITIES.

COMCAST CORPORATION

BY: _____ DATE: _____

QWEST CORPORATION, d/b/a CENTURYLINK QC

EASEMENTS SHOWN HEREON, COPIES OF WHICH HAVE BEEN PRESENTED TO QWEST CORPORATION, ARE SATISFACTORY TO MEET THE NEEDS FOR INSTALLATION AND MAINTENANCE OF UNDERGROUND AND/OR OVERHEAD TELEPHONE FACILITIES.

QWEST CORPORATION

BY: _____ DATE: _____

CITY PLANNING AND ZONING COMMISSION APPROVAL

THIS PLAT HAS BEEN SUBMITTED TO AND CHECKED BY THE CITY OF LAS CRUCES PLANNING AND ZONING COMMISSION. IT CONCURS WITH THE EXPANSION OF EXISTING UTILITIES AND THOROUGHFARES AND IS IN ACCORDANCE WITH GENERAL CITY PLANNING AND IS APPROVED FOR FILING WITH THE COUNTY CLERK.

_____ _____
CHAIRMAN: DATE:

_____ _____
SECRETARY: DATE:

CITY OF LAS CRUCES

THIS PLAT HAS BEEN APPROVED BY THE CITY OF LAS CRUCES, AND ALL THE REQUIREMENTS FOR APPROVAL OF THE PLAT HAVE BEEN COMPLIED WITH TO THE SATISFACTION OF THE CITY OF LAS CRUCES, SUBJECT TO ANY AND ALL CONDITIONS REQUIRED BY THE PLANNING AUTHORITY FOR APPROVAL OF THIS PLAT.

_____ _____
DIRECTOR OF COMMUNITY DEVELOPMENT: DATE:

_____ _____
DIRECTOR OF UTILITIES: DATE:

_____ _____
DIRECTOR OF PUBLIC WORKS: DATE:

SURVEYOR'S CERTIFICATE

I, DARRYL D. COSTER DO HEREBY CERTIFY THAT THIS SUBDIVISION PLAT AND THE ACTUAL SURVEY ON THE GROUND UPON WHICH IT IS BASED WERE PERFORMED BY ME OR UNDER MY DIRECT SUPERVISION; THAT I AM RESPONSIBLE FOR THIS SURVEY; THAT THIS SURVEY MEETS THE MINIMUM STANDARDS FOR SURVEYING IN NEW MEXICO; AND THAT IT IS TRUE AND CORRECT TO THE BEST OF MY KNOWLEDGE AND BELIEF.

_____ _____
DARRYL D. COSTER PLS 21204 DATE

SMA Engineering Environmental Surveying

SOUDER, MILLER & ASSOCIATES

3500 Sedona Hills Parkway
Las Cruces, NM 88011
Phone (575) 647-0799
Toll Free (800) 647-0799

ROYAL CROSSING SUBDIVISION, PHASE 1A FINAL PLAT

SUBMITTED BY :
LC LAND, LLC
ALAMOGORDO, NEW MEXICO

PROJECT NUMBER 9331296 FINAL PLAT AMENDMENT
DATE MARCH 2024
DRAWN BY TB
CHECKED BY DC
1 OF 5

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P:\9-WSCI Royal Crossing PUD MP Area (9331296)\CAD\Civil\FINAL PLAT\9331296 FINAL PLAT.dwg, 4/26/2024 10:16:16 AM twb

ROYAL CROSSING SUBDIVISION, PHASE 1A

BEING A REPLAT OF TRACT C1, TRACT C2 AND TRACT C3
PARK RIDGE MEDICAL CENTER REPLAT NO. 2
FILED ON DECEMBER 19, 2019 IN PLAT BOOK 24, PAGE 501-503
LOCATED IN SECTION 6, TOWNSHIP 23 SOUTH, RANGE 2 EAST
N.M.P.M. OF THE U.S.G.L.O. SURVEYS
CITY OF LAS CRUCES, DOÑA ANA COUNTY, NEW MEXICO

FINAL PLAT

APRIL 2024
75.03 AC. ±

NORTH MAIN STREET
PRINCIPAL ARTERIAL
U.S. HIGHWAY 70 PCN 1100470
EFFECTIVE FEBRUARY 22, 2013
200' R.O.W. WIDTH

1/2" IRON ROD FOUND WITH 1" PLASTIC CAP MARKED "16467"

100' X 20' ACCESS EASEMENT (SHOWN AS SHADED AREA) TO BE CREATED WITH THE FILING OF PHASE 1 FINAL PLAT

EXISTING EASEMENT (SHOWN WITH CROSS HATCHING) BE VACATED WITH THE FILING OF THIS REPLAT

EXISTING EASEMENT (SHOWN WITH CROSS HATCHING) BE VACATED WITH THE FILING OF THIS REPLAT

SEE INSERT "A"

LC MEDICAL PROPERTIES LLLP INSTRUMENT # 1422268 10/27/2014

SEE INSERT "B"
SCALE: 1" = 20'

SEE INSERT "B"

FOUND 1|2" IRON ROD WITH CAP #16467

LOT 8
2.55 AC.
POND

LOT 7
1.22 AC.
POND

LOT 6
1.02 AC.
POND

LOT 5
1.02 AC.
POND

TRACT A1
RESERVED FOR PUBLIC RIGHT OF WAY
0.31 AC.

LOT 4
1.02 AC.
POND

LOT 3
1.02 AC.
POND

LOT 2
1.13 AC.
POND

LOT 1
1.50 AC.
POND

NOTE: A BLANKET ACCESS EASEMENT FOR THE PURPOSE OF ACCESSING THREE CROSSES MONUMENT TO BE CREATED ON LOT 8 WITH THE FILING OF THIS REPLAT

12' UTILITY EASEMENT

HEART AVENUE
50' R-O-W URBAN

SAMARITAN DRIVE
100' R.O.W. COLLECTOR
INSTRUMENT #1705024
3/3/2017

MEDICAL PROPERTIES DEVELOPMENT LLC INSTRUMENT #2129829 09/15/2021

1/2" IRON ROD FOUND WITH 1" PLASTIC CAP MARKED "16467"

LOT 9
1.09 AC.
POND

TRACT C3A
57.32 AC. ±
LC LAND, LLC
INSTRUMENT
#2225434
09/19/2022
POND

BASIS OF BEARING

12' UTILITY EASEMENT AS SHOWN ON PARK RIDGE MEDICAL CENTER REPLAT NO 2

LOT 10
1.07 AC.
POND

NORTH SOLANO DRIVE
VILLA MORA PROJECT
UNRECORDED
100' R.O.W. WIDTH

EXISTING EASEMENT (SHOWN WITH CROSS HATCHING) BE VACATED WITH THE FILING OF THIS REPLAT

80' X 10' WIDE EASEMENT IN FAVOR OF EL PASO ELECTRIC AND THE MOUNTAIN STATES TELEPHONE AND TELEGRAPH COMPANY TO REMAIN. RECORDED ON APRIL 19, 1985 IN BOOK 192 PAGES 793-794 TO REMAIN

EXISTING EASEMENT (SHOWN WITH CROSS HATCHING) BE VACATED WITH THE FILING OF THIS REPLAT

PROPERTY LINE TO BE VACATED BY THE FILING OF THIS PLAT.

PROPERTY LINE TO BE VACATED BY THE FILING OF THIS PLAT.

SEE INSERT "A"
SCALE: 1" = 60'

1/2" IRON ROD FOUND WITH 1" PLASTIC CAP MARKED "16467"

SEE ENLARGED NORTH SOLANO DRIVE ADDITIONAL RIGHT OF WAY SHEET 4 OF 5

LOT 11
1.00 AC.
POND

HEART AVENUE
50' R-O-W URBAN

SAMARITAN AVENUE
85' R-O-W COLLECTOR THROUGHFARE

1/2" IRON ROD FOUND WITH 1" PLASTIC CAP MARKED "16467"

1/2" IRON ROD FOUND WITH 1" PLASTIC CAP MARKED "16467"

LOT 12
1.18 AC.
POND

1/2" IRON ROD FOUND WITH 1" PLASTIC CAP MARKED "16467"

APODACA PARK
CITY OF LAS CRUCES
BK 132 PG 357

SAMARITAN AVENUE
85' R-O-W COLLECTOR THROUGHFARE

LAS CRUCES HOSPITAL BUILDING LLC INSTRUMENT #1902223 01/30/2019

LAS CRUCES MOB LLC INSTRUMENT # 1830017 12/19/2018

BASIS OF BEARING

0 100' 200'
SCALE: 1" = 100'

FINAL PLAT

SCALE: 1" = 100'

SHEET 3 SHEET 3

SMA Engineering Environmental Surveying	SOUDER, MILLER & ASSOCIATES	3500 Sedona Hills Parkway Las Cruces, NM 88011 Phone (575) 647-0799 Toll Free (800) 647-0799	ROYAL CROSSING SUBDIVISION, PHASE 1A FINAL PLAT

SUBMITTED BY :
LC LAND, LLC
ALAMOGORDO, NEW MEXICO

PROJECT NUMBER 9331296 (FINAL PLAT AMENDMENT)
DATE MARCH 2024
DRAWN BY TB
CHECKED BY DC
2 OF 5

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P:\9-WSCI Royal Crossing PUD MP Area (9331296)\CAD\Civil\FINAL PLAT\9331296 FINAL PLAT.dwg, 4/26/2024 10:16:46 AM twb

ATTACHMENT "A"

CITY OF LAS CRUCES

DEVELOPMENT REVIEW COMMITTEE (DRC)

Following are the minutes from the City of Las Cruces Development Review Committee Meeting held Wednesday, August 14, 2024, at 9:00 a.m. in Room 1158.

DRC PRESENT: Rocio Nasir, Senior Engineer, Utilities
Jimmy Moreno, Construction Management, Public Works
Mark Dubbin, Fire Projection Engineer
Gary Skelton, Engineer, Public Works
Mike Kinney, Plan Review Engineer, Com. Dev.

STAFF PRESENT: Tim Pitts, Deputy Director Building Development
John Castillo, Planner, Community Development

OTHER PRESENT: Paul Pompeo, Souder Miller

1. CALL TO ORDER (9:13 a.m.)

Pitts: This is Development Review Committee for August 14, 2024. Calling the meeting to order at 9:13. Can we announce our presence by department. So we'll start with the Public Works.

Moreno: Jimmy Moreno, Construction Management Administrator, Public Works.

Skelton: Gary Skelton, Traffic Management.

Pitts: Community Development.

Castillo: John Castillo with Community Development.

Kinney: Mike Kinney, Community Development.

Pitts: And Fire.

Dubbin: Mark Dubbin, Las Cruces Fire Department.

Pitts: Okay. We do have a quorum.

2. APPROVAL OF MINUTES -

Pitts: Entertain a motion to approve minutes from last meeting. Do we have minutes? I do not believe we have …

Castillo: I don't think we have minutes.

Pitts: We have minutes available to review. So I will not entertain that motion.

3. OLD BUSINESS

Pitts: No old business.

4. NEW BUSINESS

Pitts: We go to new business. I'll entertain a motion to adjust the schedule. Anybody willing to move 4.2 first.

Kinney: Motion.

Pitts: Motion by Mike Kinney to move 4.2 to the first one.

Dubbin: Second.

Pitts: Second by Mark Dubbin. All in favor.

MOTION PASSES UNANIMOUSLY.

Pitts: Okay, motion passes.

4.2 Case No. 24CS0500011: Sierra Norte Heights Phase 2 Preliminary Plat

- A request for approval of a preliminary plat subdivision, known as Sierra Norte Heights Phase 2.
- The proposed subdivision currently encompasses 6.311+ acres and located at the intersection of Sonoma Ranch North Blvd., Sierra Ventana Ave. and Vista Belleza Ave. This is the second phase of the approved Sierra Norte Master Plan and Annexation that was approved in March of 2006.
- The subdivision proposes a 33-lot single family residential subdivision is zoned R-1b (Single-Family High Density).
- Submitted by the Souder Miller and Associates, Representative.

Pitts: So first item on the new business is Item 4.2, Case No. 24CS0500011, Sierra Norte Heights Phase 2 Preliminary Plat.

Kinney: Mr. Chair.

Nasir: I can hear you guys now. And I hope you can hear me.

Castillo: Yes, we can hear you.

Pitts: Okay.

Nasir: Okay, perfect.

Pitts: So entering the meeting we have from utilities, please announce your name.

Nasir: Yes. Rocio Nasir with Las Cruces Utilities.

Pitts: Okay. Thank you. Who's presenting Sierra Norte.

Castillo: I'm presenting. So today we have Sierra Norte Heights Phase 2 Preliminary Plat. This is a proposed subdivision which currently encompasses 6.311 acres. It's located at the northwest intersection of Sonoma Ranch Boulevard and Sierra Ventana. It also has Vista Belleza to the north of it. This is the second phase of an approved master plan. It's part of the Sierra Norte Master Plan and Annexation which was approved back in March 2006. The subdivision, as I stated before, is currently proposing 33 single-family residential lots which have a zoning designation of R-1b and R-1bC. And it's been submitted by Souder Miller and Associates as the representative.

Pitts: All right do we have a motion.

Castillo: I have a motion to approve.

Kinney: Second.

Pitts: I believe we need another department. I think we need that from another department.

Kinney: Okay.

Dubbin: Second. Were there any outstanding comments on this?

Castillo: No. There were no outstanding comments.

Kinney: I can check.

Castillo: Traffic did have a comment regarding a second connection through Vista Belleza connecting into Sonoma Ranch. All departments approved.

Pitts: Any other comments, questions? Applicant wish to speak?

Pompeo: Yes. Good morning. Actually on this case representing Southwest Engineering nn this one. This is the second phase of the Sierra Norte Heights Subdivision. The first phase of the master plan development was

previously approved 18 years ago to the west. This is the last block to fill in between the existing subdivision and Sonoma Ranch Boulevard. I believe we have all of the comments addressed. Drainage has been addressed. Access. Utilities, I think the only comment we had from utilities at the time was clarification of the water provider, which we have done. There was a comment on the connection of Vista Belleza Avenue to Sonoma Ranch. When we acquired the construction drawings for the Sonoma Ranch Boulevard and had discussions with that project engineer, due to the spacing between the two roadways on the north and south of this, Public Works had not made that connection inside of the construction drawings of Sonoma Ranch Boulevard to the northern street due to the local road spacing on Sonoma Ranch Boulevard. So we would ask that in the discussion today that we'd like to continue with that as appropriate and not make that connection due to the roadway spacing on Sonoma Ranch.

Kinney: That Vista Belleza.

Pompeo: Yes. So when that set of construction drawings was approved for that, that road was not tied in on that construction project. And according to the project engineer for that section of road, it was decided to leave, at that time the Public Works didn't want that connection made due to the spacing of the local roads to keep more of a free flow on Sonoma Ranch. So that was our understanding. And so that's what we're proposing at this time.

Pitts: So you're proposing that the right-of-way will remain, but just not built

Pompeo: Yes, the right-of-way …

Pitts: You're not putting that into a lot.

Pompeo: No, no. With the right-of-way will be maintained. The roadway actually comes to an end there, and there's a header curb Hector across the end of the street, if I remember correctly. It was this one here, Jimmy. Yes, sir. So we would just ask that …

Kinney: It's a dead end right now, it's not, it's just blocked off. So how many entrances do you have to the subdivision?

Pompeo: Well, we have two entrances to the north and south onto local streets.

Moreno: I believe in discussions with the Public Works Director it was the understanding that that was going to be tied in at the time of that lot development. So that may be a further point of discussion.

Pompeo: Okay.

Moreno: But what was, for the record what was your reasons for not tieing it in?

Pompeo: Well, we were, in our discussions with the Chad Sells who was the engineer that did this said, that did the Sonoma Ranch drawings, that going through the review process on that section of Sonoma Ranch when it was widened, I guess that project's just recently been completed in the last year, that they had removed that design connection to Sonoma Ranch in that set of construction drawings due to, they were told in that approval with the City about trying to minimize the number of local streets that were coming into Sonoma Ranch, so that it stayed as a free flowing arterial. I mean I don't think, I'll ask the developer rep. is here, Mr. Ray Carlson, but if we had to make that connection I don't think we would have an issue with that.

Moreno: Okay.

Pitts: Just I would prefer not to because I think keeping that road free flowing would be preferable. But I just make sure that there's no planning or fire reason to want that.

Skelton: Traffic position is we would prefer not to have the connection as well. But if there was a connection to be made that wouldn't carry through the median and make an additional median opening. So it would be just a right in, right out access only.

Pompeo: Okay.

Moreno: That will be a departmental decision. We'll get this information back to the director and he can make the ultimate decision on that motion, along with other departments.

Pompeo: And on behalf of the developer I think we're okay either way. I guess we'll, just, as we move forward to final plat and construction drawings we'll just address it in the construction drawings at that time. That's fine.

Moreno: Okay.

Pitts: Okay, with no objections on that. Any other comments from anybody on the DRC? Seeing none. I'll ask for a vote by department. CD.

Kinney: Aye.

Pitts: PW.

Skelton: Aye.

Pitts: Fire.

Dubbin: Yes.

Pitts: And utilities.

Nasir: Yes.

Pitts: Okay, so it passes unanimously 4-0. Thank you. I think it'll be nice to see that built out. It's a nice neighborhood. I think it'd be nice to have some more houses out there to finish it out to the road.

Moreno: How far down the road, Mark, is the fire station on Central planned.

Dubbin: It's going to be on the corner of Central and Sonoma Ranch.

Moreno: Is it in the next couple of years, you think, or is it just?

Dubbin: It's within the year.

Moreno: Good. Awesome.

Dubbin: It' gone out to bid.

Pitts: I think it's subdivided now. I think we're finished with that.

Dubbin: Plans are done.

Kinney: Going to start building Central Avenue here soon.

Moreno: Wow, very nice.

4.1 Case No. 24CS0500023: Royal Crossings Subdivision Phase 1A Final Plat and Right-of-Way Vacation

- A request for approval of a vacation of a 45-foot-wide right-of-way known as Camino Del Rex,
- associated with a final plat known as Royal Crossings Subdivision Phase 1A.
- The proposed subdivision currently encompasses 17.71 + acres and is located at the corner of
- Solano Drive and Main Street also known as the former Country Club.
- Submitted by the Souder Miller and Associates, Representative.

Pitts: Okay, moving on to case 4.1, number 24CS0500023, Royal Crossing Subdivision, Phase 1A Final Plat and Right-of Way Vacation.

Castillo: Today we have a request for approval of a vacation of a 45 foot right-of-way known as Camino del Rex. It's associated with the final plat known as Royal Crossings Subdivision Phase 1A. The proposed subdivision currently encompasses 17.71 acres and is located at the corner of Solano and Main Street. It's also known as the former Country Club. This was also submitted by Souder Miller and Associates as the representative. So this today we've all seen the final plat come in previously. We just have to take out a small portion of Camino del Rex that was dedicated to the City of Las Cruces, but they want to incorporate it into their properties.

Kinney: Just trying to find that on the map here.

Pompeo: It's on page two.

Castillo: Right there.

Pompeo: There you go.

Kinney: For the right-of-way.

Pompeo: It's up on the intersection of Samaritan and North Main Street. There you go.

Kinney: There's Samaritan.

Pompeo: Right there. What to says "see insert A."

Kinney: This insert A.

Pitts: It's the old entrance to the Country Club building.

Castillo: Yes, it's the old entrance into the Country Club building.

Kinney: This is the insert here.

Pitts: Okay. Entertain a motion to consider this.

Kinney: So moved.

Moreno: Second. Mike, can you share?

Kinney: Yes, if I can figure out how to do that.

Pitts: Okay, any, well go the applicant first. I did that wrong first.

Kinney: Hold on Rocio.

Pompeo: But you got to click her down, you got to minimize the two screens. There you go.

Castillo: Can you see it Rocio?

Nasir: Yes, I can see it. Thank you.

Pompeo: There you go.

Kinney: Okay.

Pompeo: Sorry, I used to take two screens all the time. Okay. This is the final plat request for the first phase of Royal Crossing which basically encompasses the right-of-way dedication for Heart Avenue contiguous out to Samaritan, a portion of Samaritan and out to Solano. And then the 12 commercial lots between Heart Avenue, Samaritan, generally along North Solano Drive and Main Street.

Kinney: We on 1B.

Moreno: We're on 1A.

Kinney: We're still on 1A.

Moreno: Yes, this is the first.

Pompeo: Yes, we're on 1A.

Kinney: I'm sorry.

Pompeo: There we go.

Kinney: I thought we …

Pompeo: So I guess the caveat to this approval is the project is still under construction right now. There are ongoing discussions with Public Works or yet to be started discussions with Public Works, on a letter of credit and guarantee of performance for the valuation for that. I had a brief conversation with the Public Works director yesterday about going through that process. So what's going to have to happen now if this gets approved, the next step is going to be to figure out with the contractor, the developer, and the Public Works staff, where the project sits right now in terms of completion, And then to get that assessment figured out for what the valuation is. That has not occurred yet. So that's the next step before we go anywhere down the road about *(inaudible)*. And as part of this plat there is that old remnant

piece of right-of-way for Camino del Rex between the subject property and North Main Street, and so by this plat we are asking for the City to vacate that piece of land, and it'll be absorbed into the two lots on the northeast corner of this subdivision.

Pitts: Can I just ask? And it's really I guess a legal question. We don't have a legal representative here. But when you vacate a street like that, the normal course of events is for, you can, each property owner on each side can fence up to the midpoint of that. In this case there is, the owner on the other side is DOT. Can the City in the vacation process do a, yes I guess a quick claim deed on the entire property to this developer, or what happens to that?

Pompeo: It's my understanding that if the vacation is approved then there has to be, the next documents would be the actual transfer of the property, which would be by deed from the City to the.

Pitts: So that becomes just a land management problem not one that we're worried about here. Okay. Fair enough.

Pompeo: And then there needs to be another deed that transfers it into the property to Lot 1 and then Lot 2. So there'd be another set of filings after that.

Pitts: Okay. Any other comments, questions?

Moreno: This is a question. The approval that's on this item today, is that for this vacation only or for the entire plat?

Pompeo: It's for the, my understanding is it's for the vacation and for the final plat.

Moreno: Final plat.

Pompeo: Yes, sir.

Moreno: Okay. I did have some questions. I'd be leery to approve this in its entirety just because of the outstanding questions that we had with drainage and whether or not there was going to be a pond or any changes to this plat. Those are my only concerns. If those are worked out with the Public Works director, then I'd say we can move forward. But I would hate to approve this as a final plat and then there'd still be some necessary changes. I don't know how that would work.

Pompeo: Can I ask? Can we get, because actually after this meeting I have a meeting with the Public Works director, so to go over the drainage report and the requirements. Because, to your point Jimmy, the drainage report was approved for Phases 1, 2 and 4, which encompasses the other property that was cleared to the inside of Heart and Samaritan. You can tell by the

subdivision that there's pond icons all over that thing. And I think the issue is on the drainage is that we needed to, each one of those lots needs a pond to balance the storm water out, and that has to be done. So I'm going to meet with the Public Works director after this meeting to go over that. Would it be possible for this committee to do a conditional approval of this pending the positive outcome of that interaction with the Public Works director.

Moreno: So another concern was not only the on-site ponding, which is actually separate, but the additional drainage from the roadways. Looks like it's all going to exit on Samaritan, and based on your plat, there's no room there, room for changes in terms of adding an additional pond on that far west end. Now there is some, the leaving the flat alone or leaving it as is, there is some mitigations that you can do if that is necessary to add a pond but there would be some additional infrastructure, drainage infrastructure, whether it be drop in, things like that to catch all the water that's coming on those roadways. However, I don't, unless the committee feels otherwise, I think a conditional approval, as long as those items are addressed or that the plat, if there's any necessary changes with the plat, that they'd be changed conditionally as well, that those would be changed as part of that conditional approval.

Castillo: So Mr. Chair. So this discussion right now is just purely for the vacation of right-of-way, because as our process goes we have to vacate the right-of-way, and it has to go to City Council for their approval. Yes, the plat still needs to go through its normal subdivision process of either reaching substantial completion or the developer needs to apply for or request a letter of credit with a guarantee of performance. So the plat we can still adjust, if it would make it easier for everybody, we could do a separate vacation plat that everybody would look at. It would just be very generalized that shows Heart Avenue, not the 12 additional lots, and just show the small insert that we're looking at as part of what we're vacating. If that would make it easier for everybody.

Pitts: So John …

Moreno: Makes it less confusing.

Pitts: This is the final plan for 1A, 2 though.

Castillo: Correct. This is the final plat for 1A.

Pitts: And that has not been previously approved.

Castillo: No.

Pitts: What is the difficulty for the applicant to come back should construction drawings need to be modified? What's the difficulty if we approve here of coming back to modify that final plat? Is it just another meeting or is it a …

Castillo: So as the construction of Phase 1A and the final plat are linked together, as we would with any subdivision, whether it's a commercial subdivision or a residential subdivision. We are still held bound by either obtaining substantial completion or full completion or a letter of credit to file the plat before we can release lots for addressing or for sale to build on. So in this case since we haven't had all signatures, but we've had an approval from a review standpoint to get to the mylar phase, which we're at right now, it would just be altering mylars and making sure that we have the appropriate addendums for whatever requirements Public Works is seeking from the drainage standpoint; either show up on the final plat or some type of agreement to let this plat continue forward.

Pompeo: Mr. Chairman. I have a point of clarification. I think that it probably would be appropriate this time. For the drainage report on this subdivision, and I don't know if you all can see this, the roadways are, they're separate basin. Okay. So on this particular one, the roadways free release out to Solano. That is hardened. And a portion of Samaritan, go down Samaritan out to Solano. So but in order to balance between the pre- and post-development, which is what we're trying to do, there's additional ponding requirements on all the lots so they have to hold back more water than they normally would because that's offsetting the water that's going out on Samaritan. So if you look at the analysis point for this drainage network as we exit out to Solano in the developed state, we're discharging less storm water off the site than what we were in the pre-development condition. But that is predicated on the fact that the ponding areas have to be developed. And I think the issue that we saw a couple weeks ago with free release of storm water out onto Solano and the issues that came along with that is, there were no ponding areas that were developed within that site at that time. So those ponds have to be developed now. And if you'll notice there's a pond icon at every one of those lots. So the issue to address Public Works concern about additional runoff, those have to be developed at this time. And that's one of the issues that I need to discuss with the director today is implementing those ponds, getting those ponds built so that that site will not release additional stormwater.

Kinney: I want to go back to. Hold on.

Pompeo: Right. And then so there are the pond volumes that go with each lot.

Pitts: These are post development pond volumes. So that is accounting for impervious surface in those lots.

Pompeo: It's the impervious area inside the lot, and basically half the street in front of your lot.

Pitts: Okay.

Pompeo: So each lot is grabbing their piece of the street. What's not on that table and is not, and has to be determined is there's a pond icon in Phase 1B, of course, that plat is coming up next, but that pond needs to be developed, because that's the lion's share of some of the issues that's causing problems out there, actually two ponds I should say.

Pitts: So, if I could I think I'd recommend we approve as is with the understanding that the issues of the construction drawings are not resolved yet.

Pompeo: They're not resolved.

Pitts: And it's the developer that has to make sure that that works.

Pompeo: It's the developer …

Pitts: Before a signature will be upon it.

Pompeo: Right. It's the developer and their consultants responsibility at this point in time to satisfy to the Public Works director that the drainage issues are resolved on the site. So that's what I, that has to be done.

Moreno: And I would also, to include any changes to the approved plat, as necessary.

Pompeo: Yes. Okay.

Moreno: Whether additional off site ponding, anything else that's necessary in terms of modifications to a plat.

Pompeo: As required.

Moreno: As a condition as required.

Pompeo: Okay, as required. I'm with that.

Pitts: So we're adding a condition that approved subject to whatever.

Moreno: Subject to approval from Public Works to include plat modifications and changes as necessary due to the drainage.

Pompeo: I'm okay. I'm good with that.

Pitts: The general statement that Public Works just can literally decide whatever they want.

Moreno: Yes.

Pitts: But based on the drainage issues identified.

Pompeo: Right. We have to come up. We have to do that. And my goal, Mr. Chairman, is we have this resolved obviously prior to the meeting on the 27th because I do not want to go to Planning and Zoning with a condition. I mean I'm sorry one, B's coming up. I don't want any conditions.

Castillo: So the next step for this one, at least for the right-of-way vacation, the next step would just be City Council.

Pompeo: Okay.

Pitts: Okay. Any other discussion on this item?

Kinney: I have a question.

Pitts: Mike.

Kinney: I was noticing that on the crosshatched area here, I'm not sure what sheet we're on, next to lot 8, 7, 6, etc, that's an existing easement will be vacated. And then there's a note in lot 8 that says "a blanket access easement" for accessing Three Crosses Monument to be created in lot 8. I guess my question would be to Mr. Castillo, is I remember seeing e-mail strings about, I don't know if it was Facilities or Public Works or Parks and Recreation, said that they didn't have enough room to access or maintenance Three Crosses Monument. Does this blanket easement take care of that?

Castillo: Blanket easement should unless we narrow it down to something different, and then it would have to be identified with the size of the easement and more specifically. But the blanket easement should handle it. We would just have to, at the time of development of the lot is when it would be tricky, because that easement would then have to be identified, so that way staff can ensure that.

Kinney: Because right now it just say a blank easement. So what does it mean, the entire lot 8 as an easement?

Pompeo: The intent of the note, I think Sara Gonzales with the City and I had talked about this before which was at this point in time we don't know what the development footprints on that lot look like so we can't really give a route

through there. But as the lot develops and as driveways are created and such, then that easement would turn more into a permanent description. I would suggest Mr. Chair that there probably needs to be some additional wording added onto the note about the blanket easement, that at the time of lot development a permanent easement will be, that the blanket easement will be vacated and a permanent described easement be created. So that that way it's around whatever it is they're going to put on that lot.

Moreno: Can you look at the notes Mike? I believe, I thought there was a mention something on the main notes page, the front page or something I thought that mentioned that. Because that was my initial concern with those e-mails as well. And I thought I'd addressed it.

Kinney: Any particular to note?

Moreno: It was one of the key notes. I can't remember what it was, which one it was. But I'm in agreement with Pau..

Kinney: You want me to go back up to the page where.

Moreno: I can't remember. I remember just seeing it. It might be down here, scroll down right here on the general notes.

Pompeo: I think it may have started in there and then it moved back over to lot 8 specific.

Moreno: Okay.

Pitts: Any objection noted just adding that comment?

Pompeo: No. What I'll do is I'll, let me type up the text of it and let me e-mail that to John, and then he can distribute it out. And then if everyone's okay with that, then I'll change this note on the plat. But basically, it's to remove, at the time of lot development that a described easement be created and the blanket easement be vacated.

Pitts: And in the meantime …

Pompeo: In the meantime …

Pitts: Maybe we'll be able to go over that property in any way they want to get to the …

Pompeo: Exactly. It's not limited. If you go to the blanket you can drive all over it if you want. But when it comes time to develop it then we'll put the describe easement on there.

Pitts: So when you, you're going to, as I understand it, you can put a trench and a berm after the curb to stop any water flow.

Pompeo: On the back. The ponds on the …

Pitts: On the backside of the berm. I'm just, I'm thinking of the actual physical activity of getting to the Three Crosses, if they put a …

Pompeo: No, on that lot …

Pitts: Three foot high berm I'm not seeing anybody driving over that.

Pompeo: Lot 8 drains generally to the southern boundary line. So for instance that particular lot, if we look at the, that's lot 8, so that requires, if I remember right, it requires I think 19,000 cubic feet. Yes, 19,400 cubic feet. So all that's going to be along that southern edge of that. So it won't inhabit access.

Pitts: Okay. So whatever you're going to do for drainage is not going to inhibit.

Pompeo: Yes.

Pitts: Parks getting in there and picking up garbage, painting something, fixing a light bulb.

Pompeo: Turning the *(inaudible)* so the lights come on.

Pitts: Yes. Okay.

Pompeo: Be nice is somebody would just take it. We would like to state to take it. They said no. Even though it's half on their property. But no, it's important that it stay and be maintained. So make sure.

Pitts: Okay. Any other comments? Yes, sir, from the public.

Shervanick: I was wondering if the lot development will be sequential by the numbers that I see on the lots from south to north, or will all the lots be in development concurrently?

Pompeo: At this time they're not intertwined with each other. So they could be developed in any, there's no sequence to it. It can be developed; any lot can be developed at any time. And they would be independent of each other.

Shervanick: Thank you.

Pitts: And just point of information. The road needs to be completed before any of them are developed. That's a fire requirement that there be fire access from two directions, whatever gets developed out there. So that is a requirement that we already have on there. Okay. All right. So I'll entertain a vote. CD.

Kinney: Was there a motion?

Pitts: Motion, you made the motion.

Kinney: I did. Okay.

Pitts: With two conditions that hopefully will be satisfied before we go any further. One is subject to Public Works approval of the drainage plan with any required changes to the plat that that entails. And two, that the change to the terminology on the easement that it's available now, but there will be a final easement depending on the development of lot 8.

Pompeo: Yes, okay, and I'll get that, John I'll get that to you today and then let me know and I'll make the changes.

Pitts: So with those two conditions. CD.

Kinney: Aye.

Pitts: Aye.

Kinney: Was there a second on the motion?

Pitts: Yes. Jimmy.

Kinney: Okay. All right.

Pitts: Okay. PW.

Moreno: Aye.

Pitts: Fire.

Dubbin: Yes.

Pitts: And Utilities.

Nasir: Yes.

Pitts: Thank you. All right. Passes four/zero.

4.2 Case 24CS0500064: Royal Crossing Subdivision, Phase 1B

- A request for approval of a preliminary plat known as Royal Crossing Subdivision, Phase 1B.
- The subdivision encompasses 57.33 + acres, is zoned C-3C (Commercial High Intensity-Conditional) and C-2C/R-4C (Commercial Medium Intensity-Conditional/Multi-Dwelling High Density & Limited Retail and Office), and generally located south of Samaritan Drive, east of Solano Drive and southeast of Main Street.
- The subdivision proposes ten (10) commercial lots and three (3) commercial/multi-family lots.
- Submitted by Souder Miller and Associates, representative.

Pitts: And we move to Item 4.3, case number 24CS0500064, this is Royal Crossing Subdivision Phase 1B. So we will fill out this circle here or oval.

Castillo: So today we have a request for approval of a preliminary plat known as Royal Crossing Subdivision Phase 1B. This subdivision encompasses 57.33 acres. It's currently zoned C-3C which is our commercial high intensity conditional, as well as CRC/R-4C which is our commercial medium intensity conditional, and multi dwelling high density and limited retail and office conditional. It's generally located south of Samaritan Drive, east of Solano Drive, and southeast of Main Street. Once again, this is also still known as the former Country Club. This subdivision proposes 10 commercial lots and three commercial/multifamily lots. This was also submitted by Souder Miller and Associates as the representative.

Pitts: Do I have a motion?

Castillo: I make a motion to approve.

Pitts: Second.

Dubbin: Second.

Pitts: The applicant,

Pompeo: Mr. Chairman. Continuing our discussion on Royal Crossing. This Phase 1B which is generally the area between Heart and Samaritan. Which is by this plat is further subdivided. Was shown on a tract in the Phase 1A. Now it's being subdivided into multiple commercial lots in 1B. It also fills out the lots generally on the south side of Samaritan. With this, as we've talked about drainage, these ponds are not, this portion of the property does not drain generally into what's going to be the regional ponding area, so there are ponding requirements on each one of the lots as discussed previous.

Let's see if there's anything else. This development, except for a proposed internal roadway between Heart and Samaritan, all the other appropriate infrastructure for utilities and right-of-way will be completed. This will complete Samaritan Drive from its terminus by the hospital out to an existing section of Samaritan out by Solano. And I believe all mainline utilities are already going to be in the ground in the Phase 1A construction. So I'd be happy to answer any specific questions that staff has at this time.

Pitts: I have two questions. One is are you stubbing everything out so we don't cut into the curb, into the pavement for about 20 years?

Pompeo: Yes.

Pitts: Thank you. And two, the driveway that is attaching to whatever that road is south of the hospital, it doesn't line up exactly. I'm wondering if there's a reason why it doesn't, I think we would want and I defer to traffic on it, but I think we would want that intersection to be a squared.

Pompeo: I will send that over to, let me send an aerial with the construction drawings for that road to staff. But it is the intent that it be lined up.

Pitts: Okay.

Pompeo: There will be no offset from the City street crossing Samaritan.

Pitts: And the actual construction.

Pompeo: In the actual construction it will be centered. And I'll verify that for staff.

Pitts: Any other?

Moreno: As part of this plat I don't see any regional pounding. So it's similar to Phase 1A in that all the drainage from these roads, intent is to push that out of Samaritan onto Solano.

Pompeo: Well there is going to be a regional ponding area that is going to be within tract C3A, and that pond is …

Kinney: A1 or C3.

Pompeo: I'm sorry, where you got your cursor now Mike.

Moreno: C3A1.

Pompeo: Thank you. Okay, because that regional ponding area is to take all of the runoff that's coming down the existing section of Samaritan plus the discharge from the hospital.

Moreno: Okay.

Pompeo: So that ponding area, and the only reason why it's not shown on this preliminary plat, it's part of this but there's beginning discussions with your department, Jimmy, and the Parks department about working together on the ponding area that's inside of Apodaca Park so we can clean all that up. So that's ongoing and will be part of this project, will be that the determination of that and configuration and location of how those ponds are going to be interconnected.

Moreno: So everything south and west of that tract C3A1 will all drain to Solano.

Pompeo: Yes.

Moreno: Out of Samaritan or Heart.

Pompeo: Well the this one, we want ponding on there, but from, yes this inner area here will still discharge out here. All of, and this will still drain out on the Solano side. The hospital, all this, there's going to be drop inlets constructed, or there's already a pipe under the road right here.

Moreno: Yes.

Pompeo: And that needs to be graded and then this ponding area figured.

Moreno: Okay.

Pompeo: So that is to be determined by this application, that interconnection of that pond. So, I guess to the answer, back to answer your question, Jimmy, some ponding is on site ponding, some is regional ponding.

Moreno: Okay.

Pitts: And the current situation with drainage there is that that, the water that's coming out of where the hospital is now, that includes some runoff out of the country club neighborhood, is now going south into that City pond.

Pompeo: Yes.

Pitts: So until the construction drawings here, that's going to remain so that that won't be discharging onto Solano.

Pompeo: Right.

Pitts: That will be discharging on …
Pompeo: All of that goes …

Pitts: Into our pond.

Pompeo: Right.

Pitts: For now and then as we develop whatever is going to happen out there, it's just going to be basically, your two roads that you're building right now that are draining, that water is what's draining into Solano.

Pompeo: Right. But all the pond, but there's oversized ponding on all the lots that are supposed to, that balances the flow, if we're to build.

Pitts: I get that.

Pompeo: But to really minimize the flow going out to basically West Madrid, which I think is the bigger issue, we're cutting off the flow that's coming out of the subdivision to the east, coupled with all the development of the 33 acres on the primary hospital site, all that's going to go to that regional ponding area and then be discharged at a lower rate. So it's just right now I don't have it shown on these because we're entering into those discussions with the Parks and Public Works, but that's the intent.

Pitts: Yes, because you've got that other discharge point for water coming out of the country club neighborhood that …

Pompeo: Right, out of Desert Way.

Pitts: Basically currently goes …

Kinney: Right, it goes …

Pompeo: It goes …

Pitts: It goes down towards Apodaca Park.

Pompeo: It runs right into the ponding area at Apodaca. And then the problem is …

Kinney: This is the pond, City's pond that …

Pompeo: Right.

Kinney: Mr. Pompeo is talking about.

Pompeo: Right. And we just need that, that whole area, both on ours and in in Apodaca Park needs to be cleaned up. And, you know more of a permanent.

Pitts: One other. And this is just a question more than anything. This area was not properly studied in the last flood study we did for the City. I am, I mean I know it shows the zone x, but who knows. I mean, the study was not, the study didn't actually …

Kinney: The study actually ended at Solano and Main Street.

Pitts: So I guess that would be my question is, how are we going to, you know the City comes in and does a FIS on this area. Yes, what's our?

Pompeo: Well, I think that the ponding area is going to …

Kinney: Is Rocio still there?

Pompeo: Going to pick that up.

Castillo: Yes, she's still there.

Pompeo: I mean, and I would point, Tim, to the final drainage report for the hospital, which picked up that 33 acres of development. And also the very beginning of the master plan and what that ponding area is. It's a pretty good sized ponding area for what was originally approved in that.

Pitts: Okay. Well, I just, as I say it's just a question more than anything, because I'm not quite sure. I mean our code doesn't really speak to what we do in those situations where it's unstudied, but it is something we need to be aware of, especially as we're going east into areas that are also outside of the floods. We do have as you go up Alameda Arroyo, and so there was study, but it was never put into a final FIS. There was modeling. I'll just leave it at that.

Pompeo: Well, yes, and that modeling was limited to just the flow rates, and it wasn't, there wasn't any mapping that was done

Pitts: Right. Okay.

Moreno: My concern for this one is similar to Phase 1A in that there's no regional ponding, and it sounds like you want to oversize on lot ponds to take into account the additional drainage from the roadways. But the same concern has it that, well if we're dumping City water or you know City right-of-way water from the roadways into private property ponds, what our recourse is

in maintaining those ponds or that those ponds will mean be maintained in perpetuity. So my concern for Phase 1B is similar to Phase !A in terms of a regional pond to capture all this excess drainage. And I haven't looked at the number specific, I had just looked at the drainage report overall. So that's my concern. I have no reservations about moving the preliminary plat forward with those caveats that there may be some modifications based off of additional studies or additional drainage or looking at the additional, because the construction plans that we have so far for Phase 1A doesn't show, and of course this one's not in construction yet, but doesn't show any drainage infrastructure that gets any of that excess water onto private lots. But my concern is even putting them on private lots, putting that excess water, is that we're putting City right-of-way water onto private ponds. So just that's my concern for the record. And we can move forward and have those discussions throughout the plat process.

Pompeo: And I don't have any issue with the conditional approval with Public Works, with those items being addressed as we get finalized construction and get the final plat.

Pitts: Just on this issue of the, it was my understanding, and I guess maybe correct me if I'm wrong, that we weren't actually putting water directly from City right-of-way into private ponds.

Pompeo: Right.

Pitts: But the ponds were, that really what the private property is doing, what the private ponds are doing is over, they're releasing less water than the historic in order to offset the amount that the roads are going to release. So that the water that's actually coming from the roads is not entering private property anywhere. Is that? Am I wrong or right on that?

Pompeo: No, no. In this particular development is whatever rainfall falls on the public street, it stays in the public right-of-way and it runs out of the subdivision. So it never enters into private property. How we control that runoff is by requiring the adjacent lots to that road to store additional runoff, and that's how the drainage balances so that the post development discharge at the time of full development is less than the predevelopment discharge going up to Solano. But as we've talked about before, and Jimmy is correct, on the current set of construction drawings for Phase 1A those ponding areas are not contained within those drawings.

Kinney: Right.

Pompeo: Those ponds, including the big lot in this that we're talking about subdividing now, those need to be, those drawings need to be turned into the City to show the location and the sizing those ponds. And those ponds need to be

put in now so that the storm water balances and there's no additional discharge off the site.

Pitts: Okay. And I think maybe the where we're going to have the problem of City water going into private ponds is in this new regional pond that you're building, and whatever you do with what comes off of Desert, because there will be private ponds and there'll be the City pond. And to me that, I think that, in that location, yes, we will have City water flowing through.

Pompeo: We're going to have commingling of private and public water in that pond, but that was as approved by the City back in 2016 with the hospital's drainage analysis. So we're going to have to figure the nuts and bolts of that final out that wasn't spelled out in the drainage report. It was just the size of the pond, and it would be taking in private water and public water. So we still need to work that out. And we need to work it out with Public Works and Parks because we've got to figure out what to do in that corner over there.

Pitts: You good with all that?

Moreno: Yes. Based on my original concern that's a concern I have. The other pond up to the south is a separate issue, and that can be easily worked out. Yes, my concern is that. And then you know the concentrated flow resulting from gathering all the street flow and emptying it on one point on Solano. So based on those discussions and the calculations, that's where modifications to the plat may come into place, may or may not, at this point we're not there yet.

Pompeo: We'll work it out, and if whatever the changes need to be required after we come to consensus.

Pitts: Yes, I still say we should do something along Solano before it gets released. You know something that small pond there to manage some of the release so that it doesn't just come flying out like it did. I don't know, it rained pretty heavy last night. I don't know how things go. Have you been by there?

Pompeo: There's a four foot berm out there now. I couldn't, nothing came out of the site..

Moreno: Yes, that was a separate issue because those are temporary issues related to the SWIPT. The one we're talking about with the plat is a permanent you know post development. Yes, those many issues with the construction phase in terms of SWIPT. Yes, temporary measures will keep that separate issue there.

Pitts: Are there any other comments, concerns, questions? Mark.

Dubbin: Can we look at the sheet where it borders Apodaca Park?

Pompeo: This one here? Apodaca's right here.

Dubbin: So one of my questions was, how are we, do we have access through the park to the subdivision? I know that was something that was talked about conceptual stages.

Pompeo: There's an access requirement, but it's just trail. It's just walking.

Castillo: Yes, it's only going to be a pedestrian access because of how we've obtained the Apodaca Park, we can't make modifications to it.

Dubbin: Well, I know that it's a congressional set aside, I know literally an act of Congress to change that. But we do have a parking lot that runs through there..

Kinney: What's he even looking at?

Dubbin: I don't think we need to mark …

Pitts: Is this the right sheet? Or we got one more?

Pompeo: Well I probably need to look at the aerial. If you have an aerial of that.

Moreno: Apodaca Park, Mike.

Pompeo: Zoom into Apodaca Park.

Pitts: So currently we have a gate here, right.

Pompeo: Yes. Like right here.

Dubbin: Right. Will that gate remain to allow like at least an emergency access into that area?

Pompeo: Well this is going to be multi-family; I mean high intensity family here. I mean, I don't know why you would have a, just because of the layout we're probably going to have a perimeter road on it. And I don't think there would be any issue with leaving the gate there. But I mean that would be up to Parks and bunch of other people.

Castillo: There was some discussions previously with the Parks and Recreation director about modifying Apodaca Park, but I don't know what the plans are and how long that would take.

Pompeo: I believe we would be willing to discuss that with the City after an internal City discussion about that.

Dubbin: I would agree. I think I'd like to leave that on the table as something that might be a requirement before the final plat, if that's something that we can address with that access through Madrid.

Pompeo: Okay.

Pitts: Is there anything in the plat, John, that would forbid that?

Castillo: So right now this is still a preliminary plat. So we haven't gotten to the final plat construction stages yet. This is purely just to give a more detailed outline of what the master plan has said for this portion.

Pitts: Okay.

Castillo: As we get to construction drawings and final plat process, there will need to be more discussions between the City and developer as to how we make those connections to Apodaca Park and what Parks and Recreation has planned for redevelopment of Apodaca Park.

Pitts: I believe that Apodaca Blueprint called for some type of open space or internal park space in that area too.

Castillo: Correct. The Apodaca Blueprint does call out, as well as the master plan for Royal Crossings, but that would be done towards a later phase, and as we get closer to the end of Phase 1B.

Pitts: Okay. But it'd be wise to include that in any planning at the construction drawing phase it would seem to me, so that you don't for foreclose an option that would be really nice to have.

Pompeo: Correct. Now we're open to those discussions. I mean as we work through the other documents.

Pitts: Okay. Any other questions, comments? Okay, I'll entertain a vote. CD.

Castillo: Yes.

Pitts: PW.

Moreno: Yes.

Pitts: Fire.

Dubbin: Yes.

Pitts: And Utilities.

Nasir: Yes.

Pitts: Okay. Thank you. And that is all our items on the agenda.

5. ADJOURNMENT (10:12 a.m.)

Pitts: So by the Open Meetings Act I must adjourn. I think we need a motion to adjourn I think it's how that we do it.

Dubbin: We do not.

Pitts: Robert rules does not require one. Okay. We adjourn.

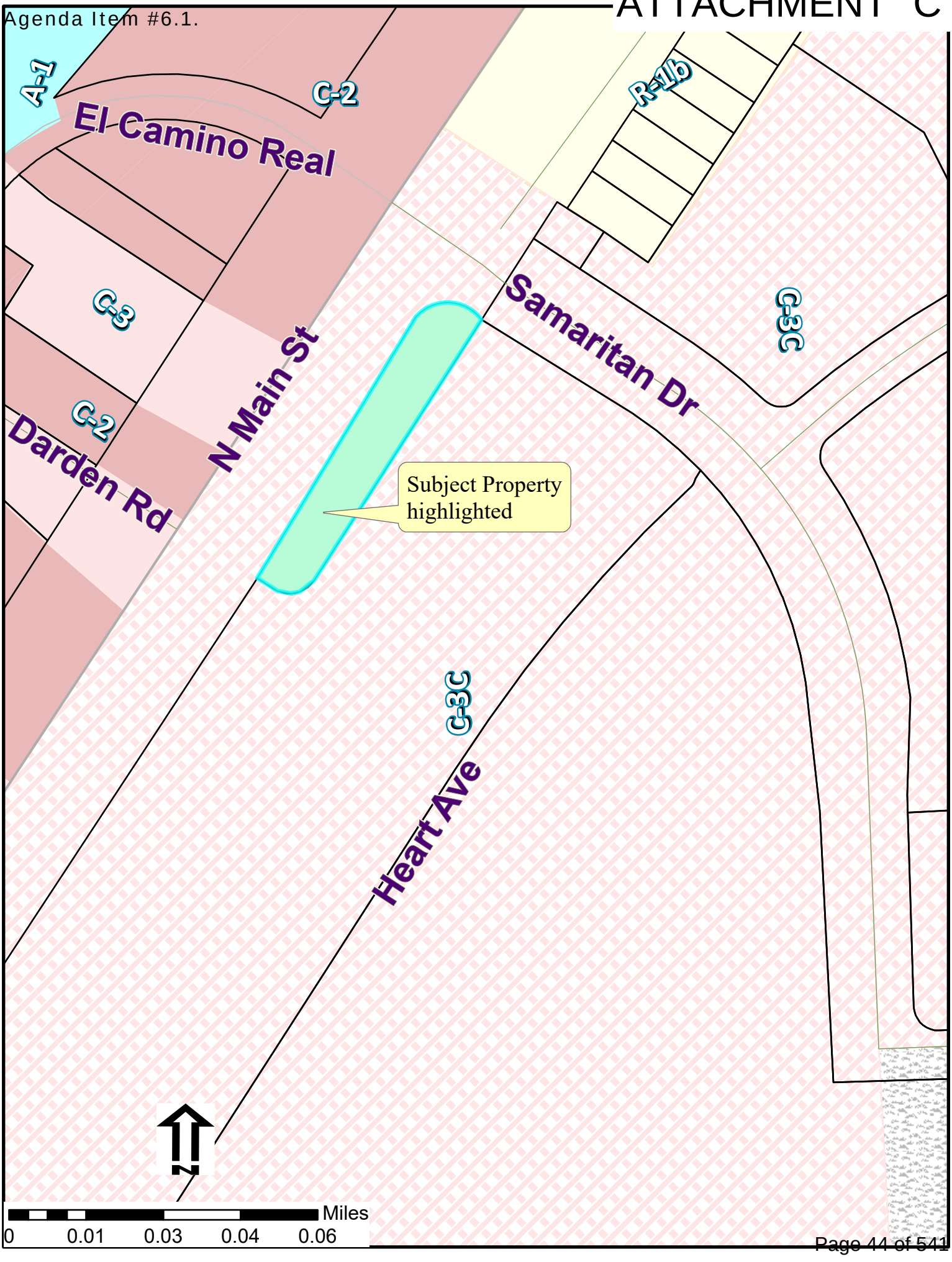
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Chairperson

ATTACHMENT "B"



ATTACHMENT "C"



25-119

Type of Action:
☒ **Resolution**
☐ **Ordinance**
☐ **TIDD Resolution**

City Council Action and Executive Summary

District:	☒ 1 ☐ 2 ☒ 3 ☐ 4 ☐ 5 ☐ 6 ☐ N/A		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	Crystal Silva	**Department:**	Financial Services
Program:	Grants Administration	**Line of Business:**	Fiscal Management

Title: **A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES (CITY) TO FORMALLY REQUEST A ONE-YEAR TIME EXTENSION FROM JUNE 30, 2025, TO JUNE 30, 2026, FOR NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) MUNICIPAL ARTERIAL PROGRAM (MAP) CONTROL NO. HW2L100582 SPRUCE/TELSHOR/TRIVIZ INTERSECTION IMPROVEMENTS PROJECT.**

TYPE OF ACTION: ☒ **Administrative** ☐ **Legislative** ☐ **Quasi-Judicial**

PURPOSE(S) OF ACTION:
Request to submit a time extension to New Mexico Department of Transportation.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:
The City of Las Cruces (City) is requesting a one-year time extension from June 30, 2025 to June 30, 2026 for the New Mexico Department of Transportation (NMDOT) Municipal Arterial Program (MAP) due to delays in supply of critical traffic signal parts from suppliers. The City has made a concerted effort to have the equipment purchase contractually committed between the City and the vendor.

On July 17, 2023, City Council approved Resolution No. 24-009 accepting a grant award from the NMDOT for the 2023/2024 MAP funding and is to be used for planning, design, construction, reconstruction, pavement rehabilitation, construction management, drainage, traffic signal improvements, roadway lighting, and miscellaneous improvements for the intersections of Spruce Ave./N. Telshor Blvd. and Spruce Ave./N. Triviz Dr. under Project Control Number HW2L100582.

The intersections of Spruce Ave./N. Telshor Blvd. and Spruce Ave./N. Triviz Dr. were identified to undergo improvements that included geometric modification, traffic signal replacement, bike lane installation, sidewalk/ADA ramp modification, median curb installation, signage and striping which will increase system efficiency by building and maintaining a coordinated transportation system that operates in an efficient and cost-effective manner that currently has traffic volumes of more than 15,000 vehicles per day.

NMDOT MAP granted the City $300,000 and requires the City to contribute a 25% cash match in the amount of $100,000 for an award total of $400,000. The City is responsible for paying the entire cost for any other work, if required, as part of the project.

NMDOT requires an approved resolution in order to submit a one-year time extension request for Project Control No. HW2L100582 with a new completion date of June 30, 2026.

SUPPORT INFORMATION:
ATTACHMENT "A" PW - FY24 NMDOT MAP L100582 Extension Request Letter

PLAN(S):
Elevate Las Cruces

DOES THIS AMEND THE BUDGET?:
☐ Yes
☒ No

Does this action amend the Capital Improvement Plan (CIP)?
☐ Yes
☒ No

Does this action align with Elevate Las Cruces?
☒ Yes
☐ No

OPTIONS / ALTERNATIVES:
1. Vote "Yes"; this will approve the City's extension request to NMDOT.
2. Vote "No"; this will decline the City's extension request to NMDOT.
3. Vote to "Amend"; this could delay the request for extension and result in a loss of funds.
4. Vote to "Table"; this could delay the request for extension and result in a loss of funds.

REFERENCE INFORMATION:
Resolution No. 24-009

RESOLUTION 25-119

A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES (CITY) TO FORMALLY REQUEST A ONE-YEAR TIME EXTENSION FROM JUNE 30, 2025, TO JUNE 30, 2026, FOR NEW MEXICO DEPARTMENT OF TRANSPORTATION (NMDOT) MUNICIPAL ARTERIAL PROGRAM (MAP) CONTROL NO. HW2L100582 SPRUCE/TELSHOR/TRIVIZ INTERSECTION IMPROVEMENTS PROJECT.

The City Council is informed that:

WHEREAS, the City of Las Cruces (City) is requesting a one-year time extension from June 30, 2025 to June 30, 2026 for the New Mexico Department of Transportation (NMDOT) 2023/2024 Municipal Arterial Program (MAP) for the intersections of Spruce Ave./N. Telshor Blvd. and Spruce Ave./N. Triviz Dr. under Project Control Number HW2L100582; and

WHEREAS, on July 17, 2023, City Council approved Resolution No. 24-009 accepting the grant award from the NMDOT MAP; and

WHEREAS, the NMDOT MAP granted the City $300,000 and requires the City to contribute a 25% cash match in the amount of $100,000 for an award total of $400,000.

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

(I)

THAT the City hereby approves the extension request for Project Control Number HW2L100582 for a new completion date of June 30, 2026.

(II)

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

DONE AND APPROVED this day of

APPROVED

_____

ATTEST:

_____

Moved by:

Seconded by:

AYES

NAYS

ATTACHMENT "A"

CITY OF LAS CRUCES

February 13, 2025

Debbie Hudson, State Funding Programs Supervisor
Design and Support
NMDOT District 1
2912 E. Pine St.
Deming, NM 88030

Subject: Request for Extension – Spruce/Telshor/Triviz Intersection Improvements, Control No. HW2L100582

Dear Ms. Hudson,

The City of Las Cruces (CLC) previously accepted the New Mexico Department of Transportation (NMDOT) MAP funding allocated for the Spruce/Telshor/Triviz Intersection Improvements, Control No. HW2L100582.

At this time, we are requesting a time extension due to delays in supply of critical traffic signal parts from our suppliers. CLC has made a concerted effort to have the equipment purchase contractually committed between the CLC and a vendor. However, the design/specifications of traffic signal poles, street light poles and other related equipment and components for this project have been getting revised to new standards matching the Approved Products Lists for City of Las Cruces and suppliers are forecasting extended timelines for production and delivery. The Scope of Work will otherwise remain the same.

The following is a timeline of remaining items to meet contract agreement:

- December 2024, finalize design/specification of equipment to be purchased
- February 2025 to April 2025, Bidding process
- May 2025, Award contract to vendor obligating the funds
- June 2025 to October 2025-Expected delivery of equipment
- November 2025, contract closeout

In order to provide sufficient time to complete extension of agreement and proceed with the bidding process and materials acquisition, the CLC respectfully requests an extension on the above listed project from 6/30/2025 to 6/30/2026. This will allow for all remaining items to be properly completed in accordance with the terms of the MAP Grant Agreement.

If you have any additional questions or require additional information, you may contact me at (575) 528-3136 and/or email at dsedillo@lascruces.gov or Kyle Arend at (575) 528-3451 and/or email at karend@lascruces.gov.

Sincerely,

David Sedillo, P.E.
Public Works Director

cc: Tony Trevino, Assistant Director to Public Works
cc: Gaby Prats, Grants Manager

Initials: VBS
Initials: GMP

25-120

Type of Action:
☒ Resolution
☐ Ordinance
☐ TIDD Resolution

City Council Action and Executive Summary

District:	**☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☒ N/A**		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	Lisa Padron	**Department:**	Financial Services
Program:	Purchasing	**Line of Business:**	Procure-to-Pay

Title: **A RESOLUTION TO ENTER INTO A CONTRACT WITH ROOT POLICY RESEARCH OF DENVER, COLORADO TO COMPLETE THE HUD 5-YEAR CONSOLIDATED PLAN AND AFFORDABLE HOUSING PLAN FOR AN AMOUNT NOT TO EXCEED $131,000 PLUS APPLICABLE TAXES, SUBJECT TO APPROVED BUDGET APPROPRIATIONS (PROCUREMENT NO. 24-25-038).**

TYPE OF ACTION: **☒ Administrative** **☐ Legislative** **☐ Quasi-Judicial**

PURPOSE(S) OF ACTION:

To authorize a contract for the consolidated plan and affordable housing plan.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The City of Las Cruces (City) is a U.S. Department of Housing and Urban Development (HUD) designated entitlement community for the Community Development Block Grant (CDBG) Program and a designated participating jurisdiction for the HOME Investment Partnerships (HOME) Program. As a recipient of both CDBG and HOME funds, the City must complete a Consolidated Plan and a corresponding Analysis of Impediments to Fair Housing Choice (AI) every three (3) to five (5) years. The current Consolidated Plan and AI are scheduled to expire on June 30, 2026. In addition to the required HUD documents, the City is also updating its Affordable Housing Plan for submission to the New Mexico Mortgage Finance Authority.

On December 20, 2024, the Purchasing Program issued Request for Proposals (RFP) No. 24-25-038 for HUD 5-Year Consolidated Plan and Affordable Housing Plan, resulting in the receipt of two (2). On February 12, 2025, the proposals were evaluated by the Selection Advisory Committee (SAC). The SAC recommends an award to Root Policy Research of Denver, Colorado. Due to the use of federal funds, no local preference was allowed for this procurement. Additionally, the federal funds require that any change order must be approved through a detailed cost analysis and negotiation; therefore, the City Manager's authorization to allow for change orders on this project is subject to the applicable federal procurement requirements.

Housing & Neighborhood Services staff is requesting authorization to contract with Root Policy Research for a term through June 30, 2026, in an amount not to exceed $131,000 plus applicable taxes, subject to approved budget appropriations.

SUPPORT INFORMATION:

Exhibit "A" 24-25-038_HUD_5-YearConsolidatedPlan__AddordableHousingPlan_PSA_LegalApproved

DOES THIS AMEND THE BUDGET?:

☐ Yes

☒ No

BUDGET / FISCAL IMPACT:

BUDGETED AMOUNT:	AVAILABLE AMOUNT:	EXPENDITURE AMOUNT:
$818,833.00	$35,086.55	$131,000.00

Funding Source(s):

FUND 2000-20430002-721080-25002- $412,983
FUND 1000-10430001-721070 - $185,250.00
FUND 2013-20430061-721080- $340,498.20

Overall Budget Impact:

Funding is budgeted as part of the FY2025 and pending FY2026 Budget.

Does this action amend the Capital Improvement Plan (CIP)?

☐ Yes

☒ No

Does this action align with Elevate Las Cruces?

☒ Yes

☐ No

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this will approve the Resolution authorizing a contract with Root Policy Research for a term through June 20, 2026, in an amount not to exceed $131,000, plus applicable taxes.
2. Vote "No"; this will not approve the Resolution for a contract with Root Policy Research for a term through June 20, 2026, in an amount not to exceed $131,000, plus applicable taxes.
3. Vote to "Amend"; this could modify the Resolution based on direction by City Council to staff.
4. Vote to "Table"; this will delay procurement for the HUD 5-Year Consolidated Plan and Affordable Housing Plan, which could have a negative impact on receiving HUD funding for Housing & Neighborhood Services programs.

RESOLUTION 25-120

A RESOLUTION TO ENTER INTO A CONTRACT WITH ROOT POLICY RESEARCH OF DENVER, COLORADO TO COMPLETE THE HUD 5-YEAR CONSOLIDATED PLAN AND AFFORDABLE HOUSING PLAN FOR AN AMOUNT NOT TO EXCEED $131,000 PLUS APPLICABLE TAXES, SUBJECT TO APPROVED BUDGET APPROPRIATIONS (PROCUREMENT NO. 24-25-038).

The City Council is informed that:

WHEREAS, the City must complete a Consolidated Plan and a corresponding Analysis of Impediments to Fair Housing Choice (AI) every three (3) to five (5) years; and

WHEREAS, on December 20, 2024, the Purchasing Program issued Request for Proposals (RFP) No. 24-25-038 for HUD 5-Year Consolidated Plan and Affordable Housing Plan; and

WHEREAS, two (2) proposals were evaluated by the Selection Advisory Committee (SAC) and the SAC recommends an award to Root Policy Research of Denver, Colorado, in an amount not to exceed $131,000 plus applicable taxes, subject to approved budget appropriations.

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

(I)

THAT the Resolution authorizing a contract for HUD 5-Year Consolidated Plan and Affordable Housing Plan with Root Policy Research of Denver, Colorado, attached hereto as Exhibit "A" and made part of this Resolution, in an amount not to exceed $131,000 plus applicable taxes is hereby approved.

(II)

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

DONE AND APPROVED this day of

APPROVED

_____

ATTEST:

_____

Moved by:

Seconded by:

AYES

NAYS

Exhibit "A"

24-25-038
HUD 5-Year
Consolidated Plan
& Affordable
Housing Plan

CITY OF LAS CRUCES

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, made and entered into on this ____ day of March, 2025 by and between the City of Las Cruces, New Mexico, hereinafter called “CITY” and Root Policy Research, of 789 N. Sherman St, Ste. 360, Denver, Colorado, 80203, hereinafter called “CONTRACTOR”.

1. PROJECT DESCRIPTION
To complete the 2026-2030 Consolidated Plan, a corresponding Affirmatively Further Fair Housing Equity Plan, and Affordable Housing Plan

2. SCOPE OF SERVICES
In a satisfactory and proper manner, the CONTRACTOR shall perform SERVICES, as proposed in response to the CITY’S RFP No.24-25-038, as set forth in Exhibit A, attached hereto and made a part of this Agreement.

3. APPROPRIATIONS
The terms of this Agreement are contingent on sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorizations are not made by the City Council, this Agreement shall terminate upon written notice given by the CITY to CONTRACTOR. The CITY’S decision as to whether sufficient appropriations and authorizations exist shall be accepted by CONTRACTOR and shall be final.

4. COMPENSATION
The CITY shall compensate CONTRACTOR for the performance of SERVICES under this Agreement an amount not to exceed $131,000.00, plus applicable taxes. CONTRACTOR shall perform the SERVICES upon receipt of a purchase order or written Notice to Proceed from the CITY. The CITY cannot authorize costs to be incurred prior to such written Notice to Proceed. CONTRACTOR shall submit invoices monthly. CITY shall pay invoices Net 30 days upon receipt of undisputed invoice.

CONTRACTOR is responsible for payment of State of New Mexico Gross Receipts Tax levied on the amounts payable under this Agreement. CONTRACTOR agrees to comply with all federal and state tax payments and report all items of gross receipts as income from the operations of its business.

5. DEVOTION OF ADEQUATE TIME
CONTRACTOR will devote the necessary hours each week to the performance of project that is required by the CITY and it will serve the CITY diligently and faithfully, and according to its best ability in all respects and will promote the best interests of the CITY.

6. TERM AND SCHEDULE

This Agreement shall become effective on date of award for a term through June 30, 2026.

CONTRACTOR shall perform the SERVICES in accordance with the time set forth as agreed upon by the CITY and CONTRACTOR.

7. EXTENSIONS, CHANGES, AND AMENDMENTS

This Agreement shall not be extended, changed, or amended except by instrument in writing executed by the parties. The CITY shall not be liable for payment of any extra services nor shall CONTRACTOR be obligated to perform any extra services except upon such written agreement. Such written approval shall indicate the date said extension, change, or amendment is effective and shall be signed by the parties to this Agreement. In the event that the parties cannot reach agreement as to a particular change, the issue shall be resolved pursuant to Article 21.

8. CHANGES AND EXTRA SERVICES BY THE CITY

The CITY may make changes within the general scope of the SERVICES plus may also request CONTRACTOR to perform other extra services not incorporated within the Services set forth in this Agreement. If the CONTRACTOR is of the opinion that such change causes an increase or decrease in the cost and/or the time required for performing the changes or other services required by the City, CONTRACTOR shall so notify the CITY of that fact within five (5) business work days from the date of receipt of change by the CITY. The CITY shall provide written response to the CONTRACTOR within five (5) business work days from the date of receipt of CONTRACTOR’S written notification.

9. CHANGES AND EXTRA SERVICES BY THE CONTRACTOR

In the event a condition is identified by the CONTRACTOR which, in the opinion of the CONTRACTOR, changes the services, costs, and/or time required for performance under this Agreement, the CONTRACTOR shall provide written notification to the CITY within five (5) business work days of such identification. The CITY shall respond in writing to such notification within five (5) business work days from the date of receipt of CONTRACTOR’S notification.

10. DELAYS

In the event that performance of SERVICES is delayed by causes beyond reasonable control of CONTRACTOR, and without the fault or negligence of CONTRACTOR, the time and total compensation for the performance of the SERVICES may be equitably adjusted by written agreement to reflect the extent of such delay. CONTRACTOR shall provide the CITY with written notice of delay pursuant to Article 9 including therein a description of the delay and the steps contemplated or actually taken by CONTRACTOR to mitigate the effect of such delay. The CITY will make the final determination as to reasonableness of delays.

11. TERMINATION
This Agreement may be terminated by either party hereto upon fifteen (15) calendar days written notice in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement through no fault of the terminating party. This Agreement may also be terminated by the CITY for its convenience or because the PROJECT has been permanently abandoned, but only upon fifteen (15) calendar days written notice to CONTRACTOR.

In the event of termination, CONTRACTOR shall be compensated for all services performed and costs incurred up to the effective date of termination for which CONTRACTOR has not been previously compensated.

Upon receipt of notice of termination from the CITY, CONTRACTOR shall discontinue the SERVICES unless otherwise directed and upon final payment from the CITY deliver to the CITY the required number of copies of all data, drawings, reports, estimates, summaries, and such other information and materials as may have been accumulated by CONTRACTOR in the performance of this Agreement, whether completed or in process.

12. RECORDS AND AUDITS
CONTRACTOR will maintain records indicating dates, length of time, and services rendered. The CITY has the right to audit billings both before and after payment, and contest any billing or portion thereof. Payment under this Agreement does not foreclose the CITY'S right to recover excessive or illegal payments. CONTRACTOR will retain records for five (5) years after the completion of the project.

13. DISCLOSURE AND OWNERSHIP OF DOCUMENTS, PRODUCTS, DESIGN, ELECTRONIC FILES
All technical data, electronic files, and other written and oral information not in the public domain or not previously known, and all information, electronic files, and data obtained, developed, or supplied by the CITY will be kept confidential and CONTRACTOR will not disclose to any other party, directly or indirectly, without the CITY'S prior written consent unless required by lawful order.

All technical data, electronic files, products developed, operational parameters, blueprints, and other information and work of the CONTRACTOR shall be the sole property of the CITY and shall be delivered to the CITY when requested and at the end of the Agreement.

14. INDEPENDENT CONTRACTOR
CONTRACTOR represents that it has, or will secure, at its own expense, all personnel required in performing the SERVICES under this Agreement. Such personnel shall not be employees of, nor have any contractual relationship with the CITY. CONTRACTOR,

consistent with its status as an independent contractor, further agrees that its personnel will not hold themselves out as, nor claim to be officers or employees of the CITY by reason of this Agreement.

To the extent that CONTRACTOR employs any employees, CONTRACTOR shall be solely responsible for providing its own form of insurance for its employees and in no event shall CONTRACTOR's employees be covered under any policy of the CITY.

CONTRACTOR'S retention hereunder is not exclusive. Subject to the terms and provisions of this Agreement: (i) CONTRACTOR is able, during the Term hereof, to perform services for other parties; and (ii) CONTRACTOR may perform for its own account other professional services outside the scope of this Agreement.

CONTRACTOR is and shall be an Independent Contractor and shall be responsible for the management of its business affairs. In the performance of the work under this Agreement, CONTRACTOR will at all times be acting and performing as an Independent Contractor, as that term is understood for federal and state law purposes, and not as an employee of the CITY. Without limitation upon the foregoing, CONTRACTOR shall not accrue sick leave, jury duty pay, retirement, insurance, bonding, welfare benefits, or any other benefits, which may or may not be afforded employees of the CITY. CONTRACTOR will not be treated as an employee for purposes of: Workers' Compensation benefits; the Federal Unemployment Tax Act; Social Security; other payroll taxes, federal or any state income tax withholding; or the employee benefit provisions described in the Internal Revenue Code of 1986, as amended. Neither the CITY, nor its agents or representatives, shall have the right to control or direct the manner, details or means by which CONTRACTOR accomplishes and performs its services. Nevertheless, CONTRACTOR shall be bound to fulfill the duties and responsibilities contained in the Agreement.

15. NO JOINT VENTURE OR PARTNERSHIP

Nothing contained in this Agreement shall create any partnership, association, joint venture, fiduciary or agency relationship between CONTRACTOR and CITY. Except as otherwise specifically set forth herein, neither CONTRACTOR nor CITY shall be authorized or empowered to make any representation or commitment or to perform any act which shall be binding on the other unless expressly authorized or empowered in writing.

16. ASSIGNMENT

CONTRACTOR shall perform all the services under this Agreement and shall not assign any interest in this Agreement or transfer any interest in same or assign any claims for money due or to become due under this Agreement without the prior written consent of the CITY.

17. INSURANCE

CONTRACTOR shall obtain and maintain insurance at its own cost and expense during the life of this Agreement, and shall require Subcontractors, if any, to maintain during the life of his subcontract:

1. Commercial General Liability Insurance
   a. $1,000,000 per occurrence / $2,000,000 aggregate
   b. Coverage must include premises and operations, products and completed operations, and personal and advertising injury.
   c. The City of Las Cruces must be named as an Additional Insured for all coverages listed above on endorsements acceptable to the City.
   d. Coverage must be primary and non-contributory.
   e. Coverage must be per project or per location.
   f. Coverage must be on an occurrence form.
   g. Subrogation must be waived.
2. Commercial Auto Liability
   a. $1,000,000 per occurrence
   b. Coverage must be for “owned, leased, hired, and non-owned autos” or “any autos.”
3. Workers’ Compensation and Employers Liability
   a. Statutory Limits
   b. Employer liability – $1,000,000 each accident, $1,000,000 each employee by disease, $1,000,000 policy limit
   c. Subrogation must be waived.
4. Professional Liability: $1,000,000 per claim

Endorsements for additional insured coverage and waivers of subrogation must be provided as a condition of this Agreement and shall be noted on the certificate.

CONTRACTOR shall furnish the CITY with a certificate(s) of insurance showing CONTRACTOR and Subcontractors, if any, have complied with this Article. The CONTRACTOR shall provide insurance certificates before work is to start on the project and shall provide the CITY thirty (30) days written notification of cancellation of such policies.

18. INDEMNITY AND LIMITATION

CONTRACTOR shall indemnify, defend, and hold harmless the CITY from and against any and all claims, suits, actions, judgments, demands, losses, costs, expenses, damages, and liability caused in whole or in part by, resulting in whole or in part from, or arising in whole or in part out of the negligent acts, errors, or omissions of CONTRACTOR, its officers, employees, agents, or representatives in the performance of SERVICES under this agreement.

19. APPLICABLE LAW

This Agreement and the rights and obligations of the parties shall be governed by and construed by the laws of the State of New Mexico applicable to Agreements between New Mexico parties made and performed in that state, without regard to conflicts of law principles. Venue shall be in the Third Judicial District, State of New Mexico.

CONTRACTOR shall abide and be governed by all applicable state law, CITY ordinances, and laws regarding the CONTRACTOR'S services or any work done pursuant to this Agreement, including anti-discrimination.

20. BREACH

In the event CONTRACTOR breaches any obligation contained in this Agreement, prior to instituting any action or dispute resolution procedure, the CITY shall give CONTRACTOR written notice of such breach. In the event CONTRACTOR fails to remedy the breach within five (5) working days of receiving such written notice, the CITY, at its sole discretion, without any obligation to do so and in addition to other remedies available under applicable law, may remedy CONTRACTOR'S breach and recover any and all costs and expenses in so doing from CONTRACTOR.

21. DISPUTE RESOLUTION

In the event that a dispute arises between CITY and CONTRACTOR under this Agreement or as a result of breach of this Agreement, the parties agree to act in good faith to attempt to resolve the dispute.

22. NOTIFICATION

All notices required or permitted under this Agreement shall be in writing and shall be deemed sufficiently served if served by Registered Mail addressed as follows:

TO CITY:	City of Las Cruces PO Box 20000 Las Cruces, NM 88004 ATTENTION: Natalie Green
With Copies to:	City Attorney Purchasing Manager
TO CONTRACTOR:	Root Policy Research 789 N. Sherman St., Ste. 360 Denver, CO 80203 ATTENTION: Heidi Aggeler

23. SCOPE OF AGREEMENT

This Agreement incorporates all of the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof and that all such covenants, agreements, and understandings have been merged into this written

agreement. No prior agreement or understanding verbal or otherwise of the parties or their agents shall be valid or enforceable unless embodied in this agreement.

24. SEVERABILITY

The parties agree that each provision of this Agreement is severable and the invalidity or unenforceability of any one or more of the provisions of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

25. CONFLICT OF INTEREST

CONTRACTOR represents and warrants that CONTRACTOR has no business, professional, personal, or other interest, including, but not limited to, the representation of other clients, that would conflict in any manner or degree with the performance of its obligations under this Agreement. If any such actual or potential conflict of interest arises under this Agreement, CONTRACTOR shall immediately inform the CITY in writing of such conflict. If, in the reasonable judgement of the CITY, such conflict poses a conflict to and with the performance of CONTRACTOR'S obligations under this Agreement, or is otherwise a violation of the CITY'S current policy or ordinances, then the CITY may terminate the Agreement immediately upon written notice to CONTRACTOR; such termination of the Agreement shall be effective upon the receipt of such notice by CONTRACTOR.

ROOT POLICY RESEARCH

BY: _____
Heidi Aggeler
Managing Director

_____
Date

CITY OF LAS CRUCES

BY: _____
Alicia Hernandez
Purchasing Manager

_____
Date

APPROVED AS TO FORM

_____ 03/11/2025
City Attorney

24-25-038
HUD 5-Year
Consolidated Plan
& Affordable
Housing Plan

EXHIBIT A

SERVICES

Root Policy Research
789 Sherman Street, Ste. 360
Denver, CO 80203
www.rootpolicy.com
970.880.1415

City of Las Cruces

2026-2030 Consolidated Plan, AFFH-EP, and Affordable Housing Plan

PREPARED FOR:

City of Las Cruces Housing and Neighborhood Services
700 N Main Street
Las Cruces, NM 88001

CREATED

1/14/2025

TRANSMITTAL LETTER

ROOT POLICY
RESEARCH

January 14, 2025

City of Las Cruces, Financial Services
700 N. Main Street
Las Cruces, NM 88001

Re: RFP NO 24-25-038 for HUD5-Year Consolidated Plan & Affordable Housing Plan

Dear Selection Committee:

Root Policy Research (Root) is pleased to submit this proposal to the City of Las Cruces to support the completion of the 2026-2030 Consolidated Plan, a corresponding Affirmatively Further Fair Housing Equity Plan, and Affordable Housing Plan.

Root is a Denver-based women-owned business and a nationally recognized housing research and consulting practice with nearly 30 years of experience completing Consolidated Plans, Annual Action Plans, fair housing analyses, and other HUD-required reports for clients nationwide. We have completed more than 75 Consolidated Plans. We have a very strong reputation with HUD's regional and national offices, and none of our plans have been rejected by HUD. Our extensive experience translates into a quality product delivered in a timely manner.

We view these studies as more than compliance work: Consolidated Plans and Equity Plans, particularly community engagement elements, afford our clients the opportunity to analyze data that identify activities that have the largest impact on low-income residents and residents with special needs.

Our housing work in New Mexico is extensive: We have assisted with past Consolidated Plans for the City of Las Cruces and Santa Fe as well as worked with MFA to complete the New Mexico Housing Strategy.

Thank you for the opportunity to propose.

Sincerely,

Heidi Aggeler, heidi@rootpolicy.com
Managing Director

Mollie Fitzpatrick, mollie@rootpolicy.com
Managing Director

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TECHNICAL PROPOSAL

Technical Approach, Qualifications, Work Sample, References,

1. TECHNICAL APPROACH

This section of our proposal contains our methodology, tasks, and approaches to successfully completing the Consolidated Plan and Analysis of Impediments.

A. APPROACH AND METHODOLOGY

CONSOLIDATED PLAN

Task 1. Project initiation and management

Immediately after the notice to proceed, we would hold a project initiation meeting with HNS staff. At this meeting, we would:

1) Discuss this proposed scope and timeframe and refine as needed;
2) Confirm that we will fulfill the project goals and outcomes;
3) Discuss challenges with past planning projects and how those could be addressed for this study;
4) Review the community engagement plan outline, discuss responsibilities, and refine as needed;
5) Provide the city with a list of desired local reports and data;
6) Agree on a schedule for progress reports and meetings;
7) Agree on the schedule for the Root team to provide draft reports, and the five-year goals workshop.

Task 2. Data collection

In this task, we would compile data needed for both the Consolidated Plan and Equity Plan. We would create a "working document" generated from IDIS to update with relevant and recent data. Much of the data can be obtained through existing secondary sources and reports. In some cases, we would need jurisdiction assistance to complete policy and program narrative. We would provide the jurisdictions with a list of needed input at the project initiation meeting.

Task 3. Completion of eCon Plan (including Needs Assessment, Market Analysis, non-Homeless Special Needs and Community Development Needs)

The housing needs assessment for the Consolidated Plan would focus on identifying the needs of HUD-specified special populations, as well as broader neighborhood and community development needs throughout the County.

We would use the working document to complete the Needs Assessment (NA) and Market Analysis (MA) tables with the most current secondary data on needs, drawing from the American Community Survey (ACS), Bureau of Labor Statistics (BLS) data, Continuum of Care data, and other relevant sources. For the community development and economic development tables, we would draw from current labor/workforce data and state studies on infrastructure needs. We would also employ a proprietary model we have developed to estimate and forecast the needs of special populations, low- and moderate-income households, and residents with disabilities.

Task 4. Annual Action Plan and Strategic Plan

As part of the Consolidated Plan process, the City is required to determine 5-year goals as part of the Strategic Plan and priorities for allocations for the first year of funding as part of the Action Plan.

We envision the strategic plans being developed in two phases:

1) We review the past strategic plan from 2021 against current needs revealed through data analysis and community engagement. We would also reference the city's Comprehensive Plan (Elevate Las Cruces) to ensure that goals complement existing sustainable initiatives. Root staff would then develop a new, proposed plan that is consistent with Elevate Las Cruces and other related strategic initiatives. We would provide those to City staff for review and hold a conference call to discuss our recommended modifications.
2) We facilitate a strategic planning workshop with city staff to review modifications to the strategic plan and collaborate to amend the goals off our collaborative discussion.

Task 5. Draft reports and public hearings

The draft report would be organized around the framework in the eCon Plan. We would utilize the Administration screen to attach appendices. We anticipate these would consist of:

1) Data sources used to generate priority needs;
2) Public notices, public hearing presentations, public comments, and a stand-alone community engagement section discussing the primary findings from the engagement process;
3) Required policy narrative that is too lengthy for inclusion in the eCon Plan text boxes.

The draft report would be provided to staff for a 2-week review, after which we would meet to finalize the document.

During the draft comment period, we would hold two public hearings (one before and one during the public comment period) in locations of client choice to collect comments on the Plans. Staff would be responsible for providing notices of the hearings. We would accept comments through email, in written form, and verbally by phone as a reasonable accommodation.

Task 6. eCon Plan Final report and IDIS Data Entry

After the final document has been prepared, we would "submit" the document through IDIS for HUD review. Root would assist with any HUD required corrections to the eCon Plans and Action Plans after HUD review in a timely fashion. After HUD has approved the eCon Plan, Root would produce 12 bound, formatted, and tabbed color copies of the Consolidated Plan and Action Plan and one PDF for electronic reproduction..

AFFH EQUITY PLAN

The following outlines tasks to complete the Affirmatively Furthering Fair Housing Equity Plan (AFFH-EP). Root will adapt the plan to meet requirements regarding the AFFH rule, should they be modified while crafting the report. Note that some data collection and community

engagement for the AFFH-EP overlap with tasks outlined for the Consolidated Plan, as indicated in the community engagement tasks. Throughout this process, Root will provide copies of plan sections and progress reports to HNS staff to review before the public draft is finalized.

Task 1. Review of requirements and previous reports

Root will provide a checklist of current and anticipated HUD requirements for the AFFH-EP to ensure compliance with applicable regulations. We will also undertake a comprehensive review of Las Cruces' 2021 Analysis of Impediments to Fair Housing Choice, other related fair housing reports, and actions taken by the City to address identified impediments.

Task 2. Data, programs, and policies collection

In this task, we will work with the HNS staff, Mesilla Valley Housing Authority, and relevant agencies or taskforces to collect data. We would supplement local data with maps and tables from the HUD AFFH mapping tool and craft our own maps to show demographic trends over time. We would also collect information on housing policies and programs, zoning and land use ordinances, educational policies, employment and training programs, transportation planning, and environmental health indicators. This data collection would inform the subsequent tasks.

Task 3. Assessment of laws, regulations, policies, and procedures affecting fair housing

This task will review fair housing activities through interviews with agencies and stakeholders, along with a survey to assess discrimination prevalence in Las Cruces. We will also analyze recent lawsuits related to the Fair Housing Act and the Americans with Disabilities Act. This section would address the following requirements:

- An evaluation of the success and challenges of the goals selected in previous AI
- Analysis of complaint and legal trends
- Analysis of existing capacity to provide fair housing information

Task 4. Demographic and segregation/ integration analysis

This task will provide a demographic summary of trends and a historical overview of residential settlement patterns. It will identify areas of racial, ethnic, disability, and economic segregation and integration, as well as changes in the number and characteristics of residents in R/ECAPs. Additionally, it will examine segregation and integration by national origin and LEP. This task would meet the following requirements:

- Analysis of local and regional segregation or lack of integration and Racially and Ethnically Concentrated Areas of Poverty (R/ECAPS)
- Patterns and trends of residency by race, color, religion, sexual orientation, familial status, national origin, and disability within the jurisdiction and region

Task 5. Housing analysis

This task would provide analysis of homeownership trends, distribution of housing by type, housing affordability trends, location of publicly-supported housing, existence of realistic housing options ("actual choice"), access to housing without discrimination ("protected choice"), realistic access to sufficient information regarding housing options ("enabled choice"). This task would meet the following requirements:

- Historical settlement patterns and contributors to housing barriers
- Locational analysis of publicly-assisted housing
- Types of residents with disproportionate housing needs and locational analysis
- Needs of families with children relative e to availability of larger rentals
- Analysis of fair housing choice— actual choice, protected choice, and enabled choice
- Determination of why poverty concentrations and adverse neighborhood conditions exist

Task 6. Public and private housing barriers

This section would examine PHA admission preferences and effect on residency patterns, criminal history policies, voucher holders' challenges finding rentals, challenges finding accessible units, mobility counseling and portability of vouchers, public support and public opposition to different types of publicly supported housing.

Within the private market, we would analyze loan access using Home Mortgage Disclosure Act (HMDA) data to identify areas with fair lending concerns, including areas where high-interest or subprime loans are concentrated, analysis of barriers in rental transactions, and a review of complaint data and legal cases.

This task would be supplemented through the community engagement process and would address the following requirements:

- Distribution of publicly supported housing relative to areas of concentrated poverty, race and ethnicity, national origin, disability, LEP, single parent and large family concentrations, and proximity to transportation and social services
- Comparison of residency patterns of public housing with income eligible residents in the Census tract
- Analysis of private sector actions that affect housing choice, including home mortgage lending and rental transactions

Task 7. Zoning and land use analysis

This task will analyze applicable zoning and land use laws and policies that place restrictions on housing or housing choice. This will include an analysis of group home provisions, definition of family, occupancy restrictions, visitability, placement of transit services, and disparate impact on protected classes. This task will also evaluate the representation of minorities and people with disabilities on planning and/or zoning boards has on addressing disparate impact concerns. This task would address the following requirement:

- Examination of zoning ordinances and land use regulations and their effect on housing choice

Task 8. Disability and access analysis

This analysis would examine: where people with disabilities live and why; access to sufficient, affordable and accessible housing; barriers to more integrated housing arrangements and housing that is near transit and employment centers; deinstitutionalization; failure of landlords to make reasonable accommodations; how well persons with disabilities can access community amenities. This task would address the following requirement:

- Analysis of access to accessible housing and publicly-supported housing, range of housing options, integrated community settings, access to government facilities and services, public infrastructure, transportation, schools, jobs, employment, and recreation

Task 9. Access to opportunity analysis

This section will compile key opportunity indicators, including school proficiency, employment, transportation, low poverty environments, labor market, and environmental health. It will enhance the indicators through assessment:

- Educational opportunities—residency patterns near proficient schools, how school-related policies affect a student's ability to attend a proficient school, access to early childhood education
- Transportation opportunities—disparities in access to transportation based on place, cost, or frequency and how local and regional policies affect the ability of protected class groups to access transportation
- Employment opportunities—disparities in access to the labor market and job training
- Environmentally health neighborhoods—disparities in access to safe and environmentally healthy neighborhoods
- Patterns in disparities in access to opportunity—overarching patterns of access to opportunity and exposure to adverse community factors

Task 10. Fair housing goals

Root will analyze identified impediments to set prioritized goals for the City of Las Cruces. High-priority actions will be addressed within one year, while medium-high priorities will be tackled within two years. Goals will focus on access to community assets, affordable housing, homeownership, and economic opportunities, based on quantitative and qualitative findings. A table will display actions with their priority levels, accompanied by strategies and measurable outcomes that will be monitored annually.

Task 11. Draft AFFH-EP and final AFFH-EP

The draft report would be provided to staff for a 2-week review, after which we would meet to finalize the document. We would provide staff with one PDF that is fully searchable and bookmarked and three paper copies. We propose the following outline:

- Executive summary
- Community engagement

- Assessment of past goals and actions
- Demographic summary
- Segregation and integration
- Disproportionate housing needs
- Publicly supported housing analysis
- Disability and access analysis
- Access to opportunity
- Enforcement and capacity analysis
- Fair housing action plan

AFFORDABLE HOUSING PLAN

Task 1. Community and housing profile

Utilizing data from the Consolidated Plan, Root will compile demographic, economic, and housing data and summarize findings in a detailed profile. The analysis will include trends over time and neighborhood comparisons through mapping and figures.

Task 2. Housing needs assessment

Utilizing data collected from the Consolidated Plan process, Root will assess current and projected housing needs by income level. Given that images are harder to incorporate within the eCon Plan, this section will include figures and maps to show data garnered from the Consolidated Plan in a more aesthetic and accessible manner.

Task 3. Land use and policy review

This task includes:

- **General land use analysis** that will analyze zoning, parcel sizes, existing land use, and environmental constraints alongside a review of availability of infrastructure for housing development.
- **Development site evaluation** that will evaluate the suitability, availability, and development capacity of potential sites. The evaluation will also include information on zoning in the city that accommodates special needs housing (e.g. multi-family rentals, transitional housing, shelters, and mobile homes).
- **Identification of constraints** that evaluates government constraints (land use controls, building codes, fees, permit processes, reasonable accommodation policies, and infrastructure requirements) and non-governmental constraints (land availability, financing, construction costs, local capacity for development, and service provision).
- **Minimum density calculations** will be performed to calculate the minimum units per acre required for affordability at different Area Median Income (AMI) levels.

Task 4. Establish goals, policies, and quantifiable objectives

This task includes:

- **Housing preservation, construction, and rehabilitation goals** that estimate the number and percentage increase of affordable units needed over time by AMI level.

- **Identification of programs and responsible agencies** to evaluate existing programs that construct and rehabilitate housing, expand access to housing (e.g. rental vouchers, homebuyer training), and stabilize housing (e.g. homelessness prevention and rental assistance). This subtask will also evaluate programmatic gaps in access.
- **Promote incentives and concessions** through the identification of regulatory measures that mitigate constraints.
- **Identification of funding sources** at the federal, state, and local level that can be used to support affordable housing.
- **Consideration of barriers** in meeting and designing housing goals, including public participation, job/ housing balance, ecological resource protection, and sustainable development patterns.

Task 5. Final draft

Root will provide a draft of the Affordable Housing Plan to city staff for review, followed by a meeting to discuss changes. After submittal to the Mortgage Finance Authority (MFA), Root will respond to comments and corrections in a timely manner. Final copies will be available as a bound, formatted tabbed, and colored physical copy and in PDF format.

REVIEW AND UPDATE TO CITIZEN PARTICIPATION PLAN

Prior to engaging in community engagement, Root will review and update Las Cruces' Citizen Participation Plan (CPP). This review will ensure that the CPP follows statutory requirements, includes all relevant groups, including under-served and low-income residents, citizen comment procedures, process for substantial amendments, technical assistance provision, and complaint procedures. The updated CPP will serve as guidance for community engagement to ensure that the public can equitably access and assess the Consolidated Plan process.

B. PUBLIC PARTICIPATION

Our understanding is that the City of Las Cruces is interested in encouraging meaningful participation by people with low- and moderate-income and those in legally protected classes. To that end, we propose consultant-led community engagement that would consist of a community wide survey, stakeholder interviews, and community meetings. These activities would collectively inform the Consolidated Plan, set priorities for five-year funding allocations and community goals, and the AFFH-EP.

Task 1. Public presentations input meetings and hearings

We will hold three public input meetings in accessible community hubs, such as libraries and recreation centers, to gather feedback on the Consolidated Plan and assess residents' housing and community development needs. Root will collaborate with the client to promote these meetings.

Feedback will be collected through various methods, including a penny allocation exercise and brief exit surveys. All materials will be available in English and Spanish, and the findings will be included in the AFFH-EP with minutes recorded for all meetings.

Additionally, Root will work with city staff to schedule three public hearings—one before the public comment period and one during it. Root will also present at two council work sessions and at one City Council meeting for the adoption of the Consolidated Plan.

Task 2. Stakeholder engagement

To effectively and efficiently reach stakeholders, Root would coordinate with city staff to develop a master stakeholder list to include the following people:

- Affordable housing providers and developers, including public housing authorities;
- Health care providers that serve low income residents and residents with special needs;
- Child welfare agencies;
- Fair housing organizations;
- Organizations serving special needs populations;
- Stakeholders involved in disaster recovery efforts (a new component of Consolidated Plans);
- Broadband providers;
- Community development nonprofits; and
- Economic development officials.

Root would then organize focus groups based on stakeholder expertise (e.g. service providers, affordable housing developers) to collect perceptions of community development needs and barriers to housing access. We would be responsible for sending invitations, focus group facilitation, note-taking, and findings summaries.

Task 3. Community survey

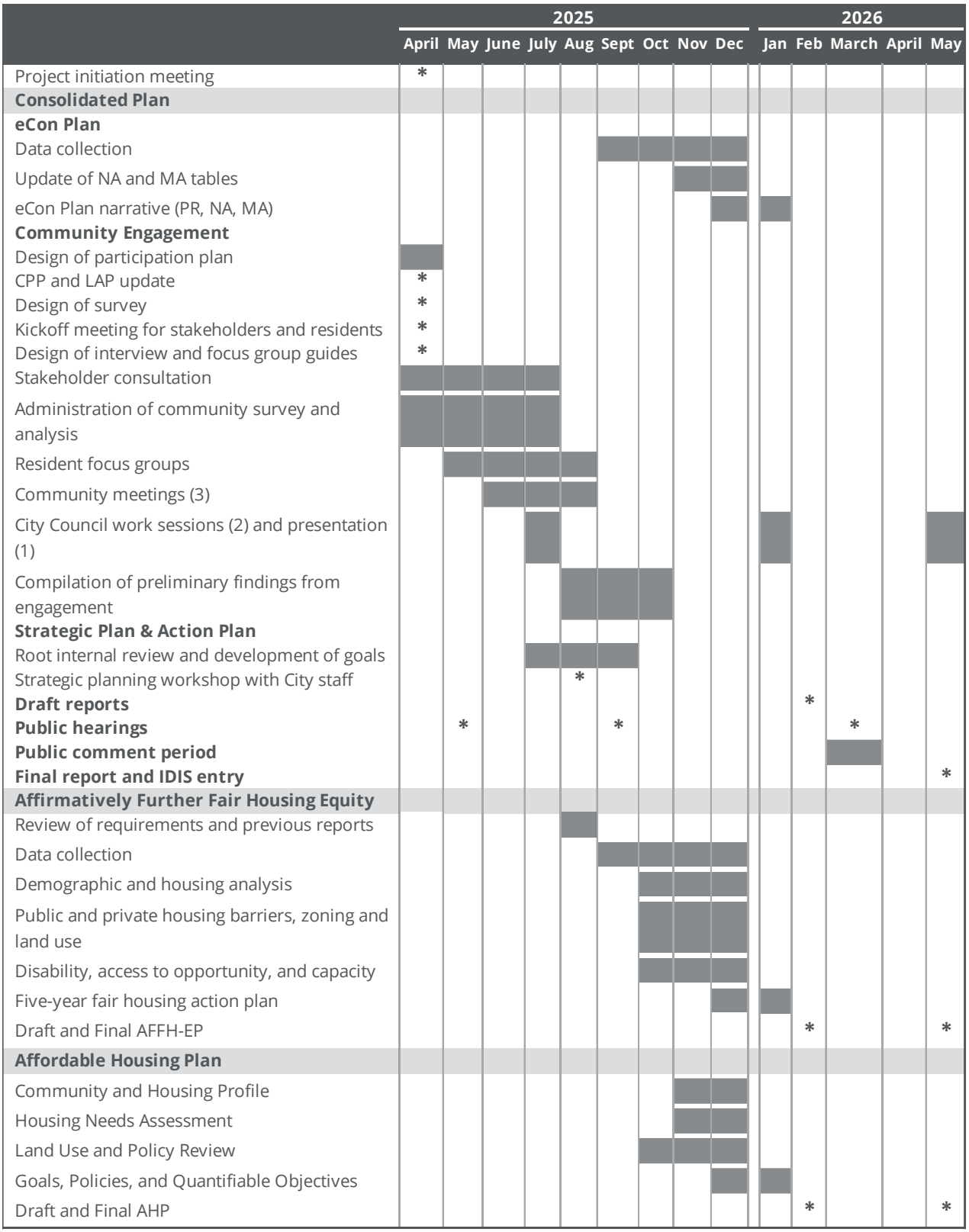
To evaluate the housing and non-housing needs of residents over the next five years, Root will develop a community survey for residents and stakeholders, in collaboration with city staff. The survey will gather information on key housing, community, and economic development needs, prioritize them, and invite suggestions for solutions. It will also assess experiences with displacement, housing discrimination, and access to opportunities to support the AFFH-EP. Paper and online versions will be available in English and Spanish. Survey results will be compiled and displayed in graphics and detailed figures with crosstabs comparing needs across varying demographic groups. Survey results will also be integrated into the Consolidated Plan.

C. WORK PLAN

The following figure presents a tentative itemized timeline with key benchmarks and work products that will be refined with staff input.

As highlighted in the next section, "Qualifications," individual responsibilities will be as follows: Heid will serve as the principal contact and management lead for this project. Avilia will assist with data collection for the AHP and AFFH-EP, as well as support efforts to engage residents. Cheri will lead the resident engagement initiatives and oversee the completion of both the Consolidated Plan and the AFFH-EP. Lucy will handle data analysis and the narrative for the Consolidated Plan, assist with data collection for the AFFH-EP and AHP, and provide support for

community engagement as needed. David Dollahon, AICP, would be responsible for completing the Land Use Policy Review as part of the Affordable Housing Plan.



2. QUALIFICATIONS

A. STATEMENT OF EXPERIENCE

Root is a women-owned business based in Denver, Colorado with more than 20 years conducting housing studies nationwide. Our leadership team has a proven track record of creative problem solving in the fields of housing and community development. Our work is informed by economic theory, data and statistical analysis, and community input. We conduct a wide range of studies, all of which provide custom, creative, and high-value analysis and strategy for our clients. A cornerstone of our work is our ability to analyze needs within unique markets and submarkets—and to craft strategies unique to varying typologies within a region or market area.

WHAT WE DO

- Housing Market Studies
- Strategic Plans for Housing and Community Development
- Equity and Fair Housing Analyses
- Economic Mobility Studies

EXPERIENCE

Years of Housing Market research = **20**

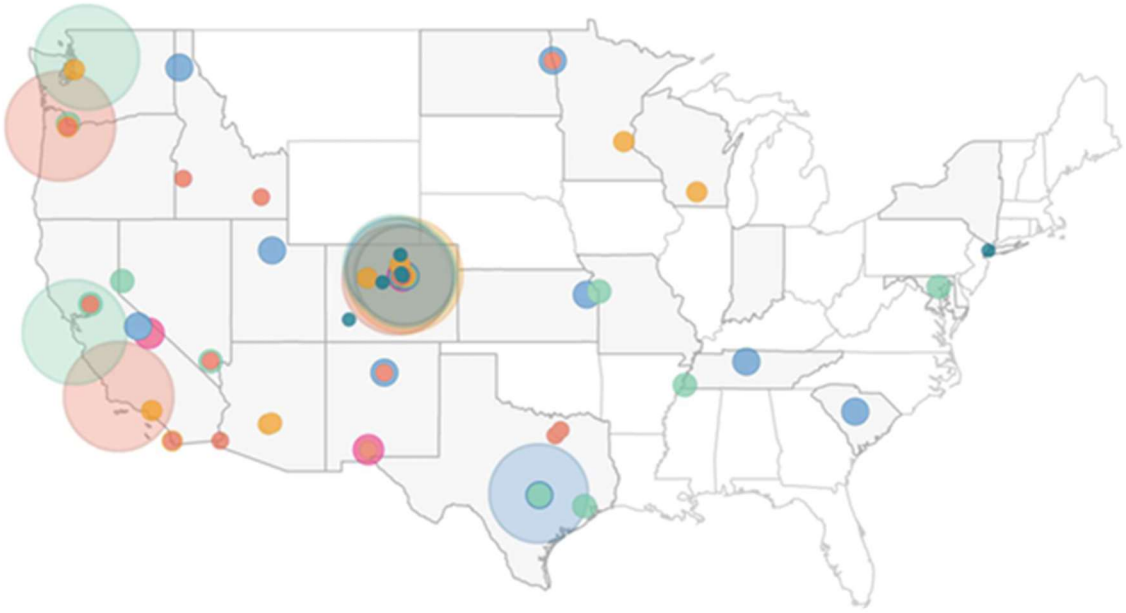
Years of Fair Housing planning = **18**

Years of Consolidated Plan and Housing Strategy experience = **29**

Years of Economic Equity Research = **12**

The Root Policy Research team has a wealth of experience with all aspects of housing studies, including housing market analyses, mortgage lending studies, fair housing analyses, strategic housing plans, and Consolidated Plans for Housing & Community Development. The Root Policy team has been completing Consolidated Plans, Annual Action Plans, Consolidated Annual Performance and Evaluation Reports (CAPERs), and Analyses of Impediments to Fair Housing Choice (AIs) since 1999, when Managing Director Heidi Aggeler began consulting in this field. We view these studies as more than compliance work: Consolidated Plans, particularly the housing market and needs assessment elements, afford our clients the opportunity to gather and analyze data that identify activities which make largest impact on communities.

We have in-depth knowledge of fair housing laws and regulations and fair housing related issues. Root was part of the national HUD-approved training team for the 2016 Assessment of Fair Housing (AFH) requirement in nine cities nationwide. Our team was responsible for facilitating training modules on how to interpret the data, tables, and indices required for the AFH, conducting meaningful community engagement, and developing strategies to address fair housing issues and contributing factors. Additionally, as a subcontractor to Abt Associates, Root developed training materials for property managers, landlords, advocates, and residents on the interpretation of sex protection in the Fair Housing Act. We created self-directed modules on how the U.S. Supreme Court's decision in the *Bostock v. Clayton County* case expanded sex protection to include gender identification and sexual orientation. These modules included best practices in inclusive and welcoming language and property management.



HOUSING MARKET STUDIES

California: Mammoth Lakes **Colorado:** Aurora, Boulder, Denver **Idaho:** Boise, Coeur d'Alene **Kansas:** Lawrence **New Mexico** Santa Fe **North Dakota:** Grand Forks **South Carolina:** Columbia **Tennessee:** Nashville **Texas:** Austin, Travis County **Utah:** Salt Lake City

COMMUNITY ENGAGEMENT

California: Bishop – Economic Development Strategy **Colorado:** Denver's Strategic Plan for Homelessness; Colorado Civic Rights Division Survey **New Mexico:** Las Cruces Homeless Survey

FAIR HOUSING ANALYSIS

California: Sacramento, San Mateo County **Colorado:** Aurora; Denver; Boulder **Idaho:** Statewide **Maryland:** Baltimore **Oregon:** Statewide **Tennessee:** Memphis **Texas:** Austin, Houston **Virginia:** Richmond **Washington:** Snohomish County

HUD CONSOLIDATED PLANNING

Arizona: Yuma **California:** Sacramento, Santa Barbara, San Diego San Mateo County **Colorado:** Boulder, Denver, Lakewood, Jefferson County **Idaho:** Nampa, Pocatello **Indiana:** State of Indiana **New Mexico:** Las Cruces, Santa Fe **Nevada:** North Las Vegas **North Dakota:** Grand Forks **Oregon:** Washington County/Portland **Texas:** Carrollton, McKinney

ECONOMIC AND SOCIAL IMPACT ANALYSIS

Colorado: Child Care - Breckenridge, Telluride; Army Post Expansion - Fort Carson; Language Access - Westminster; Social Sustainability- Fort Collins **Colorado and New York:** Neighborhood Economic Potential, Seedco, Denver and NYC **Utah:** State of Utah; Economic Impact—Emily Griffith Opportunity School CDFI Impact

RESIDENTIAL MARKET RESEARCH

Arizona: Phoenix, Scottsdale **California:** Los Angeles, San Diego **Colorado:** Colorado Housing and Finance Agency, State of Colorado; Aurora, Denver, Eagle, Longmont, **Minnesota:** Minneapolis **Oregon:** Portland **Washington:** Seattle **Wisconsin:** Madison

B. KEY PERSONNEL

Heidi Aggeler, Managing Director

Heidi Aggeler co-founded Root Policy Research after working at BBC Research and Consulting (BBC) for 20 years. Heidi started her research and consulting career as an economic analyst at the Federal Reserve and an auditor for the Federal Deposit Insurance Corporation (FDIC). She has been managing housing research projects since 1999 and has overseen completion of more than 100 housing market studies and needs assessments. Heidi also specializes in fair housing assessments and has conducted fair housing training and technical assistance nationwide. Heidi is a frequent speaker on housing policy and has been featured by the American Planning Association, Rocky Mountain Land Use Institute, National Association for County Community and Economic Development, and National Association of Housing and Redevelopment Officials.

Heid would be the principal contact and management lead for this project. She would dedicate 10% of her time to this project.

Education:

M.P.A., Policy Analysis, Humphrey Institute, University of Minnesota, 1997
B.A., Accounting, University of Utah, 1992

Avilia Bueno, Director

Avilia Bueno is an economist, specializing in labor and community development. Prior to joining Root Policy, she held a number of positions at the University of Colorado Boulder, varying from teaching Microeconomics to working with the College of Arts and Science on research projects. Originally from the mountainous desert of El Paso/Ciudad Juárez, Avilia is fluent in Spanish and enjoys analyzing complex relationships with the help of data. She also worked for the Federal Reserve Bank of Dallas as a Senior Research Analyst, conducting research on the U.S.-Mexico border and southern New Mexico economy. Avilia brings a unique skill set to Root with her ability to tie in the latest findings in academic research with meaningful policy implications for diverse types of communities.

Avilia would assist in data collection for the AHP and AFFH-EP and support resident engagement efforts. She would dedicate 15% of her time to this project.

Education:

Ph.D., Economics, University of Colorado: Boulder, 2023
B.B.A., Economics and Marketing, University of Texas: El Paso, 2010

Cheri Colter, Associate

Cheri is a policy researcher with a principal interest in neighborhood effects as upstream drivers of health and education inequity. Her doctoral research was part of the National Science Foundation's Neighborhood Change Research Initiative at the University of Texas and analyzed the impact of neighborhood environment on education outcomes in highly

segregated and high poverty neighborhoods in south Dallas. Prior to joining Root Policy in 2023, Cheri completed her postdoctoral fellowship at the Interdisciplinary Research Institute for the Study of Inequality (IRISE) at the University of Denver where she launched the Health Equity Community Exchange statewide project.

Cheri would lead resident engagement and oversee the completion of the Consolidated Plan and AFFH-EP. She would dedicate 15% of her time to this project.

Education:

Ph.D., Public Policy and Political Economy, University of Texas at Dallas, 2015
M.A., International Finance, Trade, and Economic Integration, University of Denver, 2002
B.A., French and Economics, University of South Dakota, 1994

Lucy McGehee, Research Associate

Lucy is a sociologist interested in how neighborhoods shape individuals and how individuals shape their neighborhoods. Her background in both qualitative and quantitative research enables a rich understanding of data that centers around the lived experience of individuals and their families. Lucy's work as a paralegal assisting low-income tenants with eviction filings has informed her comprehensive understanding of the origins of displacement and its consequences. Her collective experience adds depth to fair housing studies, needs assessments, and affordable housing strategies.

Lucy would complete the data analysis and narrative for the Consolidated Plan, as well as assisting in the data collection for the AFFH-EP and providing support for community engagement as needed. She would dedicate 15% of her time to this project.

Education:

MSc., Sociology, University of Oxford, England, 2022
B.A., Political Science, American University, 2020

C. SUBCONTRACTORS

David Dollahon, DPD Solutions

David Dollahon, AICP, would be responsible for completing the Land Use Policy Review as part of the Affordable Housing Plan.

DPD Solutions specializes in planning, land use, affordable housing, local government management, strategic planning, and process improvement. David also has extensive expertise in Las Cruces as assistant city manager and chief operating officer from 2016 to 2020. During his time with the City of Las Cruces, he served on the City Manager's Policy Committee, Procurement Violation Review Committee, chaired the Neighborhood Action Team to address the city's most derelict private properties, and was the city's Disadvantaged Business Enterprise Liaison Officer. David also previously served as the Neighborhood Services Administrator in Las Cruces where he expanded affordable housing programs through competitive grants and established the city's Affordable Housing Land Bank and Trust Fund ordinances in accordance with stringent State requirements.

Education:

MA, Dispute Resolution, Touro University Worldwide, 2022
Graduate Certificate, Facilities Planning and Management, Ohio State University, 2006
BS, City and Regional Planning, New Mexico State University, 1992

Address:

DPD Solutions
505 N Horne Street
Oceanside, CA
92054

D. OFFICE LOCATIONS

Root Policy Research is based in Denver, Colorado. All work will be completed at this location except for in-person meetings and community engagement activities in Las Cruces.

E. PRIMARY CONTACT

Heidi Aggeler
789 Sherman Street, Ste. 360
Denver, CO 80203
Phone: (970)-880-1415 x 102
Email: heidi@rootpolicy.com

3. FIRM PERFORMANCE

A. SAMPLE WORK PRODUCT AND REFERENCES

SANTA FE CONSOLIDATED PLAN & AFFORDABLE HOUSING STRA PLAN

DATE: 2023

TYPE: CONSOLIDATED PLAN AND AHP

Root Policy completed the City of Santa Fe's 2023-2028 Consolidated Plan and Affordable Housing Plan in 2023. The Needs Assessment and Market Analysis included a gaps analysis to identify mismatches in housing supply and demand by income level and demographic trends. The Affordable Housing Strategic Plan outlined key characteristics, goals, and objectives to assist very low-income renters, residents experiencing homelessness, and cost-burdened homeowners. Community engagement included a bilingual resident survey that received 475 responses, capturing the housing needs and priorities of residents.

Client contact and Links:,

Florence Frank, fhfrank@santafenm.gov

Executive Summary:
https://santafenm.gov/media/files/public_works/Executive_Summary_CoSF_2023-2027_Con_Plan.pdf
Consolidated Plan:
https://santafenm.gov/media/files/public_works/CoSF_Con_Plan_23-28.pdf
Affordable Housing Strategic Plan:
https://santafenm.gov/media/files/Master_Strategy_Plan_file_5.6_DRAFT_COPY_.pdf

REFERENCES

FLORENCE FANK
WORKFORCE HOUSING POLICY ADVISOR
CITY OF SANTA FE
123 E. Marcy Street, Suite 205
Santa Fe, NM 87501
Phone: (505) 690-6066
Email: fhfrank@santafenm.gov
Date of engagement: ongoing

ROBYN POWELL
RESEARCH AND POLICY DIRECTOR
NEW MEXICO MORTGAGE FINANCE AUTHORITY
344 4th Street SW
Albuquerque, NM 87102
Phone: (505) 843-6880
Email: rpowell@housingnm.org
Date of engagement: 2023

NIKKI HOOGENDOORN
NEIGHBORHOOD SERVICES SUPERVISOR
CITY OF YUMA
1 City Place
Yuma, AZ 85364
Phone: (978) 373-5000
Email: nikki.hoogendoorn@yumaaz.gov
Date of engagement: 2020, ongoing

REQUIRED FORMS

CITY OF LAS CRUCES

REQUEST FOR PROPOSAL
COMPLIANCE DECLARATION

RFP TITLE: **HUD 5-Year Consolidated Plan & Affordable Housing Plan**

RFP NO.: **24-25-038**

DUE DATE/TIME: **January 16, 2025 / 4:00 p.m.**

In compliance with the requirements of this RFP, I, the undersigned, offer and agree to furnish any or all materials and/or services to the City of Las Cruces within the time agreed.

I further certify that this company has not been debarred, suspended, or otherwise made ineligible for participation in Federal Assistance programs under Executive Order 12549 Debarment and Suspension as described in the Federal Rules and Regulations.

Receipt of Addenda Nos.: 1 is hereby acknowledged (where none received, place a zero in this space)

Company Name and Address:
Root Policy Research
789 N. Sherman St.
Ste. 360
Denver CO 80203

Heidi Aggeler
Authorized Signature
Heidi Aggeler
Typed or Printed Name
Managing Director
Title
hello@RootPolicy.com
Email Address

Telephone number 970-880-1415 Fax number N/A

NM Tax & Revenue Dept. CRS # 03602965003

Current NM Secretary of State Business ID # N/A (corporations only)

Current CLC Business Registration # N/A (respondents located in Las Cruces only)

Federal I.D. number 83-0970693 (mandatory for all respondents)

NM Resident Certificate from NM Tax and Revenue Department enclosed _____ Yes ✓ No

THIS FORM MUST BE COMPLETED AND INCLUDED WITH PROPOSAL
FAILURE TO INCLUDE WILL SUBJECT RESPONSE TO REJECTION

SUBMITTAL CHECK LIST

DESCRIPTION	COMMENT
Compliance Declaration	Ensure compliance declaration is signed by representative stated on the form and completely filled out, as applicable, and especially that all addenda are acknowledged.
Federal Certifications	All Federal Certifications **must** be signed and submitted with proposal

PROTEST PROCEDURES

Protests concerning this proposal can be filed as per Las Cruces Municipal Code Section 24-286 and 2 CFR 200.341. A protestor must exhaust all administrative remedies with the City before pursuing protest with a Federal agency. Reviews of protests by the Federal agency will be limited to:

1. Violations of the City's protest procedures for failure to review a complaint or protests.
2. Violations of Federal law or regulations and the standards of 2CFR200

Protests received by a Federal agency other than those specified above will be referred to the City.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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CONFLICTS OF INTEREST

Based in part on federal regulations (2CFR 200.112) and Contract agreement between the Owner and HUD, no employee, officer, or agent of the Owner (HUD grantee) shall participate in selection, or in the award or administration of a contract supported by Federal funds if a conflict of interest, real or apparent, would be involved. Such a conflict would arise when:

(i) The employee, officer or agent,

(ii) Any member of his or her immediate family,

(iii) His or her partner, or

(iv) An organization that employs, or is about to employ, any of the above, has a financial or other interest in the firm selected for award.

(a) The grantee's or subgrantee's officers, employees or agents will neither solicit nor accept gratuities, favors or anything of monetary value from Proposers, or parties to sub-agreements.

(b) Grantees and subgrantee's may set minimum rules where the financial interest is not substantial or the gift is an unsolicited item of nominal intrinsic value. To the extent permitted by State or local law or regulations, such standards or conduct will provide for penalties, sanctions, or other disciplinary actions for violations of such standards by the grantee's and sub grantee's officers, employees, or agents or by Proposers or their agents.

(c) The awarding agency may in regulation provide additional prohibitions relative to real, apparent, or potential conflicts of interest. Neither the Owner nor any of its proposers or their subproposers shall enter into any Contract, subcontract, or agreement, in connection with any Project or any property included or planned to be included in any Project, in which any member, officer, or employee of the Owner, or any member of the governing body of the locality in which the Project is situated, or any member of the governing body of the locality in which the Owner was activated, or in any other public official of such locality or localities who exercises any responsibilities or functions with respect to the Project during his/her tenure or for one year thereafter has any interest, direct or indirect.

1. If any such present or former member, officer, or employee of the Owner, or any such governing body member or such other public official of such locality or localities involuntarily acquires or had acquired prior to the beginning of his/her tenure any such interest, and if such interest is immediately disclosed to the Owner and such disclosure is entered upon the minutes of the Owner, the Owner, with the prior approval of the Government, may waive the prohibition contained in this subsection: Provided, That any such present member, officer, or employee of the Owner shall not participate in any action by the Owner relating to such contract, subcontract, or arrangement.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

BREACHES AND DISPUTE RESOLUTION

Applicability to Contracts
All contracts in excess of $100,000 shall contain provisions or conditions which will allow for administrative, contractual, or legal remedies in instances where contractors violate or breach contract terms, and provide for such sanctions and penalties as may be appropriate. This may include provisions for bonding, penalties for late or inadequate performance, retained earnings, liquidated damages or other appropriate measures.

Flow Down
The Breaches and Dispute Resolutions requirements flow down to all tiers.

Disputes - Disputes arising in the performance of this Contract which are not resolved by agreement of the parties shall be decided in writing by the authorized representative of the City. This decision shall be final and conclusive unless within [ten (10)] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the City. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the City shall be binding upon the Contractor and the Contractor shall abide be the decision.

Performance During Dispute - Unless otherwise directed by the City, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages - Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefore shall be made in writing to such other party within a reasonable time after the first observance of such injury of damage.

Remedies - Unless this contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the City and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State in which the City is located.

Remainder of this Certification is continued on the next page.

Rights and Remedies - The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the City or Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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CONTRACTING WITH SMALL AND MINORITY FIRMS, WOMEN'S BUSINESS ENTERPRISE AND LABOR SURPLUS AREA FIRMS.

(1) The Prime Contractor will take all necessary affirmative steps to assure that minority firms, women's business enterprises, and labor surplus area firms are used when possible.

(2) Affirmative steps shall include:

(i) Placing qualified small and minority businesses and women's business enterprises on solicitation lists;

(ii) Assuring that small and minority businesses, and women's business enterprises are solicited whenever they are potential sources;

(iii) Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority business, and women's business enterprises;

(iv) Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority business, and women's business enterprises;

(v) Using the services and assistance of the Small Business Administration, and the Minority Business Development Agency of the Department of Commerce.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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BIDDER'S CERTIFICATION OF ENERGY CONSERVATION AIR QUALITY AND CLEAN WATER COMPLIANCE

Company/Organization Name: Root Policy Research

The third party Contractor named above hereby certifies compliance with the requirements listed below and regulations issued by the Environmental Protection Agency (EPA), Federal Highway Administration, Federal Transit Administration (FTA) and other agencies of the Federal Government as well as future regulations, guidelines, standards, orders, directives or other requirements that may affect this procurement contract.

The above named Contractor will:

1. Comply with all applicable standards, orders or regulations issued pursuant to the Clean Air Act, as amended, 42 U.S.C., 7401 et seq.
2. Comply with all applicable standards, orders or regulations issued pursuant to the Federal Water Pollution Act, as amended, 33 U.S.C., 1251 et seq.
3. Comply with mandatory standards and policies relating to energy efficiency, which are contained in the state energy conservation plan issued in compliance with the Energy Policy and Conservation Act.
4. Report any violation of these requirements by a sub recipient or itself, resulting from completing the required manufacturing and delivery of vehicles included with this contract to HUD and the appropriate United States EPA Regional Office.
5. Agrees to include these requirements in each subcontract exceeding $100,000 financed in whole or in part with assistance provided by HUD.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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CERTIFICATION OF

RESTRICTIONS ON LOBBYING

31 U.S.C. 1352; 49 CFR Part 19; & 49 CFR Part 20

I, Heidi Aggeler, hereby certify on behalf of Root Policy Research, that:

(1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.

(2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any Federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form- "Disclosure Form to Report Lobbying", in accordance with its instructions.

(3) The undersigned shall require that the language of this certification be included in the award documents for all sub awards at all tiers (including subgrants, loans, and cooperative agreement) which exceed $100,000, and that all such sub-recipients shall certify and disclose accordingly.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S.C. As required by 49 CFR part 20, "New Restrictions on Lobbying," I will disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on my behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

Executed this 14th day of January, of 2025

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

RETENTION AND INSPECTION OF RECORDS

A. The HA (the City), HUD, or Comptroller General of the United States, or any of their duly authorized representatives shall, until 3 years after final payment under this contract, have access to and the right to examine any of the Proposer's directly pertinent books, documents, papers or other records involving transactions related to this contract for the purpose of making audit, examination, excerpts, and transcriptions.

B. The Proposer agrees to include in first-tier subcontracts under this contract a clause substantially the same as paragraph (a) above, ""Subcontract," as used in this clause, excludes purchase orders not exceeding $10,000.

The periods of access and examination in paragraphs (A) and (B) above for records relating to appeals, litigation or settlement of claims arising from the performance of the contract to which the HA (the City), HUD, or Comptroller General or any of their duly authorized representatives has taken exception shall continue until disposition of such appeals, litigation, claims, or exceptions.

ACCESS TO RECORDS

The Contractor agrees to provide the Purchaser, the HUD Administrator, the Comptroller General of the United States or any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to the contract for the purposes of making audits, examinations, excerpts and transcriptions.

FEDERAL CHANGES

Contractor shall at all times comply with all applicable HUD regulations, policies, procedures and directives, including without limitation those listed directly or by reference by the Master Agreement between the City and HUD, as they may be amended or promulgated from time to time during the term of the contract. Contractor's failure to so comply shall constitute a material breach of this contract.

COPYRIGHTS AND RIGHTS IN DATA

The HA (the City) shall have exclusive ownership of all proprietary interest in, and the right to full and exclusive possession of all information, materials, designs and documents discovered or produced by Proposer pursuant to the terms of the contract, including but not limited to reports, memoranda or letters concerning the research and reporting tasks of the Contract.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

NO GOVERNMENT OBLIGATION TO THIRD PARTIES

(1) The City of Las Cruces and Contractor acknowledge and agree that, notwithstanding any concurrence by the Federal Government in or approval of the solicitation or award of the underlying contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this contract and shall not be subject to any obligations or liabilities to the City of Las Cruces, Contractor, or any other party (whether or not a party to that contract) pertaining to any matter resulting from the underlying contract.

(2) The Contractor agrees to include the above clause in each subcontract financed in whole or in part with Federal assistance. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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FALSE OR FRAUDULENT STATEMENTS OR CLAIMS.

The Contractor acknowledges and agrees that:

(1) The Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. §§ 3801 *et seq.* and U.S. DOT regulations, "Program Fraud Civil Remedies," 49 C.F.R. Part 31, apply to its activities in connection with the Project. Accordingly, by executing the Grant Agreement or Cooperative Agreement, the Recipient certifies or affirms the truthfulness and accuracy of each statement it has made, it makes, or it may make in connection with the Project covered by the Grant Agreement or Cooperative Agreement. In addition to other penalties that may apply, the Recipient also acknowledges that if it makes a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government, the Federal Government reserves the right to impose the penalties of the Program Fraud Civil Remedies Act of 1986, as amended, on the Recipient to the extent the Federal Government deems appropriate.

(2) If the Recipient makes a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government in connection with an urbanized area formula project financed with Federal assistance authorized for 49 U.S.C. § 5307, the Government reserves the right to impose on the Recipient the penalties of 18 U.S.C. § 1001 and 49 U.S.C. § 5307(n)(1), to the extent the Federal Government deems appropriate

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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CERTIFICATION REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY AND VOLUNTARY EXCLUSION LOWER TIER COVERED TRANSACTIONS

This certification is required by the regulations implementing Executive Order 12549, Debarment and Suspension, 29 CFR Part 98, Section 98.510, Participants' responsibilities. The regulations were published as Part VII of the May 26, 1988 Federal Register (pages 19160-19211).

(BEFORE COMPLETING CERTIFICATION, READ ATTACHED NSTRUCTIONS WHICH ARE AN INTEGRAL PART OF THE CERTIFICATION)

(1) The prospective recipient of Federal assistance funds certifies, by submission of this proposal, that neither it nor its principals are presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in this transaction by any Federal department or agency.

(2) Where the prospective recipient of Federal assistance funds is unable to certify to any of the statements in this certification, such prospective participant shall attach an explanation to this proposal.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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INSTRUCTIONS FOR CERTIFICATION

1. By signing and submitting this proposal, the prospective recipient of Federal assistance funds is providing the certification as set out below.
2. The certification in this clause is a material representation of fact upon which reliance was placed when this transaction was entered into. If it is later determined that the prospective lower tier participant knowingly rendered an erroneous certification, in addition to other remedies available to the Federal Government, the Department of Transportation (DOT) may pursue available remedies, including suspension and/or debarment.
3. The prospective lower tier participant shall provide immediate written notice to the person to which this proposal is submitted if at any time the prospective lower tier participant learns that its certification was erroneous when submitted or has become erroneous by reason of changed circumstances.
4. The terms "covered transaction," "debarred," "suspended," "ineligible," "lower tier covered transaction," "participant," "person," "primary covered transaction," "principal," "proposal," and "voluntarily excluded", as used in this clause, have the meanings set out in the Definitions and Coverage sections of rules implementing Executive Order 12549.
5. The prospective recipient of Federal assistance funds agrees by submitting this proposal that, should the proposed covered transaction be entered into, it shall not knowingly enter into any lower tier covered transaction with a person who is debarred, suspended, declared ineligible, or voluntarily excluded from participation in this covered transaction, unless authorized by HUD.
6. The prospective recipient of Federal assistance funds further agrees by submitting this proposal that it will include the clause titled "Certification Regarding Debarment, Suspension, Ineligible and Voluntary Exclusion - Lower Tier Covered Transactions," without modification, in all lower tier covered transactions and in all solicitations for lower tier covered transactions.
7. A participant in a covered transaction may rely upon a certification of prospective participant in a lower tier covered transaction that it is not proposed for debarment under 48 CFR part 9, subpart 9.4, debarred, suspended, ineligible, or voluntarily excluded from covered transactions, unless it knows that the certification is erroneous. A participant may decide the method and frequency by which it determines the eligibility of its principals. Each participant may but is not required to check the List of Parties Excluded from Procurement or Non-procurement Programs.
8. Nothing contained in the foregoing shall be construed to require establishment of a system of records in order to render in good faith the certification required by this clause. The knowledge and information of a participant is not required to exceed that which is normally possessed by a prudent person in the ordinary course of business dealings.
9 Except for transactions authorized under paragraph 5 of these instructions, if a participant in a covered transaction knowingly enters into a lower tier covered transaction with a person who is proposed for debarment under 48 CFR part 9, subpart 9.4, suspended, debarred, ineligible, or voluntarily excluded from participation in the transaction, in addition to other remedies available to the Federal Government, the DOT may pursue available remedies, including suspension and/or debarment.

PRIVACY ACT

The Proposer agrees to comply with all applicable terms in the Privacy Act of 1974; will notify the government when the Proposer anticipates operating a system of records on behalf of the government in order to implement the bid if such system contains information about individuals retrievable by the individual's name or other identifier; and will include in any subcontract the Privacy Act notifications above.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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TERMINATION

Flow Down

The termination requirements flow down to all contracts in excess of $10,000, with the exception of contracts with nonprofit organizations and institutions of higher learning.

a. Termination for Convenience (General Provision) The City may terminate this contract, in whole or in part, at any time by written notice to the Contractor when it is in the Government's best interest. The Contractor shall be paid its costs, including contract close-out costs, and profit on work performed up to the time of termination. The Contractor shall promptly submit its termination claim to the City to be paid the Contractor. If the Contractor has any property in its possession belonging to the City, the Contractor will account for the same, and dispose of it in the manner the City directs.

b. Opportunity to Cure (General Provision) The City in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions

If Contractor fails to remedy to the City's satisfaction the breach or default of any of the terms, covenants, or conditions of this Contract within [ten (10) days] after receipt by Contractor of written notice from the City setting forth the nature of said breach or default, the City shall have the right to terminate the Contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude the City from also pursuing all available remedies against Contractor and its sureties for said breach or default.

c. Termination for Default (Supplies and Service) If the Contractor fails to deliver supplies or to perform the services within the time specified in this contract or any extension or if the Contractor fails to comply with any other provisions of this contract, the City may terminate this contract for default. The City shall terminate by delivering to the Contractor a Notice of Termination specifying the nature of the default. The Contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner or performance set forth in this contract.

If, after termination for failure to fulfill contract obligations, it is determined that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the termination had been issued for the convenience of the City.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Agpar

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STATE AND LOCAL LAW DISCLAIMER

Flow Down - The Disclaimer has unlimited flow down.

State and Local Law Disclaimer - The use of many of the suggested clauses are not governed by Federal law, but are significantly affected by State law.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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CIVIL RIGHTS REQUIREMENTS
29 U.S.C. § 623, 42 U.S.C. § 2000; 42 U.S.C. § 6102, 42 U.S.C. § 12112; 42 U.S.C. § 12132, 49 U.S.C. § 5332; 29 CFR Part 1630; & 41 CFR Parts 60 et seq.

Flow Down - The Civil Rights requirements flow down to all third party contractors and their contracts at every tier.
Civil Rights - The following requirements apply to the underlying contract:
(1) Nondiscrimination - In accordance with Title VI of the Civil Rights Act, as amended, 42 U.S.C. § 2000d, section 303 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. § 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. § 12132, and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements HUD may issue.
(2) Equal Employment Opportunity - The following equal employment opportunity requirements apply to the underlying contract:

(a) Race, Color, Creed, National Origin, Sex - In accordance with Title VII of the Civil Rights Act, as amended, 42 U.S.C. § 2000e, and Federal transit laws at 49 U.S.C. § 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of U.S. Department of Labor (U.S. DOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 C.F.R. Parts 60 et seq ., (which implement Executive Order No. 11246, "Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order 11246 Relating to Equal Employment Opportunity," 42 U.S.C. § 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the Project. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment or recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the Contractor agrees to comply with any implementing requirements HUD may issue.

(b) Age - In accordance with section 4 of the Age Discrimination in Employment Act of 1967, as amended, 29 U.S.C. § § 623 and Federal transit law at 49 U.S.C. § 5332, the Contractor agrees to refrain from discrimination against present and prospective employees for reason of age. In addition, the Contractor agrees to comply with any implementing requirements HUD may issue.

(c) Disabilities - In accordance with section 102 of the Americans with Disabilities Act, as amended, 42 U.S.C. § 12112, the Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, "Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act," 29 C.F.R. Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements HUD may issue.
(3) The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by HUD, modified only if necessary to identify the affected parties.

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AGE DISCRIMINATION ACT

The Contractor shall comply with all the requirements of the Age Discrimination Act of 1975 42 U.S.C. 6101 et seq. Or with respect to otherwise qualified handicapped persons as provided in section 504 of The Rehabilitation Act of 1973 29 U.S. C. 794.

Company Name: Root Policy Research

Title of Person Authorized to Sign this Form: Managing Director

Date: 1/14/25

Signature: Heidi Aggeler

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CERTIFICATION REGARDING DRUG-FREE WORKPLACE REQUIREMENTS

The certification set out below is a material representation upon which reliance is placed by the City of Las Cruces and the U.S. Department of Housing and Urban Development (HUD) in awarding the Grant as stated in Exhibit A. If it is later determined that the Sub-recipient knowingly rendered a false certification or otherwise violates the requirements of the Drug-Free Workplace Act, the City's City Manager's Office (CMO), and/or HUD, in addition to any other remedies available to the federal government, may take action authorized under the Drug-Free Workplace Act. The Sub-recipient will comply with the other provisions of the Act and with other applicable laws.

CERTIFICATION

1. The Sub-recipient certifies that it will provide a drug-free workplace by:

A. Publishing a statement notifying employees that the unlawful manufacture, distribution, dispensing, possession or use of a controlled substance is prohibited in the Sub-recipient's workplace and specifying the actions that will be taken against employees for violation of such prohibition;

B. Establishing an ongoing drug-free awareness program to inform employees about:

1. The dangers of drug abuse in the workplace;
2. The Sub-recipient's policy of maintaining a drug-free workplace;
3. Any available drug counseling, rehabilitation and employee assistance programs; and
4. The penalties that may be imposed upon employees for drug abuse violations occurring in the workplace.

C. Making it a requirement that each employee be engaged in the performance of the grant is given a copy of the statement required by paragraph "A."

D. Notifying the employee in the statement required by paragraph "A" that, as a condition of employment under the Grant, the employee would:

1. Abide by the terms of the statement; and
2. Notify the employer in writing of his or her conviction for a violation of a criminal drug statute occurring in the workplace no later than five (5) calendar days after such conviction.

E. Notify the City's City Manager's Office (CMO), and/or HUD in writing within ten (10) calendar days after receiving notice under subparagraph (D)(2) from an employee or otherwise receiving actual notice of such conviction. Employers of convicted employees must provide notice, including position title, to every grant officer or other designee on whose grant activity the convicted employee was working, unless the Federal

agency has designated a central point for the receipt of such notices. Notice shall include the identification number(s) of each affected grant.

F. Taking one of the following actions, within 30 calendar days of receiving notice under subparagraph (D)(2), with respect to any employee who is so convicted:

1. Taking appropriate personnel action against such an employee, up to and including termination, consistent with the requirements of the Rehabilitation Act of 1973, as amended; or

2. Requiring such employee to participate satisfactorily in a drug abuse assistance or rehabilitation program approved for such purposes by a Federal, State, or local health, law enforcement or other appropriate agency.

G. Making a good faith effort to continue to maintain a drug-free workplace through implementation of paragraphs (A), (B), (C), (D), (E) and (F).

2. The Sub-recipient shall insert in the space provided on the attached "Place of Performance" form the site(s) for the performance of work to be carried out with the Grant funds (including street address, city, county, state, zip code and total estimated number of employees). The Sub-recipient further certifies that, if it is subsequently determined that additional sites will be used for the performance of work under the Agreement, it shall notify the City's City Manager's Office (CMO), and/or HUD immediately upon the decision to use such additional sites by submitting a revised "Place of Performance" form.

PLACE OF PERFORMANCE FOR CERTIFICATION REGARDING DRUG-FREE WORKPLACE REQUIREMENTS

Name of Sub-recipient:
Root Policy Research

Program Name:
Consolidated Plan and Housing Strategy

Date: 1/14/25

The Sub-recipient shall insert in the space provided below the site(s) expected to be used for the performance of work under the Grant covered by the certification:
Place of Performance (includes street address, city, county, state, zip code for each site):
189 N. Sherman St., Ste. 369 Denver, CO 80203
Denver County

Check ____ if there are work places on file that are not identified here.

ATTEST:

By: _____ 1/14/25
Date

By: _____ 1/14/25
Date

EQUAL EMPLOYMENT OPPORTUNITY/AFFIRMATIVE ACTION CLAUSE FOR CONTRACTS NOT SUBJECT TO EXECUTIVE ORDER 11246

In carrying out this Agreement, the Sub-recipient and its contractors and subcontractors, if any, shall not discriminate against any employee or applicant for employment because of race, age, religion, color, national origin, ancestry, sex, sexual preference, gender identity, physical or mental handicap or serious medical condition, or status with regard to public assistance. The Sub-recipient shall take affirmative action to insure that all employment practices are free from such discrimination. Such employment practices shall include, but not be limited to, the following: hiring, upgrading, demotion, transfer, recruitment or recruitment advertising, layoff, termination, rates of pay or other forms of compensation, and selection for training, including apprenticeship. The Sub-recipient shall post in conspicuous places, available to employees and applicants for employment, notices to be provided by the Government setting forth the provisions of this nondiscrimination clause. The Sub-recipient shall state in all solicitations or advertisements for employees placed by or on behalf of the Sub-recipient that it is an Equal Opportunity or Affirmative Action employer.

ATTEST:

By: _____ 1/14/25
Date

By: _____ 1/14/25
Date

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 03/03/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER	**CONTACT NAME:** Candace Hansen-Wolf
ISU Insurance Services of Colorado	**PHONE (A/C, No, Ext):** (303) 534-2133 **FAX (A/C, No):** (303) 892-5579
1950 W Littleton Blvd.	**E-MAIL ADDRESS:** cwolf@isuinsurance.com
Suite 107	
Littleton CO 80120	
INSURED	**INSURER(S) AFFORDING COVERAGE** / **NAIC #**
Root Policy Research, Inc.	**INSURER A :** Twin City Fire Ins Co — 29459
789 N Sherman St Ste 360	**INSURER B :** Sentinel Ins Co., LTD — 11000
	INSURER C : Federal Insurance Company — 20281
	INSURER D :
	INSURER E :
Denver CO 80203	**INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 25-26 MASTER CERT **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	[X] COMMERCIAL GENERAL LIABILITY [ ] CLAIMS-MADE [X] OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: [X] POLICY [ ] PRO-JECT [ ] LOC [ ] OTHER:	Y	Y	34SBAAA9245	01/01/2025	01/01/2026	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG [ ]	$ 2,000,000 $ 1,000,000 $ 10,000 $ 2,000,000 $ 4,000,000 $ 4,000,000 $
A	AUTOMOBILE LIABILITY [ ] ANY AUTO [ ] OWNED AUTOS ONLY [ ] SCHEDULED AUTOS [X] HIRED AUTOS ONLY [X] NON-OWNED AUTOS ONLY			34SBAAA9245	01/01/2025	01/01/2026	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) [ ]	$ 2,000,000 $ $ $ $
A	[X] UMBRELLA LIAB [X] OCCUR [ ] EXCESS LIAB [ ] CLAIMS-MADE [ ] DED [X] RETENTION $ 10,000			34SBAAA9245	01/01/2025	01/01/2026	EACH OCCURRENCE AGGREGATE [ ]	$ 1,000,000 $ 1,000,000 $
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? [ ] (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N / A		34WECAC1A9N	09/25/2024	09/25/2025	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000
C	Errors and Omissions Retention $5,000			8255-3062	10/04/2024	10/04/2025	Per Occurrence Aggregate	$1,000,000 $1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

The City of Las Cruces is an Additional Insured with a Waiver of Subrogation in place per attached form: SS00080405

CERTIFICATE HOLDER

The City of Las Cruces
700 North Main Street
Las Cruces NM 88001

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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QUICK REFERENCE
BUSINESS LIABILITY COVERAGE FORM
READ YOUR POLICY CAREFULLY

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BUSINESS LIABILITY COVERAGE FORM		
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BUSINESS LIABILITY COVERAGE FORM

Various provisions in this policy restrict coverage. Read the entire policy carefully to determine rights, duties and what is and is not covered.

Throughout this policy the words "you" and "your" refer to the Named Insured shown in the Declarations. The words "we", "us" and "our" refer to the stock insurance company member of The Hartford providing this insurance.

The word "insured" means any person or organization qualifying as such under Section **C**. - Who Is An Insured.

Other words and phrases that appear in quotation marks have special meaning. Refer to Section **G**. - Liability And Medical Expenses Definitions.

A. COVERAGES

1. BUSINESS LIABILITY COVERAGE (BODILY INJURY, PROPERTY DAMAGE, PERSONAL AND ADVERTISING INJURY)

Insuring Agreement

a. We will pay those sums that the insured becomes legally obligated to pay as damages because of "bodily injury", "property damage" or "personal and advertising injury" to which this insurance applies. We will have the right and duty to defend the insured against any "suit" seeking those damages. However, we will have no duty to defend the insured against any "suit" seeking damages for "bodily injury", "property damage" or "personal and advertising injury" to which this insurance does not apply.

We may, at our discretion, investigate any "occurrence" or offense and settle any claim or "suit" that may result. But:

(1) The amount we will pay for damages is limited as described in Section **D.** - Liability And Medical Expenses Limits Of Insurance; and

(2) Our right and duty to defend ends when we have used up the applicable limit of insurance in the payment of judgments, settlements or medical expenses to which this insurance applies.

No other obligation or liability to pay sums or perform acts or services is covered unless explicitly provided for under Coverage Extension - Supplementary Payments.

b. This insurance applies:

(1) To "bodily injury" and "property damage" only if:

(a) The "bodily injury" or "property damage" is caused by an "occurrence" that takes place in the "coverage territory";

(b) The "bodily injury" or "property damage" occurs during the policy period; and

(c) Prior to the policy period, no insured listed under Paragraph **1.** of Section **C.** – Who Is An Insured and no "employee" authorized by you to give or receive notice of an "occurrence" or claim, knew that the "bodily injury" or "property damage" had occurred, in whole or in part. If such a listed insured or authorized "employee" knew, prior to the policy period, that the "bodily injury" or "property damage" occurred, then any continuation, change or resumption of such "bodily injury" or "property damage" during or after the policy period will be deemed to have been known prior to the policy period.

(2) To "personal and advertising injury" caused by an offense arising out of your business, but only if the offense was committed in the "coverage territory" during the policy period.

c. "Bodily injury" or "property damage" will be deemed to have been known to have occurred at the earliest time when any insured listed under Paragraph **1.** of Section **C.** – Who Is An Insured or any "employee" authorized by you to give or receive notice of an "occurrence" or claim:

(1) Reports all, or any part, of the "bodily injury" or "property damage" to us or any other insurer;

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(2) Receives a written or verbal demand or claim for damages because of the "bodily injury" or "property damage"; or

(3) Becomes aware by any other means that "bodily injury" or "property damage" has occurred or has begun to occur.

d. Damages because of "bodily injury" include damages claimed by any person or organization for care, loss of services or death resulting at any time from the "bodily injury".

e. Incidental Medical Malpractice

(1) "Bodily injury" arising out of the rendering of or failure to render professional health care services as a physician, dentist, nurse, emergency medical technician or paramedic shall be deemed to be caused by an "occurrence", but only if:

(a) The physician, dentist, nurse, emergency medical technician or paramedic is employed by you to provide such services; and

(b) You are not engaged in the business or occupation of providing such services.

(2) For the purpose of determining the limits of insurance for incidental medical malpractice, any act or omission together with all related acts or omissions in the furnishing of these services to any one person will be considered one "occurrence".

2. MEDICAL EXPENSES

Insuring Agreement

a. We will pay medical expenses as described below for "bodily injury" caused by an accident:

(1) On premises you own or rent;

(2) On ways next to premises you own or rent; or

(3) Because of your operations;

provided that:

(1) The accident takes place in the "coverage territory" and during the policy period;

(2) The expenses are incurred and reported to us within three years of the date of the accident; and

(3) The injured person submits to examination, at our expense, by physicians of our choice as often as we reasonably require.

b. We will make these payments regardless of fault. These payments will not exceed the applicable limit of insurance. We will pay reasonable expenses for:

(1) First aid administered at the time of an accident;

(2) Necessary medical, surgical, x-ray and dental services, including prosthetic devices; and

(3) Necessary ambulance, hospital, professional nursing and funeral services.

3. COVERAGE EXTENSION - SUPPLEMENTARY PAYMENTS

a. We will pay, with respect to any claim or "suit" we investigate or settle, or any "suit" against an insured we defend:

(1) All expenses we incur.

(2) Up to $1,000 for the cost of bail bonds required because of accidents or traffic law violations arising out of the use of any vehicle to which Business Liability Coverage for "bodily injury" applies. We do not have to furnish these bonds.

(3) The cost of appeal bonds or bonds to release attachments, but only for bond amounts within the applicable limit of insurance. We do not have to furnish these bonds.

(4) All reasonable expenses incurred by the insured at our request to assist us in the investigation or defense of the claim or "suit", including actual loss of earnings up to $500 a day because of time off from work.

(5) All costs taxed against the insured in the "suit".

(6) Prejudgment interest awarded against the insured on that part of the judgment we pay. If we make an offer to pay the applicable limit of insurance, we will not pay any prejudgment interest based on that period of time after the offer.

(7) All interest on the full amount of any judgment that accrues after entry of the judgment and before we have paid, offered to pay, or deposited in court the part of the judgment that is within the applicable limit of insurance.

Any amounts paid under **(1)** through **(7)** above will not reduce the limits of insurance.

b. If we defend an insured against a "suit" and an indemnitee of the insured is also named as a party to the "suit", we will defend that indemnitee if all of the following conditions are met:

(1) The "suit" against the indemnitee seeks damages for which the insured has assumed the liability of the indemnitee in a contract or agreement that is an "insured contract";

(2) This insurance applies to such liability assumed by the insured;

(3) The obligation to defend, or the cost of the defense of, that indemnitee, has also been assumed by the insured in the same "insured contract";

(4) The allegations in the "suit" and the information we know about the "occurrence" are such that no conflict appears to exist between the interests of the insured and the interest of the indemnitee;

(5) The indemnitee and the insured ask us to conduct and control the defense of that indemnitee against such "suit" and agree that we can assign the same counsel to defend the insured and the indemnitee; and

(6) The indemnitee:

(a) Agrees in writing to:

(i) Cooperate with us in the investigation, settlement or defense of the "suit";

(ii) Immediately send us copies of any demands, notices, summonses or legal papers received in connection with the "suit";

(iii) Notify any other insurer whose coverage is available to the indemnitee; and

(iv) Cooperate with us with respect to coordinating other applicable insurance available to the indemnitee; and

(b) Provides us with written authorization to:

(i) Obtain records and other information related to the "suit"; and

(ii) Conduct and control the defense of the indemnitee in such "suit".

So long as the above conditions are met, attorneys' fees incurred by us in the defense of that indemnitee, necessary litigation expenses incurred by us and necessary litigation expenses incurred by the indemnitee at our request will be paid as Supplementary Payments.

Notwithstanding the provisions of Paragraph **1.b.(b)** of Section **B.** – Exclusions, such payments will not be deemed to be damages for "bodily injury" and "property damage" and will not reduce the Limits of Insurance.

Our obligation to defend an insured's indemnitee and to pay for attorneys' fees and necessary litigation expenses as Supplementary Payments ends when:

(1) We have used up the applicable limit of insurance in the payment of judgments or settlements; or

(2) The conditions set forth above, or the terms of the agreement described in Paragraph **(6)** above, are no longer met.

B. EXCLUSIONS

1. Applicable To Business Liability Coverage

This insurance does not apply to:

a. Expected Or Intended Injury

(1) "Bodily injury" or "property damage" expected or intended from the standpoint of the insured. This exclusion does not apply to "bodily injury" or "property damage" resulting from the use of reasonable force to protect persons or property; or

(2) "Personal and advertising injury" arising out of an offense committed by, at the direction of or with the consent or acquiescence of the insured with the expectation of inflicting "personal and advertising injury".

b. Contractual Liability

(1) "Bodily injury" or "property damage"; or

(2) "Personal and advertising injury"

for which the insured is obligated to pay damages by reason of the assumption of liability in a contract or agreement.

This exclusion does not apply to liability for damages because of:

(a) "Bodily injury", "property damage" or "personal and advertising injury" that the insured would have in the absence of the contract or agreement; or

(b) "Bodily injury" or "property damage" assumed in a contract or agreement that is an "insured contract", provided the "bodily injury" or "property damage" occurs subsequent to the execution of the contract or agreement. Solely for the purpose of liability assumed in an "insured contract", reasonable attorneys' fees and necessary litigation expenses incurred by or for a party other than an insured are deemed to be damages because of "bodily injury" or "property damage" provided:

(i) Liability to such party for, or for the cost of, that party's defense has also been assumed in the same "insured contract", and

(ii) Such attorneys' fees and litigation expenses are for defense of that party against a civil or alternative dispute resolution proceeding in which damages to which this insurance applies are alleged.

c. Liquor Liability

"Bodily injury" or "property damage" for which any insured may be held liable by reason of:

(1) Causing or contributing to the intoxication of any person;

(2) The furnishing of alcoholic beverages to a person under the legal drinking age or under the influence of alcohol; or

(3) Any statute, ordinance or regulation relating to the sale, gift, distribution or use of alcoholic beverages.

This exclusion applies only if you are in the business of manufacturing, distributing, selling, serving or furnishing alcoholic beverages.

d. Workers' Compensation And Similar Laws

Any obligation of the insured under a workers' compensation, disability benefits or unemployment compensation law or any similar law.

e. Employer's Liability

"Bodily injury" to:

(1) An "employee" of the insured arising out of and in the course of:

(a) Employment by the insured; or

(b) Performing duties related to the conduct of the insured's business, or

(2) The spouse, child, parent, brother or sister of that "employee" as a consequence of **(1)** above.

This exclusion applies:

(1) Whether the insured may be liable as an employer or in any other capacity; and

(2) To any obligation to share damages with or repay someone else who must pay damages because of the injury.

This exclusion does not apply to liability assumed by the insured under an "insured contract".

f. Pollution

(1) "Bodily injury", "property damage" or "personal and advertising injury" arising out of the actual, alleged or threatened discharge, dispersal, seepage, migration, release or escape of "pollutants":

(a) At or from any premises, site or location which is or was at any time owned or occupied by, or rented or loaned to any insured. However, this subparagraph does not apply to:

(i) "Bodily injury" if sustained within a building and caused by smoke, fumes, vapor or soot produced by or originating from equipment that is used to heat, cool or dehumidify the building, or equipment that is used to heat water for personal use, by the building's occupants or their guests;

(ii) "Bodily injury" or "property damage" for which you may be held liable, if you are a contractor and the owner or lessee of such premises, site or location has been added to your policy as an additional insured with respect to your ongoing operations performed for that additional insured at that premises, site or location and such premises, site or location is not and never was owned or occupied by, or rented or loaned to, any insured, other than that additional insured; or

(iii) "Bodily injury" or "property damage" arising out of heat, smoke or fumes from a "hostile fire";

(b) At or from any premises, site or location which is or was at any time used by or for any insured or others for the handling, storage, disposal, processing or treatment of waste;

(c) Which are or were at any time transported, handled, stored, treated, disposed of, or processed as waste by or for:

(i) Any insured; or

(ii) Any person or organization for whom you may be legally responsible;

(d) At or from any premises, site or location on which any insured or any contractors or subcontractors working directly or indirectly on any insured's behalf are performing operations if the "pollutants" are brought on or to the premises, site or location in connection with such operations by such insured, contractor or subcontractor. However, this subparagraph does not apply to:

(i) "Bodily injury" or "property damage" arising out of the escape of fuels, lubricants or other operating fluids which are needed to perform the normal electrical, hydraulic or mechanical functions necessary for the operation of "mobile equipment" or its parts, if such fuels, lubricants or other operating fluids escape from a vehicle part designed to hold, store or receive them. This exception does not apply if the "bodily injury" or "property damage" arises out of the intentional discharge, dispersal or release of the fuels, lubricants or other operating fluids, or if such fuels, lubricants or other operating fluids are brought on or to the premises, site or location with the intent that they be discharged, dispersed or released as part of the operations being performed by such insured, contractor or subcontractor;

(ii) "Bodily injury" or "property damage" sustained within a building and caused by the release of gases, fumes or vapors from materials brought into that building in connection with operations being performed by you or on your behalf by a contractor or subcontractor; or

(iii) "Bodily injury" or "property damage" arising out of heat, smoke or fumes from a "hostile fire"; or

(e) At or from any premises, site or location on which any insured or any contractors or subcontractors working directly or indirectly on any insured's behalf are performing operations if the operations are to test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants".

(2) Any loss, cost or expense arising out of any:

(a) Request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, contain, treat, detoxify or neutralize, or in any way respond to, or assess the effects of, "pollutants"; or

(b) Claim or suit by or on behalf of a governmental authority for damages because of testing for, monitoring, cleaning up, removing, containing, treating, detoxifying or neutralizing, or in any way responding to, or assessing the effects of, "pollutants".

However, this paragraph does not apply to liability for damages because of "property damage" that the insured would have in the absence of such request, demand, order or statutory or regulatory requirement, or such claim or "suit" by or on behalf of a governmental authority.

g. Aircraft, Auto Or Watercraft

"Bodily injury" or "property damage" arising out of the ownership, maintenance, use or entrustment to others of any aircraft, "auto" or watercraft owned or operated by or rented or loaned to any insured. Use includes operation and "loading or unloading".

This exclusion applies even if the claims against any insured allege negligence or other wrongdoing in the supervision, hiring, employment, training or monitoring of others by that insured, if the "occurrence" which caused the "bodily injury" or "property damage" involved the ownership, maintenance, use or entrustment to others of any aircraft, "auto" or watercraft that is owned or operated by or rented or loaned to any insured.

This exclusion does not apply to:

(1) A watercraft while ashore on premises you own or rent;

(2) A watercraft you do not own that is:

(a) Less than 51 feet long; and

(b) Not being used to carry persons for a charge;

(3) Parking an "auto" on, or on the ways next to, premises you own or rent, provided the "auto" is not owned by or rented or loaned to you or the insured;

(4) Liability assumed under any "insured contract" for the ownership, maintenance or use of aircraft or watercraft;

(5) "Bodily injury" or "property damage" arising out of the operation of any of the equipment listed in Paragraph **f.(2)** or **f.(3)** of the definition of "mobile equipment"; or

(6) An aircraft that is not owned by any insured and is hired, chartered or loaned with a paid crew. However, this exception does not apply if the insured has any other insurance for such "bodily injury" or "property damage", whether the other insurance is primary, excess, contingent or on any other basis.

h. Mobile Equipment

"Bodily injury" or "property damage" arising out of:

(1) The transportation of "mobile equipment" by an "auto" owned or operated by or rented or loaned to any insured; or

(2) The use of "mobile equipment" in, or while in practice or preparation for, a prearranged racing, speed or demolition contest or in any stunting activity.

i. War

"Bodily injury", "property damage" or "personal and advertising injury", however caused, arising, directly or indirectly, out of:

(1) War, including undeclared or civil war;

(2) Warlike action by a military force, including action in hindering or defending against an actual or expected attack, by any government, sovereign or other authority using military personnel or other agents; or

(3) Insurrection, rebellion, revolution, usurped power, or action taken by governmental authority in hindering or defending against any of these.

j. Professional Services

"Bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or failure to render any professional service. This includes but is not limited to:

(1) Legal, accounting or advertising services;

(2) Preparing, approving, or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications;

(3) Supervisory, inspection, architectural or engineering activities;

(4) Medical, surgical, dental, x-ray or nursing services treatment, advice or instruction;

(5) Any health or therapeutic service treatment, advice or instruction;

(6) Any service, treatment, advice or instruction for the purpose of appearance or skin enhancement, hair removal or replacement or personal grooming;

(7) Optical or hearing aid services including the prescribing, preparation, fitting, demonstration or distribution of ophthalmic lenses and similar products or hearing aid devices;

(8) Optometry or optometric services including but not limited to examination of the eyes and the prescribing, preparation, fitting,demonstration or distribution of ophthalmic lenses and similar products;

(9) Any:

(a) Body piercing (not including ear piercing);

(b) Tattooing, including but not limited to the insertion of pigments into or under the skin; and

(c) Similar services;

(10) Services in the practice of pharmacy; and

(11) Computer consulting, design or programming services, including web site design.

Paragraphs **(4)** and **(5)** of this exclusion do not apply to the Incidental Medical Malpractice coverage afforded under Paragraph **1.e.** in Section **A.** - Coverages.

k. Damage To Property

"Property damage" to:

(1) Property you own, rent or occupy, including any costs or expenses incurred by you, or any other person, organization or entity, for repair, replacement, enhancement, restoration or maintenance of such property for any reason, including prevention of injury to a person or damage to another's property;

(2) Premises you sell, give away or abandon, if the "property damage" arises out of any part of those premises;

(3) Property loaned to you;

(4) Personal property in the care, custody or control of the insured;

(5) That particular part of real property on which you or any contractors or subcontractors working directly or indirectly on your behalf are performing operations, if the "property damage" arises out of those operations; or

(6) That particular part of any property that must be restored, repaired or replaced because "your work" was incorrectly performed on it.

Paragraphs **(1)**, **(3)** and **(4)** of this exclusion do not apply to "property damage" (other than damage by fire) to premises, including the contents of such premises, rented to you for a period of 7 or fewer consecutive days. A separate Limit of Insurance applies to Damage To Premises Rented To You as described in Section **D.** - Limits Of Insurance.

Paragraph **(2)** of this exclusion does not apply if the premises are "your work" and were never occupied, rented or held for rental by you.

Paragraphs **(3)** and **(4)** of this exclusion do not apply to the use of elevators.

Paragraphs **(3)**, **(4)**, **(5)** and **(6)** of this exclusion do not apply to liability assumed under a sidetrack agreement.

Paragraphs **(3)** and **(4)** of this exclusion do not apply to "property damage" to borrowed equipment while not being used to perform operations at a job site.

Paragraph **(6)** of this exclusion does not apply to "property damage" included in the "products-completed operations hazard".

l. Damage To Your Product

"Property damage" to "your product" arising out of it or any part of it.

m. Damage To Your Work

"Property damage" to "your work" arising out of it or any part of it and included in the "products-completed operations hazard".

This exclusion does not apply if the damaged work or the work out of which the damage arises was performed on your behalf by a subcontractor.

n. Damage To Impaired Property Or Property Not Physically Injured

"Property damage" to "impaired property" or property that has not been physically injured, arising out of:

(1) A defect, deficiency, inadequacy or dangerous condition in "your product" or "your work"; or

(2) A delay or failure by you or anyone acting on your behalf to perform a contract or agreement in accordance with its terms.

This exclusion does not apply to the loss of use of other property arising out of sudden and accidental physical injury to "your product" or "your work" after it has been put to its intended use.

o. Recall Of Products, Work Or Impaired Property

Damages claimed for any loss, cost or expense incurred by you or others for the loss of use, withdrawal, recall, inspection, repair, replacement, adjustment, removal or disposal of:

(1) "Your product";

(2) "Your work"; or

(3) "Impaired property";

if such product, work or property is withdrawn or recalled from the market or from use by any person or organization because of a known or suspected defect, deficiency, inadequacy or dangerous condition in it.

p. Personal And Advertising Injury

"Personal and advertising injury":

(1) Arising out of oral, written or electronic publication of material, if done by or at the direction of the insured with knowledge of its falsity;

(2) Arising out of oral, written or electronic publication of material whose first publication took place before the beginning of the policy period;

(3) Arising out of a criminal act committed by or at the direction of the insured;

(4) Arising out of any breach of contract, except an implied contract to use another's "advertising idea" in your "advertisement";

(5) Arising out of the failure of goods, products or services to conform with any statement of quality or performance made in your "advertisement";

(6) Arising out of the wrong description of the price of goods, products or services;

(7) Arising out of any violation of any intellectual property rights such as copyright, patent, trademark, trade name, trade secret, service mark or other designation of origin or authenticity.

However, this exclusion does not apply to infringement, in your "advertisement", of

(a) Copyright;

(b) Slogan, unless the slogan is also a trademark, trade name, service mark or other designation of origin or authenticity; or

(c) Title of any literary or artistic work;

(8) Arising out of an offense committed by an insured whose business is:

(a) Advertising, broadcasting, publishing or telecasting;

(b) Designing or determining content of web sites for others; or

(c) An Internet search, access, content or service provider.

However, this exclusion does not apply to Paragraphs **a.**, **b.** and **c.** under the definition of "personal and advertising injury" in Section **G.** – Liability And Medical Expenses Definitions.

For the purposes of this exclusion, placing an "advertisement" for or linking to others on your web site, by itself, is not considered the business of advertising, broadcasting, publishing or telecasting;

(9) Arising out of an electronic chat room or bulletin board the insured hosts, owns, or over which the insured exercises control;

(10) Arising out of the unauthorized use of another's name or product in your e-mail address, domain name or metatags, or any other similar tactics to mislead another's potential customers;

(11) Arising out of the violation of a person's right of privacy created by any state or federal act.

However, this exclusion does not apply to liability for damages that the insured would have in the absence of such state or federal act;

(12) Arising out of:

(a) An "advertisement" for others on your web site;

(b) Placing a link to a web site of others on your web site;

(c) Content from a web site of others displayed within a frame or border on your web site. Content includes information, code, sounds, text, graphics or images; or

(d) Computer code, software or programming used to enable:

(i) Your web site; or

(ii) The presentation or functionality of an "advertisement" or other content on your web site;

(13) Arising out of a violation of any anti-trust law;

(14) Arising out of the fluctuation in price or value of any stocks, bonds or other securities; or

(15) Arising out of discrimination or humiliation committed by or at the direction of any "executive officer", director, stockholder, partner or member of the insured.

q. Electronic Data

Damages arising out of the loss of, loss of use of, damage to, corruption of, inability to access, or inability to manipulate "electronic data".

r. Employment-Related Practices

"Bodily injury" or "personal and advertising injury" to:

(1) A person arising out of any:

(a) Refusal to employ that person;

(b) Termination of that person's employment; or

(c) Employment-related practices, policies, acts or omissions, such as coercion, demotion, evaluation, reassignment, discipline, defamation, harassment, humiliation or discrimination directed at that person; or

(2) The spouse, child, parent, brother or sister of that person as a consequence of "bodily injury" or "personal and advertising injury" to the person at whom any of the employment-related practices described in Paragraphs **(a)**, **(b)**, or **(c)** above is directed.

This exclusion applies:

(1) Whether the insured may be liable as an employer or in any other capacity; and

(2) To any obligation to share damages with or repay someone else who must pay damages because of the injury.

s. Asbestos

(1) "Bodily injury", "property damage" or "personal and advertising injury" arising out of the "asbestos hazard".

(2) Any damages, judgments, settlements, loss, costs or expenses that:

(a) May be awarded or incurred by reason of any claim or suit alleging actual or threatened injury or damage of any nature or kind to persons or property which would not have occurred in whole or in part but for the "asbestos hazard";

(b) Arise out of any request, demand, order or statutory or regulatory requirement that any insured or others test for, monitor, clean up, remove, encapsulate, contain, treat, detoxify or neutralize or in any way respond to or assess the effects of an "asbestos hazard"; or

(c) Arise out of any claim or suit for damages because of testing for, monitoring, cleaning up, removing, encapsulating, containing, treating, detoxifying or neutralizing or in any way responding to or assessing the effects of an "asbestos hazard".

t. Violation Of Statutes That Govern E-Mails, Fax, Phone Calls Or Other Methods Of Sending Material Or Information

"Bodily injury", "property damage", or "personal and advertising injury" arising directly or indirectly out of any action or omission that violates or is alleged to violate:

(1) The Telephone Consumer Protection Act (TCPA), including any amendment of or addition to such law;

(2) The CAN-SPAM Act of 2003, including any amendment of or addition to such law; or

(3) Any statute, ordinance or regulation, other than the TCPA or CAN-SPAM Act of 2003, that prohibits or limits the sending, transmitting, communicating or distribution of material or information.

Damage To Premises Rented To You – Exception For Damage By Fire, Lightning or Explosion

Exclusions **c.** through **h.** and **k.** through **o.** do not apply to damage by fire, lightning or explosion to premises rented to you or temporarily occupied by you with permission of the owner. A separate Limit of Insurance applies to this coverage as described in Section **D.** - Liability And Medical Expenses Limits Of Insurance.

2. Applicable To Medical Expenses Coverage

We will not pay expenses for "bodily injury":

a. Any Insured

To any insured, except "volunteer workers".

b. Hired Person

To a person hired to do work for or on behalf of any insured or a tenant of any insured.

c. Injury On Normally Occupied Premises

To a person injured on that part of premises you own or rent that the person normally occupies.

d. Workers' Compensation And Similar Laws

To a person, whether or not an "employee" of any insured, if benefits for the "bodily injury" are payable or must be provided under a workers' compensation or disability benefits law or a similar law.

e. Athletics Activities

To a person injured while practicing, instructing or participating in any physical exercises or games, sports or athletic contests.

f. Products-Completed Operations Hazard

Included with the "products-completed operations hazard".

g. Business Liability Exclusions

Excluded under Business Liability Coverage.

C. WHO IS AN INSURED

1. If you are designated in the Declarations as:

a. An individual, you and your spouse are insureds, but only with respect to the conduct of a business of which you are the sole owner.

b. A partnership or joint venture, you are an insured. Your members, your partners, and their spouses are also insureds, but only with respect to the conduct of your business.

c. A limited liability company, you are an insured. Your members are also insureds, but only with respect to the conduct of your business. Your managers are insureds, but only with respect to their duties as your managers.

d. An organization other than a partnership, joint venture or limited liability company, you are an insured. Your "executive officers" and directors are insureds, but only with respect to their duties as your officers or directors. Your stockholders are also insureds, but only with respect to their liability as stockholders.

e. A trust, you are an insured. Your trustees are also insureds, but only with respect to their duties as trustees.

2. Each of the following is also an insured:

a. Employees And Volunteer Workers

Your "volunteer workers" only while performing duties related to the conduct of your business, or your "employees", other than either your "executive officers" (if you are an organization other than a partnership, joint venture or limited liability company) or your managers (if you are a limited liability company), but only for acts within the scope of their employment by you or while performing duties related to the conduct of your business.

However, none of these "employees" or "volunteer workers" are insureds for:

(1) "Bodily injury" or "personal and advertising injury":

(a) To you, to your partners or members (if you are a partnership or joint venture), to your members (if you are a limited liability company), or to a co-"employee" while in the course of his or her employment or performing duties related to the conduct of your business, or to your other "volunteer workers" while performing duties related to the conduct of your business;

(b) To the spouse, child, parent, brother or sister of that co-"employee" or that "volunteer worker" as a consequence of Paragraph **(1)(a)** above;

(c) For which there is any obligation to share damages with or repay someone else who must pay damages because of the injury described in Paragraphs **(1)(a)** or **(b)** above; or

(d) Arising out of his or her providing or failing to provide professional health care services.

If you are not in the business of providing professional health care services, Paragraph **(d)** does not apply to any nurse, emergency medical technician or paramedic employed by you to provide such services.

(2) "Property damage" to property:

(a) Owned, occupied or used by,

(b) Rented to, in the care, custody or control of, or over which physical control is being exercised for any purpose by you, any of your "employees", "volunteer workers", any partner or member (if you are a partnership or joint venture), or any member (if you are a limited liability company).

b. Real Estate Manager

Any person (other than your "employee" or "volunteer worker"), or any organization while acting as your real estate manager.

c. Temporary Custodians Of Your Property

Any person or organization having proper temporary custody of your property if you die, but only:

(1) With respect to liability arising out of the maintenance or use of that property; and

(2) Until your legal representative has been appointed.

d. Legal Representative If You Die

Your legal representative if you die, but only with respect to duties as such. That representative will have all your rights and duties under this insurance.

e. Unnamed Subsidiary

Any subsidiary and subsidiary thereof, of yours which is a legally incorporated entity of which you own a financial interest of more than 50% of the voting stock on the effective date of this Coverage Part.

The insurance afforded herein for any subsidiary not shown in the Declarations as a named insured does not apply to injury or damage with respect to which an insured under this insurance is also an insured under another policy or would be an insured under such policy but for its termination or upon the exhaustion of its limits of insurance.

3. Newly Acquired Or Formed Organization

Any organization you newly acquire or form, other than a partnership, joint venture or limited liability company, and over which you maintain financial interest of more than 50% of the voting stock, will qualify as a Named Insured if there is no other similar insurance available to that organization. However:

a. Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier; and

b. Coverage under this provision does not apply to:

(1) "Bodily injury" or "property damage" that occurred; or

(2) "Personal and advertising injury" arising out of an offense committed

before you acquired or formed the organization.

4. Operator Of Mobile Equipment

With respect to "mobile equipment" registered in your name under any motor vehicle registration law, any person is an insured while driving such equipment along a public highway with your permission. Any other person or organization responsible for the conduct of such person is also an insured, but only with respect to liability arising out of the operation of the equipment, and only if no other insurance of any kind is available to that person or organization for this liability. However, no person or organization is an insured with respect to:

a. "Bodily injury" to a co-"employee" of the person driving the equipment; or

b. "Property damage" to property owned by, rented to, in the charge of or occupied by you or the employer of any person who is an insured under this provision.

5. Operator of Nonowned Watercraft

With respect to watercraft you do not own that is less than 51 feet long and is not being used to carry persons for a charge, any person is an insured while operating such watercraft with your permission. Any other person or organization responsible for the conduct of such person is also an insured, but only with respect to liability arising out of the operation of the watercraft, and only if no other insurance of any kind is available to that person or organization for this liability.

However, no person or organization is an insured with respect to:

a. "Bodily injury" to a co-"employee" of the person operating the watercraft; or

b. "Property damage" to property owned by, rented to, in the charge of or occupied by you or the employer of any person who is an insured under this provision.

6. Additional Insureds When Required By Written Contract, Written Agreement Or Permit

The person(s) or organization(s) identified in Paragraphs **a.** through **f.** below are additional insureds when you have agreed, in a written

contract, written agreement or because of a permit issued by a state or political subdivision, that such person or organization be added as an additional insured on your policy, provided the injury or damage occurs subsequent to the execution of the contract or agreement, or the issuance of the permit.

A person or organization is an additional insured under this provision only for that period of time required by the contract, agreement or permit.

However, no such person or organization is an additional insured under this provision if such person or organization is included as an additional insured by an endorsement issued by us and made a part of this Coverage Part, including all persons or organizations added as additional insureds under the specific additional insured coverage grants in Section **F.** – Optional Additional Insured Coverages.

a. Vendors

Any person(s) or organization(s) (referred to below as vendor), but only with respect to "bodily injury" or "property damage" arising out of "your products" which are distributed or sold in the regular course of the vendor's business and only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

(1) The insurance afforded to the vendor is subject to the following additional exclusions:

This insurance does not apply to:

(a) "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

(b) Any express warranty unauthorized by you;

(c) Any physical or chemical change in the product made intentionally by the vendor;

(d) Repackaging, except when unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

(e) Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

(f) Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

(g) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

(h) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

(i) The exceptions contained in Subparagraphs **(d)** or **(f)**; or

(ii) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

(2) This insurance does not apply to any insured person or organization from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

b. Lessors Of Equipment

(1) Any person or organization from whom you lease equipment; but only with respect to their liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person or organization.

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after you cease to lease that equipment.

c. Lessors Of Land Or Premises

(1) Any person or organization from whom you lease land or premises, but only with respect to liability arising out of the ownership, maintenance or use of that part of the land or premises leased to you.

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

(a) Any "occurrence" which takes place after you cease to lease that land or be a tenant in that premises; or

(b) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

d. Architects, Engineers Or Surveyors

(1) Any architect, engineer, or surveyor, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

(a) In connection with your premises; or

(b) In the performance of your ongoing operations performed by you or on your behalf.

(2) With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of or the failure to render any professional services by or for you, including:

(a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(b) Supervisory, inspection, architectural or engineering activities.

e. Permits Issued By State Or Political Subdivisions

(1) Any state or political subdivision, but only with respect to operations performed by you or on your behalf for which the state or political subdivision has issued a permit.

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

(a) "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the state or municipality; or

(b) "Bodily injury" or "property damage" included within the "products-completed operations hazard".

f. Any Other Party

(1) Any other person or organization who is not an insured under Paragraphs **a.** through **e**. above, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

(a) In the performance of your ongoing operations;

(b) In connection with your premises owned by or rented to you; or

(c) In connection with "your work" and included within the "products-completed operations hazard", but only if

(i) The written contract or written agreement requires you to provide such coverage to such additional insured; and

(ii) This Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

(2) With respect to the insurance afforded to these additional insureds, this insurance does not apply to:

"Bodily injury", "property damage" or "personal and advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

(a) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(b) Supervisory, inspection, architectural or engineering activities.

The limits of insurance that apply to additional insureds are described in Section **D.** – Limits Of Insurance.

How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section **E.** – Liability And Medical Expenses General Conditions.

No person or organization is an insured with respect to the conduct of any current or past partnership, joint venture or limited liability company that is not shown as a Named Insured in the Declarations.

D. LIABILITY AND MEDICAL EXPENSES LIMITS OF INSURANCE

1. The Most We Will Pay

The Limits of Insurance shown in the Declarations and the rules below fix the most we will pay regardless of the number of:

a. Insureds;

b. Claims made or "suits" brought; or

c. Persons or organizations making claims or bringing "suits".

2. Aggregate Limits

The most we will pay for:

a. Damages because of "bodily injury" and "property damage" included in the "products-completed operations hazard" is the Products-Completed Operations Aggregate Limit shown in the Declarations.

b. Damages because of all other "bodily injury", "property damage" or "personal and advertising injury", including medical expenses, is the General Aggregate Limit shown in the Declarations.

This General Aggregate Limit applies separately to each of your "locations" owned by or rented to you.

"Location" means premises involving the same or connecting lots, or premises whose connection is interrupted only by a street, roadway or right-of-way of a railroad.

This General Aggregate limit does not apply to "property damage" to premises while rented to you or temporarily occupied by you with permission of the owner, arising out of fire, lightning or explosion.

3. Each Occurrence Limit

Subject to **2.a.** or **2.b** above, whichever applies, the most we will pay for the sum of all damages because of all "bodily injury", "property damage" and medical expenses arising out of any one "occurrence" is the Liability and Medical Expenses Limit shown in the Declarations.

The most we will pay for all medical expenses because of "bodily injury" sustained by any one person is the Medical Expenses Limit shown in the Declarations.

4. Personal And Advertising Injury Limit

Subject to **2.b.** above, the most we will pay for the sum of all damages because of all "personal and advertising injury" sustained by any one person or organization is the Personal and Advertising Injury Limit shown in the Declarations.

5. Damage To Premises Rented To You Limit

The Damage To Premises Rented To You Limit is the most we will pay under Business Liability Coverage for damages because of "property damage" to any one premises, while rented to you, or in the case of damage by fire, lightning or explosion, while rented to you or temporarily occupied by you with permission of the owner.

In the case of damage by fire, lightning or explosion, the Damage to Premises Rented To You Limit applies to all damage proximately caused by the same event, whether such damage results from fire, lightning or explosion or any combination of these.

6. How Limits Apply To Additional Insureds

The most we will pay on behalf of a person or organization who is an additional insured under this Coverage Part is the lesser of:

a. The limits of insurance specified in a written contract, written agreement or permit issued by a state or political subdivision; or

b. The Limits of Insurance shown in the Declarations.

Such amount shall be a part of and not in addition to the Limits of Insurance shown in the Declarations and described in this Section.

If more than one limit of insurance under this policy and any endorsements attached thereto applies to any claim or "suit", the most we will pay under this policy and the endorsements is the single highest limit of liability of all coverages applicable to such claim or "suit". However, this paragraph does not apply to the Medical Expenses limit set forth in Paragraph **3.** above.

The Limits of Insurance of this Coverage Part apply separately to each consecutive annual period and to any remaining period of less than 12 months, starting with the beginning of the policy period shown in the Declarations, unless the policy period is extended after issuance for an additional period of less than 12 months. In that case, the additional period will be deemed part of the last preceding period for purposes of determining the Limits of Insurance.

E. LIABILITY AND MEDICAL EXPENSES GENERAL CONDITIONS

1. Bankruptcy

Bankruptcy or insolvency of the insured or of the insured's estate will not relieve us of our obligations under this Coverage Part.

2. Duties In The Event Of Occurrence, Offense, Claim Or Suit

a. Notice Of Occurrence Or Offense

You or any additional insured must see to it that we are notified as soon as practicable of an "occurrence" or an offense which may result in a claim. To the extent possible, notice should include:

(1) How, when and where the "occurrence" or offense took place;

(2) The names and addresses of any injured persons and witnesses; and

(3) The nature and location of any injury or damage arising out of the "occurrence" or offense.

b. Notice Of Claim

If a claim is made or "suit" is brought against any insured, you or any additional insured must:

(1) Immediately record the specifics of the claim or "suit" and the date received; and

(2) Notify us as soon as practicable.

You or any additional insured must see to it that we receive a written notice of the claim or "suit" as soon as practicable.

c. Assistance And Cooperation Of The Insured

You and any other involved insured must:

(1) Immediately send us copies of any demands, notices, summonses or legal papers received in connection with the claim or "suit";

(2) Authorize us to obtain records and other information;

(3) Cooperate with us in the investigation, settlement of the claim or defense against the "suit"; and

(4) Assist us, upon our request, in the enforcement of any right against any person or organization that may be liable to the insured because of injury or damage to which this insurance may also apply.

d. Obligations At The Insured's Own Cost

No insured will, except at that insured's own cost, voluntarily make a payment, assume any obligation, or incur any expense, other than for first aid, without our consent.

e. Additional Insured's Other Insurance

If we cover a claim or "suit" under this Coverage Part that may also be covered by other insurance available to an additional insured, such additional insured must submit such claim or "suit" to the other insurer for defense and indemnity.

However, this provision does not apply to the extent that you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance.

f. Knowledge Of An Occurrence, Offense, Claim Or Suit

Paragraphs **a.** and **b.** apply to you or to any additional insured only when such "occurrence", offense, claim or "suit" is known to:

(1) You or any additional insured that is an individual;

(2) Any partner, if you or an additional insured is a partnership;

(3) Any manager, if you or an additional insured is a limited liability company;

(4) Any "executive officer" or insurance manager, if you or an additional insured is a corporation;

(5) Any trustee, if you or an additional insured is a trust; or

(6) Any elected or appointed official, if you or an additional insured is a political subdivision or public entity.

This Paragraph **f.** applies separately to you and any additional insured.

3. Financial Responsibility Laws

a. When this policy is certified as proof of financial responsibility for the future under the provisions of any motor vehicle financial responsibility law, the insurance provided by the policy for "bodily injury" liability and "property damage" liability will comply with the provisions of the law to the extent of the coverage and limits of insurance required by that law.

b. With respect to "mobile equipment" to which this insurance applies, we will provide any liability, uninsured motorists, underinsured motorists, no-fault or other coverage required by any motor vehicle law. We will provide the required limits for those coverages.

4. Legal Action Against Us

No person or organization has a right under this Coverage Form:

a. To join us as a party or otherwise bring us into a "suit" asking for damages from an insured; or

b. To sue us on this Coverage Form unless all of its terms have been fully complied with.

A person or organization may sue us to recover on an agreed settlement or on a final judgment against an insured; but we will not be liable for damages that are not payable under the terms of this insurance or that are in excess of the applicable limit of insurance. An agreed settlement means a settlement and release of liability signed by us, the insured and the claimant or the claimant's legal representative.

5. Separation Of Insureds

Except with respect to the Limits of Insurance, and any rights or duties specifically assigned in this policy to the first Named Insured, this insurance applies:

a. As if each Named Insured were the only Named Insured; and

b. Separately to each insured against whom a claim is made or "suit" is brought.

6. Representations

a. When You Accept This Policy

By accepting this policy, you agree:

(1) The statements in the Declarations are accurate and complete;

(2) Those statements are based upon representations you made to us; and

(3) We have issued this policy in reliance upon your representations.

b. Unintentional Failure To Disclose Hazards

If unintentionally you should fail to disclose all hazards relating to the conduct of your business at the inception date of this Coverage Part, we shall not deny any coverage under this Coverage Part because of such failure.

7. Other Insurance

If other valid and collectible insurance is available for a loss we cover under this Coverage Part, our obligations are limited as follows:

a. Primary Insurance

This insurance is primary except when **b.** below applies. If other insurance is also primary, we will share with all that other insurance by the method described in **c.** below.

b. Excess Insurance

This insurance is excess over any of the other insurance, whether primary, excess, contingent or on any other basis:

(1) Your Work

That is Fire, Extended Coverage, Builder's Risk, Installation Risk or similar coverage for "your work";

(2) Premises Rented To You

That is fire, lightning or explosion insurance for premises rented to you or temporarily occupied by you with permission of the owner;

(3) Tenant Liability

That is insurance purchased by you to cover your liability as a tenant for "property damage" to premises rented to you or temporarily occupied by you with permission of the owner;

(4) Aircraft, Auto Or Watercraft

If the loss arises out of the maintenance or use of aircraft, "autos" or watercraft to the extent not subject to Exclusion **g.** of Section **A.** – Coverages.

(5) Property Damage To Borrowed Equipment Or Use Of Elevators

If the loss arises out of "property damage" to borrowed equipment or the use of elevators to the extent not subject to Exclusion **k.** of Section **A.** – Coverages.

(6) When You Are Added As An Additional Insured To Other Insurance

That is other insurance available to you covering liability for damages arising out of the premises or operations, or products and completed operations, for which you have been added as an additional insured by that insurance; or

(7) When You Add Others As An Additional Insured To This Insurance

That is other insurance available to an additional insured.

However, the following provisions apply to other insurance available to any person or organization who is an additional insured under this Coverage Part:

(a) Primary Insurance When Required By Contract

This insurance is primary if you have agreed in a written contract, written agreement or permit that this insurance be primary. If other insurance is also primary, we will share with all that other insurance by the method described in **c.** below.

(b) Primary And Non-Contributory To Other Insurance When Required By Contract

If you have agreed in a written contract, written agreement or permit that this insurance is primary and non-contributory with the additional insured's own insurance, this insurance is primary and we will not seek contribution from that other insurance.

Paragraphs **(a)** and **(b)** do not apply to other insurance to which the additional insured has been added as an additional insured.

When this insurance is excess, we will have no duty under this Coverage Part to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

(1) The total amount that all such other insurance would pay for the loss in the absence of this insurance; and

(2) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, with any other insurance that is not described in this Excess Insurance provision and was not bought specifically to apply in excess of the Limits of Insurance shown in the Declarations of this Coverage Part.

c. Method Of Sharing

If all the other insurance permits contribution by equal shares, we will follow this method also. Under this approach, each insurer contributes equal amounts until it has paid its applicable limit of insurance or none of the loss remains, whichever comes first.

If any of the other insurance does not permit contribution by equal shares, we will contribute by limits. Under this method, each insurer's share is based on the ratio of its applicable limit of insurance to the total applicable limits of insurance of all insurers.

8. Transfer Of Rights Of Recovery Against Others To Us

a. Transfer Of Rights Of Recovery

If the insured has rights to recover all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, those rights are transferred to us. The insured must do nothing after loss to impair them. At our request, the insured will bring "suit" or transfer those rights to us and help us enforce them. This condition does not apply to Medical Expenses Coverage.

b. Waiver Of Rights Of Recovery (Waiver Of Subrogation)

If the insured has waived any rights of recovery against any person or organization for all or part of any payment, including Supplementary Payments, we have made under this Coverage Part, we also waive that right, provided the insured waived their rights of recovery against such person or organization in a contract, agreement or permit that was executed prior to the injury or damage.

F. OPTIONAL ADDITIONAL INSURED COVERAGES

If listed or shown as applicable in the Declarations, one or more of the following Optional Additional Insured Coverages also apply. When any of these Optional Additional Insured Coverages apply, Paragraph **6.** (Additional Insureds When Required by Written Contract, Written Agreement or Permit) of Section **C.**, Who Is An Insured, does not apply to the person or organization shown in the Declarations. These coverages are subject to the terms and conditions applicable to Business Liability Coverage in this policy, except as provided below:

1. Additional Insured - Designated Person Or Organization

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

a. In the performance of your ongoing operations; or

b. In connection with your premises owned by or rented to you.

2. Additional Insured - Managers Or Lessors Of Premises

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Designated Person Or Organization; but only with respect to liability arising out of the ownership, maintenance or use of that part of the premises leased to you and shown in the Declarations.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

(1) Any "occurrence" which takes place after you cease to be a tenant in that premises; or

(2) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

3. Additional Insured - Grantor Of Franchise

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured - Grantor Of Franchise, but only with respect to their liability as grantor of franchise to you.

4. Additional Insured - Lessor Of Leased Equipment

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Lessor of Leased Equipment, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your maintenance, operation or use of equipment leased to you by such person(s) or organization(s).

b. With respect to the insurance afforded to these additional insureds, this insurance does not apply to any "occurrence" which takes place after you cease to lease that equipment.

5. Additional Insured - Owners Or Other Interests From Whom Land Has Been Leased

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Owners Or Other Interests From Whom Land Has Been Leased, but only with respect to liability arising out of the ownership, maintenance or use of that part of the land leased to you and shown in the Declarations.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

(1) Any "occurrence" that takes place after you cease to lease that land; or

(2) Structural alterations, new construction or demolition operations performed by or on behalf of such person or organization.

6. Additional Insured - State Or Political Subdivision – Permits

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the state or political subdivision shown in the Declarations as an Additional

Insured – State Or Political Subdivision - Permits, but only with respect to operations performed by you or on your behalf for which the state or political subdivision has issued a permit.

b. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to:

(1) "Bodily injury", "property damage" or "personal and advertising injury" arising out of operations performed for the state or municipality; or

(2) "Bodily injury" or "property damage" included in the "product-completed operations" hazard.

7. Additional Insured – Vendors

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) (referred to below as vendor) shown in the Declarations as an Additional Insured - Vendor, but only with respect to "bodily injury" or "property damage" arising out of "your products" which are distributed or sold in the regular course of the vendor's business and only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

b. The insurance afforded to the vendor is subject to the following additional exclusions:

(1) This insurance does not apply to:

(a) "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

(b) Any express warranty unauthorized by you;

(c) Any physical or chemical change in the product made intentionally by the vendor;

(d) Repackaging, unless unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

(e) Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

(f) Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

(g) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

(h) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

(i) The exceptions contained in Subparagraphs **(d)** or **(f)**; or

(ii) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

(2) This insurance does not apply to any insured person or organization from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

8. Additional Insured – Controlling Interest

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Controlling Interest, but only with respect to their liability arising out of:

a. Their financial control of you; or

b. Premises they own, maintain or control while you lease or occupy these premises.

This insurance does not apply to structural alterations, new construction and demolition operations performed by or for that person or organization.

9. Additional Insured – Owners, Lessees Or Contractors – Scheduled Person Or Organization

a. WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or organization(s) shown in the Declarations as an Additional Insured – Owner, Lessees Or Contractors, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by your acts or omissions or the acts or omissions of those acting on your behalf:

(1) In the performance of your ongoing operations for the additional insured(s); or

(2) In connection with "your work" performed for that additional insured and included within the "products-completed operations hazard", but only if this Coverage Part provides coverage for "bodily injury" or "property damage" included within the "products-completed operations hazard".

b. With respect to the insurance afforded to these additional insureds, this insurance does not apply to "bodily injury", "property damage" or "personal an advertising injury" arising out of the rendering of, or the failure to render, any professional architectural, engineering or surveying services, including:

(1) The preparing, approving, or failure to prepare or approve, maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(2) Supervisory, inspection, architectural or engineering activities.

10. Additional Insured – Co-Owner Of Insured Premises

WHO IS AN INSURED under Section **C.** is amended to include as an additional insured the person(s) or Organization(s) shown in the Declarations as an Additional Insured – Co-Owner Of Insured Premises, but only with respect to their liability as co-owner of the premises shown in the Declarations.

The limits of insurance that apply to additional insureds are described in Section **D.** – Limits Of Insurance.

How this insurance applies when other insurance is available to an additional insured is described in the Other Insurance Condition in Section **E.** – Liability And Medical Expenses General Conditions.

G. LIABILITY AND MEDICAL EXPENSES DEFINITIONS

1. "Advertisement" means the widespread public dissemination of information or images that has the purpose of inducing the sale of goods, products or services through:

a. (1) Radio;

(2) Television;

(3) Billboard;

(4) Magazine;

(5) Newspaper;

b. The Internet, but only that part of a web site that is about goods, products or services for the purposes of inducing the sale of goods, products or services; or

c. Any other publication that is given widespread public distribution.

However, "advertisement" does not include:

a. The design, printed material, information or images contained in, on or upon the packaging or labeling of any goods or products; or

b. An interactive conversation between or among persons through a computer network.

2. "Advertising idea" means any idea for an "advertisement".

3. "Asbestos hazard" means an exposure or threat of exposure to the actual or alleged properties of asbestos and includes the mere presence of asbestos in any form.

4. "Auto" means a land motor vehicle, trailer or semi-trailer designed for travel on public roads, including any attached machinery or equipment. But "auto" does not include "mobile equipment".

5. "Bodily injury" means physical:

a. Injury;

b. Sickness; or

c. Disease

sustained by a person and, if arising out of the above, mental anguish or death at any time.

6. "Coverage territory" means:

a. The United States of America (including its territories and possessions), Puerto Rico and Canada;

b. International waters or airspace, but only if the injury or damage occurs in the course of travel or transportation between any places included in **a.** above;

c. All other parts of the world if the injury or damage arises out of:

(1) Goods or products made or sold by you in the territory described in **a.** above;

(2) The activities of a person whose home is in the territory described in **a**. above, but is away for a short time on your business; or

(3) "Personal and advertising injury" offenses that take place through the Internet or similar electronic means of communication

provided the insured's responsibility to pay damages is determined in the United States of America (including its territories and possessions), Puerto Rico or Canada, in a "suit" on the merits according to the substantive law in such territory, or in a settlement we agree to.

7. "Electronic data" means information, facts or programs:

a. Stored as or on;

b. Created or used on; or

c. Transmitted to or from

computer software, including systems and applications software, hard or floppy disks, CD-ROMS, tapes, drives, cells, data processing devices or any other media which are used with electronically controlled equipment.

8. "Employee" includes a "leased worker". "Employee" does not include a "temporary worker".

9. "Executive officer" means a person holding any of the officer positions created by your charter, constitution, by-laws or any other similar governing document.

10. "Hostile fire" means one which becomes uncontrollable or breaks out from where it was intended to be.

11. "Impaired property" means tangible property, other than "your product" or "your work", that cannot be used or is less useful because:

a. It incorporates "your product" or "your work" that is known or thought to be defective, deficient, inadequate or dangerous; or

b. You have failed to fulfill the terms of a contract or agreement;

if such property can be restored to use by:

a. The repair, replacement, adjustment or removal of "your product" or "your work"; or

b. Your fulfilling the terms of the contract or agreement.

12. "Insured contract" means:

a. A contract for a lease of premises. However, that portion of the contract for a lease of premises that indemnifies any person or organization for damage by fire, lightning or explosion to premises while rented to you or temporarily occupied by you with permission of the owner is subject to the Damage To Premises Rented To You limit described in Section **D.** – Liability and Medical Expenses Limits of Insurance.

b. A sidetrack agreement;

c. Any easement or license agreement, including an easement or license agreement in connection with construction or demolition operations on or within 50 feet of a railroad;

d. Any obligation, as required by ordinance, to indemnify a municipality, except in connection with work for a municipality;

e. An elevator maintenance agreement; or

f. That part of any other contract or agreement pertaining to your business (including an indemnification of a municipality in connection with work performed for a municipality) under which you assume the tort liability of another party to pay for "bodily injury" or "property damage" to a third person or organization, provided the "bodily injury" or "property damage" is caused, in whole or in part, by you or by those acting on your behalf. Tort liability means a liability that would be imposed by law in the absence of any contract or agreement.

Paragraph **f.** includes that part of any contract or agreement that indemnifies a railroad for "bodily injury" or "property damage" arising out of construction or demolition operations within 50 feet of any railroad property and affecting any railroad bridge or trestle, tracks, road-beds, tunnel, underpass or crossing.

However, Paragraph **f.** does not include that part of any contract or agreement:

(1) That indemnifies an architect, engineer or surveyor for injury or damage arising out of:

(a) Preparing, approving or failing to prepare or approve maps, shop drawings, opinions, reports, surveys, field orders, change orders, designs or drawings and specifications; or

(b) Giving directions or instructions, or failing to give them, if that is the primary cause of the injury or damage; or

(2) Under which the insured, if an architect, engineer or surveyor, assumes liability for an injury or damage arising out of the insured's rendering or failure to render professional services, including those listed in **(1)** above and supervisory, inspection, architectural or engineering activities.

13. "Leased worker" means a person leased to you by a labor leasing firm under an agreement between you and the labor leasing firm, to perform duties related to the conduct of your business. "Leased worker" does not include a "temporary worker".

14. "Loading or unloading" means the handling of property:

a. After it is moved from the place where it is accepted for movement into or onto an aircraft, watercraft or "auto";

b. While it is in or on an aircraft, watercraft or "auto"; or

c. While it is being moved from an aircraft, watercraft or "auto" to the place where it is finally delivered;

but "loading or unloading" does not include the movement of property by means of a mechanical device, other than a hand truck, that is not attached to the aircraft, watercraft or "auto".

15. "Mobile equipment" means any of the following types of land vehicles, including any attached machinery or equipment:

a. Bulldozers, farm machinery, forklifts and other vehicles designed for use principally off public roads;

b. Vehicles maintained for use solely on or next to premises you own or rent;

c. Vehicles that travel on crawler treads;

d. Vehicles, whether self-propelled or not, on which are permanently mounted:

(1) Power cranes, shovels, loaders, diggers or drills; or

(2) Road construction or resurfacing equipment such as graders, scrapers or rollers;

e. Vehicles not described in **a.**, **b.**, **c.**, or **d.** above that are not self-propelled and are maintained primarily to provide mobility to permanently attached equipment of the following types:

(1) Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting and well servicing equipment; or

(2) Cherry pickers and similar devices used to raise or lower workers;

f. Vehicles not described in **a.**, **b.**, **c.**, or **d.** above maintained primarily for purposes other than the transportation of persons or cargo.

However, self-propelled vehicles with the following types of permanently attached equipment are not "mobile equipment" but will be considered "autos":

(1) Equipment, of at least 1,000 pounds gross vehicle weight, designed primarily for:

(a) Snow removal;

(b) Road maintenance, but not construction or resurfacing; or

(c) Street cleaning;

(2) Cherry pickers and similar devices mounted on automobile or truck chassis and used to raise or lower workers; and

(3) Air compressors, pumps and generators, including spraying, welding, building cleaning, geophysical exploration, lighting and well servicing equipment.

16. "Occurrence" means an accident, including continuous or repeated exposure to substantially the same general harmful conditions.

17. "Personal and advertising injury" means injury, including consequential "bodily injury", arising out of one or more of the following offenses:

a. False arrest, detention or imprisonment;

b. Malicious prosecution;

c. The wrongful eviction from, wrongful entry into, or invasion of the right of private occupancy of a room, dwelling or premises that the person occupies, committed by or on behalf of its owner, landlord or lessor;

d. Oral, written or electronic publication of material that slanders or libels a person or organization or disparages a person's or organization's goods, products or services;

e. Oral, written or electronic publication of material that violates a person's right of privacy;

f. Copying, in your "advertisement", a person's or organization's "advertising idea" or style of "advertisement";

g. Infringement of copyright, slogan, or title of any literary or artistic work, in your "advertisement"; or

h. Discrimination or humiliation that results in injury to the feelings or reputation of a natural person.

18. "Pollutants" means any solid, liquid, gaseous or thermal irritant or contaminant, including smoke, vapor, soot, fumes, acids, alkalis, chemicals and waste. Waste includes materials to be recycled, reconditioned or reclaimed.

19. "Products-completed operations hazard";

a. Includes all "bodily injury" and "property damage" occurring away from premises you own or rent and arising out of "your product" or "your work" except:

(1) Products that are still in your physical possession; or

(2) Work that has not yet been completed or abandoned. However, "your work" will be deemed to be completed at the earliest of the following times:

(a) When all of the work called for in your contract has been completed.

(b) When all of the work to be done at the job site has been completed if your contract calls for work at more than one job site.

(c) When that part of the work done at a job site has been put to its intended use by any person or organization other than another contractor or subcontractor working on the same project.

Work that may need service, maintenance, correction, repair or replacement, but which is otherwise complete, will be treated as completed.

The "bodily injury" or "property damage" must occur away from premises you own or rent, unless your business includes the selling, handling or distribution of "your product" for consumption on premises you own or rent.

b. Does not include "bodily injury" or "property damage" arising out of:

(1) The transportation of property, unless the injury or damage arises out of a condition in or on a vehicle not owned or operated by you, and that condition was created by the "loading or unloading" of that vehicle by any insured; or

(2) The existence of tools, uninstalled equipment or abandoned or unused materials.

20. "Property damage" means:

a. Physical injury to tangible property, including all resulting loss of use of that property. All such loss of use shall be deemed to occur at the time of the physical injury that caused it; or

b. Loss of use of tangible property that is not physically injured. All such loss of use shall be deemed to occur at the time of "occurrence" that caused it.

As used in this definition, "electronic data" is not tangible property.

21. "Suit" means a civil proceeding in which damages because of "bodily injury", "property damage" or "personal and advertising injury" to which this insurance applies are alleged. "Suit" includes:

a. An arbitration proceeding in which such damages are claimed and to which the insured must submit or does submit with our consent; or

b. Any other alternative dispute resolution proceeding in which such damages are claimed and to which the insured submits with our consent.

22. "Temporary worker" means a person who is furnished to you to substitute for a permanent "employee" on leave or to meet seasonal or short-term workload conditions.

23. "Volunteer worker" means a person who:

a. Is not your "employee";

b. Donates his or her work;

c. Acts at the direction of and within the scope of duties determined by you; and

d. Is not paid a fee, salary or other compensation by you or anyone else for their work performed for you.

24. "Your product":

a. Means:

(1) Any goods or products, other than real property, manufactured, sold, handled, distributed or disposed of by:

(a) You;

(b) Others trading under your name; or

(c) A person or organization whose business or assets you have acquired; and

(2) Containers (other than vehicles), materials, parts or equipment furnished in connection with such goods or products.

b. Includes:

(1) Warranties or representations made at any time with respect to the fitness, quality, durability, performance or use of "your product"; and

(2) The providing of or failure to provide warnings or instructions.

c. Does not include vending machines or other property rented to or located for the use of others but not sold.

25. "Your work":

a. Means:

(1) Work or operations performed by you or on your behalf; and

(2) Materials, parts or equipment furnished in connection with such work or operations.

b. Includes:

(1) Warranties or representations made at any time with respect to the fitness, quality, durability, performance or use of "your work"; and

(2) The providing of or failure to provide warnings or instructions.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

Policy Number: 34 WEC AC1A9N **Endorsement Number:**
Effective Date: 09/25/23 Effective hour is the same as stated on the Information Page of the policy.
Named Insured and Address: Root Policy Research, Inc.
6740 E COLFAX AVE
DENVER CO 80220

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule.

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

SCHEDULE

Any person or organization for whom you are required by contract or agreement to obtain this waiver from us. Endorsement is not applicable in KY, NH, NJ or for any MO construction risk

Countersigned by _____
Authorized Representative

25-121

Type of Action:
☒ Resolution
☐ Ordinance
☐ TIDD Resolution

City Council Action and Executive Summary

District:	**☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☒ N/A**		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	Lisa Padron	**Department:**	Financial Services
Program:	Purchasing	**Line of Business:**	Procure-to-Pay

Title: **A RESOLUTION TO AWARD CONTRACTS FOR LANDSCAPE ARCHITECTURAL DESIGN SERVICES ON AN AS-NEEDED BASIS TO MOLZEN CORBIN & ASSOCIATES, INC., SITES SOUTHWEST, LLC., AND STANTEC CONSULTING SERVICES, INC. IN AN AMOUNT NOT TO EXCEED $2,000,000 PER VENDOR ANNUALLY, FOR A TERM OF FIVE (5) YEARS THROUGH MARCH 31, 2029, SUBJECT TO APPROVED BUDGET APPROPRIATIONS (PROCUREMENT NO. 24-25-003).**

TYPE OF ACTION: **☒ Administrative** **☐ Legislative** **☐ Quasi-Judicial**

PURPOSE(S) OF ACTION:

To authorize contracts for landscape architectural design services.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

The City of Las Cruces (City) is responsible for providing and supporting a vast array of public services including, but not limited to, community and neighborhood parks, athletic fields, sports courts, trails, median and other rights-of-way landscape improvements, park renovations, aquatic play features, playgrounds, and irrigation systems. The City requires services from Landscape Architectural firms having in-house capabilities for providing professional design services, on large, small, and multifaceted projects from start to finish with a preference for firms having minimal reliance on outside consultants.

On August 30 2024, City's Purchasing Program issued Request for Proposals No. 24-25-003, soliciting proposals from qualified firms to provide the City with landscape architectural design services. The Purchasing Program received four (4) responses to the solicitation that were scored and evaluated by the Selection Advisory Committee (SAC) on December 18, 2024. The SAC recommended award to the three (3) highest-ranked firms: Molzen Corbin & Associates, Inc. and Stantec Consulting Services, Inc. of Las Cruces, New Mexico and Sites Southwest, LLC of Albuquerque, New Mexico, as outlined in Exhibits "A" through "C".

The City's Parks & Recreation Department requests approval to enter into an agreement with the three (3) selected firms, to provide landscape architectural design services on an as-needed basis for a period of five (5) years, in an amount not to exceed $2,000,000 annually per vendor, subject to approved budget appropriations.

SUPPORT INFORMATION:

Exhibit "A" 24-25-003_LandscapeArchitecturalDesignServices_PSA_MolzenCorbin_LegalApproved
Exhibit "B" 24-25-003_LandscapeArchitecturalDesignServices_PSA_SitesSouthwest_LegalApproved
Exhibit "C" 24-25-003_LandscapeArchitecturalDesignServices_PSA_StantecConsultingServices_LegalApproved

DOES THIS AMEND THE BUDGET?:

☐ Yes

☒ No

BUDGET / FISCAL IMPACT:

BUDGETED AMOUNT: various **AVAILABLE AMOUNT:** various **EXPENDITURE AMOUNT:** various

Funding Source(s):

Accounts will be assigned on an as-needed basis as projects are identified and will be limited to approved budgets.

Does this action amend the Capital Improvement Plan (CIP)?

☐ Yes

☒ No

Does this action align with Elevate Las Cruces?

☒ Yes

☐ No

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this will approve the Resolution and award multiple contracts for landscape architectural design services, on an as-needed basis for a period of five (5) years, in an amount not to exceed $2,000,000 annually per vendor, subject to approved budget appropriations.
2. Vote "No"; this will deny the Resolution to award multiple contracts for landscape architectural design services, which could negatively impact continued City operations.
3. Vote to "Amend"; this could modify the Resolution and Council will need to provide direction to staff.
4. Vote to "Table"; this could delay procurement of landscape architectural design services, which could negatively impact Parks & Recreation projects.

RESOLUTION 25-121

A RESOLUTION TO AWARD CONTRACTS FOR LANDSCAPE ARCHITECTURAL DESIGN SERVICES ON AN AS-NEEDED BASIS TO MOLZEN CORBIN & ASSOCIATES, INC., SITES SOUTHWEST, LLC., AND STANTEC CONSULTING SERVICES, INC. IN AN AMOUNT NOT TO EXCEED $2,000,000 PER VENDOR ANNUALLY, FOR A TERM OF FIVE (5) YEARS THROUGH MARCH 31, 2029, SUBJECT TO APPROVED BUDGET APPROPRIATIONS (PROCUREMENT NO. 24-25-003).

The City Council is informed that:

WHEREAS, the City of Las Cruces (City) is responsible for providing and supporting a vast array of public services including, but not limited to, community and neighborhood parks, athletic fields, sports courts, trails, median and other rights-of-way landscape improvements, park renovations, aquatic play features, playgrounds, and irrigation systems; and

WHEREAS, on August 30 2024, the City's Purchasing Program issued Request for Proposals No. 24-25-003 Landscape Architectural Design Services; and

WHEREAS, the Purchasing Program received four (4) responses to the solicitation that were scored and evaluated by the Selection Advisory Committee (SAC) on December 18, 2024. The SAC recommended award to the three (3) highest-ranked firms: Molzen Corbin & Associates, Inc. and Stantec Consulting Services, Inc. of Las Cruces, New Mexico and Sites Southwest, LLC of Albuquerque, New Mexico; and

WHEREAS, the City's Parks & Recreation Department requests approval to enter into an agreement with the three (3) selected firms, to provide landscape architectural design services on an as-needed basis for a period of five (5) years, in an amount not to exceed $2,000,000 annually per vendor, subject to approved budget appropriations.

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

(I)

THAT the Resolution awarding contracts for landscape architectural design services on an as-needed basis to Molzen Corbin & Associates, Inc., Stantec Consulting Services, Inc., and Sites Southwest, LLC as outlined in Exhibits "A" through "C", respectively, in an amount not to exceed $2,000,000 annually per vendor for a period of five (5) years, subject to approved budget appropriations, is hereby approved.

(II)

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

DONE AND APPROVED this day of

APPROVED

_____

ATTEST:

_____

Moved by:

Seconded by:

AYES

NAYS

Exhibit "A"

24-05-003
Landscape
Architectural
Design Services

CITY OF LAS CRUCES
PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, made and entered into on this ____ day of April, 2025 by and between the City of Las Cruces, New Mexico, hereinafter called “CITY” and Molzen Corbin, of 1155 Commerce Drive, Suite F, Las Cruces, New Mexico, 88011, hereinafter called “CONTRACTOR”.

1. PROJECT DESCRIPTION
Landscape Architectural Design Services on an as needed basis via Project Assignment Agreements (Attachment A) during the term of this AGREEMENT.

2. SCOPE OF SERVICES
In a satisfactory and proper manner, the CONTRACTOR shall perform SERVICES, as proposed in response to the CITY’S RFP No.24-25-003, as set forth in Exhibit A, attached hereto and made a part of this Agreement.

The CONTRACTOR is authorized to extend the same terms and conditions of this Agreement to other governmental entities conditioned upon the procurement laws and regulations of those entities. The CITY shall not be a party nor have any liability relating to such extensions.

3. APPROPRIATIONS
The terms of this Agreement are contingent on sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorizations are not made by the City Council, this Agreement shall terminate upon written notice given by the CITY to CONTRACTOR. The CITY’S decision as to whether sufficient appropriations and authorizations exist shall be accepted by CONTRACTOR and shall be final.

4. COMPENSATION
The CITY shall compensate CONTRACTOR for the performance of SERVICES under this Agreement an amount agreed to for each assigned project, plus applicable taxes. CONTRACTOR shall perform the SERVICES upon receipt of a purchase order or written Notice to Proceed for each assigned project from the CITY. The CITY cannot authorize costs to be incurred prior to such written Notice to Proceed. CONTRACTOR shall submit invoices upon completion of the project. CITY shall pay invoices Net 30 days upon receipt of undisputed invoice.

CONTRACTOR is responsible for payment of State of New Mexico Gross Receipts Tax levied on the amounts payable under this Agreement. CONTRACTOR agrees to comply with all federal and state tax payments and report all items of gross receipts as income from the operations of its business.

5. DEVOTION OF ADEQUATE TIME

CONTRACTOR will devote the necessary hours each week to the performance of projects that are required by the CITY and it will serve the CITY diligently and faithfully, and according to its best ability in all respects and will promote the best interests of the CITY.

6. TERM AND SCHEDULE

This Agreement shall become effective on April 1, 2025 for a term of five years through March 31, 2029.

CONTRACTOR shall perform the SERVICES in accordance with the time set forth as agreed upon by the CITY and CONTRACTOR and as agreed to for each project assigned under the terms of this Agreement.

7. EXTENSIONS, CHANGES, AND AMENDMENTS

This Agreement shall not be extended, changed, or amended except by instrument in writing executed by the parties. The CITY shall not be liable for payment of any extra services nor shall CONTRACTOR be obligated to perform any extra services except upon such written agreement. Such written approval shall indicate the date said extension, change, or amendment is effective and shall be signed by the parties to this Agreement. In the event that the parties cannot reach agreement as to a particular change, the issue shall be resolved pursuant to Article 21.

8. CHANGES AND EXTRA SERVICES BY THE CITY

The CITY may make changes within the general scope of the SERVICES plus may also request CONTRACTOR to perform other extra services not incorporated within the Services set forth in this Agreement. If the CONTRACTOR is of the opinion that such change causes an increase or decrease in the cost and/or the time required for performing the changes or other services required by the City, CONTRACTOR shall so notify the CITY of that fact within five (5) business work days from the date of receipt of change by the CITY. The CITY shall provide written response to the CONTRACTOR within five (5) business work days from the date of receipt of CONTRACTOR’S written notification.

9. CHANGES AND EXTRA SERVICES BY THE CONTRACTOR

In the event a condition is identified by the CONTRACTOR which, in the opinion of the CONTRACTOR, changes the services, costs, and/or time required for performance under this Agreement, the CONTRACTOR shall provide written notification to the CITY within five (5) business work days of such identification. The CITY shall respond in writing to such notification within five (5) business work days from the date of receipt of CONTRACTOR’S notification.

10. DELAYS

In the event that performance of SERVICES is delayed by causes beyond reasonable control of CONTRACTOR, and without the fault or negligence of CONTRACTOR, the time and total compensation for the performance of the SERVICES may be equitably

adjusted by written agreement to reflect the extent of such delay. CONTRACTOR shall provide the CITY with written notice of delay pursuant to Article 9 including therein a description of the delay and the steps contemplated or actually taken by CONTRACTOR to mitigate the effect of such delay. The CITY will make the final determination as to reasonableness of delays.

11. TERMINATION

This Agreement may be terminated by either party hereto upon fifteen (15) calendar days written notice in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement through no fault of the terminating party. This Agreement may also be terminated by the CITY for its convenience or because the PROJECT has been permanently abandoned, but only upon fifteen (15) calendar days written notice to CONTRACTOR.

In the event of termination, CONTRACTOR shall be compensated for all services performed and costs incurred up to the effective date of termination for which CONTRACTOR has not been previously compensated.

Upon receipt of notice of termination from the CITY, CONTRACTOR shall discontinue the SERVICES unless otherwise directed and upon final payment from the CITY deliver to the CITY the required number of copies of all data, drawings, reports, estimates, summaries, and such other information and materials as may have been accumulated by CONTRACTOR in the performance of this Agreement, whether completed or in process.

12. RECORDS AND AUDITS

CONTRACTOR will maintain records indicating dates, length of time, and services rendered. The CITY has the right to audit billings both before and after payment, and contest any billing or portion thereof. Payment under this Agreement does not foreclose the CITY’S right to recover excessive or illegal payments. CONTRACTOR will retain records for five (5) years after the completion of the project.

13. DISCLOSURE AND OWNERSHIP OF DOCUMENTS, PRODUCTS, DESIGN, ELECTRONIC FILES

All technical data, electronic files, and other written and oral information not in the public domain or not previously known, and all information, electronic files, and data obtained, developed, or supplied by the CITY will be kept confidential and CONTRACTOR will not disclose to any other party, directly or indirectly, without the CITY’S prior written consent unless required by lawful order.

All technical data, electronic files, products developed, operational parameters, blueprints, and other information and work of the CONTRACTOR shall be the sole property of the CITY and shall be delivered to the CITY when requested and at the end of the Agreement.

14. INDEPENDENT CONTRACTOR

CONTRACTOR represents that it has, or will secure, at its own expense, all personnel required in performing the SERVICES under this Agreement. Such personnel shall not be employees of, nor have any contractual relationship with the CITY. CONTRACTOR, consistent with its status as an independent contractor, further agrees that its personnel will not hold themselves out as, nor claim to be officers or employees of the CITY by reason of this Agreement.

To the extent that CONTRACTOR employs any employees, CONTRACTOR shall be solely responsible for providing its own form of insurance for its employees and in no event shall CONTRACTOR's employees be covered under any policy of the CITY.

CONTRACTOR'S retention hereunder is not exclusive. Subject to the terms and provisions of this Agreement: (i) CONTRACTOR is able, during the Term hereof, to perform services for other parties; and (ii) CONTRACTOR may perform for its own account other professional services outside the scope of this Agreement.

CONTRACTOR is and shall be an Independent Contractor and shall be responsible for the management of its business affairs. In the performance of the work under this Agreement, CONTRACTOR will at all times be acting and performing as an Independent Contractor, as that term is understood for federal and state law purposes, and not as an employee of the CITY. Without limitation upon the foregoing, CONTRACTOR shall not accrue sick leave, jury duty pay, retirement, insurance, bonding, welfare benefits, or any other benefits, which may or may not be afforded employees of the CITY. CONTRACTOR will not be treated as an employee for purposes of: Workers' Compensation benefits; the Federal Unemployment Tax Act; Social Security; other payroll taxes, federal or any state income tax withholding; or the employee benefit provisions described in the Internal Revenue Code of 1986, as amended. Neither the CITY, nor its agents or representatives, shall have the right to control or direct the manner, details or means by which CONTRACTOR accomplishes and performs its services. Nevertheless, CONTRACTOR shall be bound to fulfill the duties and responsibilities contained in the Agreement.

15. NO JOINT VENTURE OR PARTNERSHIP

Nothing contained in this Agreement shall create any partnership, association, joint venture, fiduciary or agency relationship between CONTRACTOR and CITY. Except as otherwise specifically set forth herein, neither CONTRACTOR nor CITY shall be authorized or empowered to make any representation or commitment or to perform any act which shall be binding on the other unless expressly authorized or empowered in writing.

16. ASSIGNMENT

CONTRACTOR shall perform all the services under this Agreement and shall not assign any interest in this Agreement or transfer any interest in same or assign any claims for

money due or to become due under this Agreement without the prior written consent of the CITY.

17. INSURANCE

CONTRACTOR shall obtain and maintain insurance at its own cost and expense during the life of this Agreement, and shall require Subcontractors, if any, to maintain during the life of his subcontract:

1. Commercial General Liability Insurance
   a. $1,000,000 per occurrence / $2,000,000 aggregate
   b. Coverage must include premises and operations, products and completed operations, and personal and advertising injury.
   c. The City of Las Cruces must be named as an Additional Insured for all coverages listed above on endorsements acceptable to the City.
   d. Coverage must be primary and non-contributory.
   e. Coverage must be per project or per location.
   f. Coverage must be on an occurrence form.
   g. Subrogation must be waived.
2. Commercial Auto Liability
   a. $1,000,000 per occurrence
   b. Coverage must be for “owned, leased, hired, and non-owned autos” or “any autos.”
3. Workers’ Compensation and Employers Liability
   a. Statutory Limits
   b. Employer liability – $1,000,000 each accident, $1,000,000 each employee by disease, $1,000,000 policy limit
   c. Subrogation must be waived.
4. Professional Liability: $1,000,000 per claim

Endorsements for additional insured coverage and waivers of subrogation must be provided as a condition of this Agreement and shall be noted on the certificate.

CONTRACTOR shall furnish the CITY with a certificate(s) of insurance showing CONTRACTOR and Subcontractors, if any, have complied with this Article. The CONTRACTOR shall provide insurance certificates before work is to start on the project and shall provide the CITY thirty (30) days written notification of cancellation of such policies.

18. INDEMNITY AND LIMITATION

CONTRACTOR shall indemnify, defend, and hold harmless the CITY from and against any and all claims, suits, actions, judgments, demands, losses, costs, expenses, damages, and liability caused in whole or in part by, resulting in whole or in part from, or arising in whole or in part out of the negligent acts, errors, or omissions of CONTRACTOR, its officers, employees, agents, or representatives in the performance of SERVICES under this agreement.

19. APPLICABLE LAW
This Agreement and the rights and obligations of the parties shall be governed by and construed by the laws of the State of New Mexico applicable to Agreements between New Mexico parties made and performed in that state, without regard to conflicts of law principles. Venue shall be in the Third Judicial District, State of New Mexico.

CONTRACTOR shall abide and be governed by all applicable state law, CITY ordinances, and laws regarding the CONTRACTOR'S services or any work done pursuant to this Agreement, including anti-discrimination.

20. BREACH
In the event CONTRACTOR breaches any obligation contained in this Agreement, prior to instituting any action or dispute resolution procedure, the CITY shall give CONTRACTOR written notice of such breach. In the event CONTRACTOR fails to remedy the breach within five (5) working days of receiving such written notice, the CITY, at its sole discretion, without any obligation to do so and in addition to other remedies available under applicable law, may remedy CONTRACTOR'S breach and recover any and all costs and expenses in so doing from CONTRACTOR.

21. DISPUTE RESOLUTION
In the event that a dispute arises between CITY and CONTRACTOR under this Agreement or as a result of breach of this Agreement, the parties agree to act in good faith to attempt to resolve the dispute.

22. NOTIFICATION
All notices required or permitted under this Agreement shall be in writing and shall be deemed sufficiently served if served by Registered Mail addressed as follows:

TO CITY:	City of Las Cruces PO Box 20000 Las Cruces, NM 88004 ATTENTION: Catherine Mathews
With Copies to:	City Attorney Purchasing Manager
TO CONTRACTOR:	Molzen Corbin 1155 Commerce Drive, Suite F Las Cruces, NM 88011 ATTENTION: John Quinn Pate

23. SCOPE OF AGREEMENT
This Agreement incorporates all of the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof and that all such

covenants, agreements, and understandings have been merged into this written agreement. No prior agreement or understanding verbal or otherwise of the parties or their agents shall be valid or enforceable unless embodied in this agreement.

24. SEVERABILITY

The parties agree that each provision of this Agreement is severable and the invalidity or unenforceability of any one or more of the provisions of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

25. CONFLICT OF INTEREST

CONTRACTOR represents and warrants that CONTRACTOR has no business, professional, personal, or other interest, including, but not limited to, the representation of other clients, that would conflict in any manner or degree with the performance of its obligations under this Agreement. If any such actual or potential conflict of interest arises under this Agreement, CONTRACTOR shall immediately inform the CITY in writing of such conflict. If, in the reasonable judgement of the CITY, such conflict poses a conflict to and with the performance of CONTRACTOR'S obligations under this Agreement, or is otherwise a violation of the CITY'S current policy or ordinances, then the CITY may terminate the Agreement immediately upon written notice to CONTRACTOR; such termination of the Agreement shall be effective upon the receipt of such notice by CONTRACTOR.

MOLZEN CORBIN

BY: _____
John Quinn Pate
Vice President, Architecture

_____
Date

CITY OF LAS CRUCES

BY: _____
Alicia Hernandez
Purchasing Manager

_____
Date

APPROVED AS TO FORM

03/12/2025
City Attorney

24-05-003
Landscape
Architectural
Design Services

EXHIBIT A
SERVICES

A. Project Assignments
A Project assignment is initiated by the City providing the selected Landscape Architecture firm(s) a detailed description, including scope of work and any other special instructions needed by the Landscape Architect to prepare items such as preliminary and final cost estimates, schedule/timelines, complete project plans and specifications, project reports, and other related landscape architecture services. The awarded Landscape Architecture firms shall provide Landscape Architecture Services that may include, but not be limited to, the following:
1. The design of new and renovation trails, parks, playgrounds, site development, athletic fields, landscape improvements, and irrigation systems, conducting all necessary investigations/studies, subsurface utility identification, construction contract administration, land surveying activities.
2. Concept preparation and presentation with graphics.
3. Project Management
4. Construction Administration

B. Project Assignment Agreements
A Project assignment Agreement (a template of which is incorporated herein as ATTACHMENT “A”) will be negotiated and executed on a case-by-case basis for each specific project and will include a cost proposal from the Landscape Architecture firm(s) proposing to do the work. The cost proposal may utilize one of the following pricing formats:
1. Lump Sum
2. 2. Unit pricing to include:
    a. Hourly rate for various types of services requested by the City
    b. Charges for miscellaneous items such as hardcopies, data, digital storage media, rental of special equipment, etc.
    c. A statement of the billing procedures including minimum billing units, if any
    d. Cost of sub-consultants, if any
3. An alternative unit cost breakdown

C. Deliverables
Each project contract will require a list of deliverables, schedule/timeline, and cost. The Landscape Architect may be required to supply to the City any of the following items, when specified and as requested on the Scope of Work for each individual project:
1. Preliminary report containing schedule of work and cost estimate.
2. Construction drawings and documents
    a. Electronic drawings shall be submitted via City approved methods drawn in AutoCAD format. The Landscape Architecture firm(s) shall verify the latest software, version, and update in use by the City to

ensure compatibility. Specifications and Contract Documents in Word format. Provide hardcopies and PDF format of the construction plans, specifications, and contract documents.

b. As-built drawings on electronic media and reproducible prints. Electronic drawings shall be submitted via City approved methods drawn in AutoCAD format. All horizontal and vertical location datum information shall be coordinated with the City Surveyor. The project control survey shall be certified by a New Mexico Registered Land Surveyor. Metadata or “data about the data” shall be submitted with each as-built electronic file, preferably as a separate text file on the electronic submittal media, and shall include:
    i. Name, Address, and phone number of the responsible land surveyor.
    ii. Date of completion of survey.
    iii. Equipment used to conduct the survey.
    iv. Horizontal and vertical control marks used to tie the survey to the City approved control.
    v. Transformation factors needed to reduce Ground (local coordinate system) to Grid, and combined scale factor used.

3. “RECORD DRAWINGS” shall be clearly labeled on each sheet.
4. Project reports.
5. Any other item specified in the contract for that project.

D. The selection of a Landscape Architect for a specific project shall be based on experience with similar project, references, performance in similar projects, and availability. This will include the ability to meet schedules, cost control, and responsiveness to client.

E. The Landscape Architect shall have a design staff available everyday who will be responsible, on behalf of the Landscape Architect, for providing timely completion and response for performance of the terms of each Project Assignment Agreement during the progress of each individual project. Any deviation from this requirement is at the discretion of the City and must be approved in writing by the City prior to the start of an individual project.

MOLZEN-CORBIN & ASSOCIATES
STANDARD BILLING RATES
AS OF JULY 1, 2024

Architectural	Senior Principal Architect	**280**
	Principal Architect	**250**
	Senior Architect	**210**
	Project Architect	**170**
	Registered Architect	**155**
	Construction Contract Administrator	**140**
	Project Manager	**140**
	Intern Architect 2	**120**
	Intern Architect 1	**100**
	Senior Architectural Designer	**135**
	Architectural Designer	**130**
	Planner	**105**
	Landscape/Irrigation Designer	**105**
Civil Engineering	Senior Principal Engineer	**280**
	Regional Manager	**270**
	Principal Engineer	**250**
	Senior Engineer	**225**
	Project Engineer	**185**
	Professional Engineer	**155**
	Project Manager	**140**
	Engineering Intern II	**135**
	Engineering Intern I	**125**
	Senior Civil Design Specialist	**170**
	Engineering Design Specialist	**150**
	Senior Engineering Design Tech	**150**
	Engineering Design Tech	**115**
	Associate Engineering Design Tech	**95**
Electrical Engineering	Senior Principal Engineer	**280**
	Principal Engineer	**250**
	Senior Engineer	**225**
	Project Engineer	**185**
	Professional Engineer	**155**
	Project Manager	**140**
	Engineering Intern II	**135**
	Engineering Intern I	**125**
	Engineering Design Specialist	**145**
	Engineering Design Tech	**115**
	Associate Engineering Design Tech	**95**

MOLZEN-CORBIN & ASSOCIATES
STANDARD BILLING RATES
AS OF JULY 1, 2024

Mechanical	Senior Mechanical Engineer	**225**
Water Resource Engineering	Senior Principal Engineer	**280**
	Principal Engineer	**250**
	Senior Engineer	**225**
	Project Engineer	**185**
	Professional Engineer	**155**
	Project Manager	**140**
	Engineering Intern II	**135**
	Engineering Intern I	**125**
	Sr. Engineering Design Specialist	**170**
	Engineering Design Specialist	**145**
	Engineering Design Tech	**115**
	O & M Specialist	**110**
	Associate Engineering Design Tech	**95**
CADD / Survey	CADD Operator II	**80**
	CADD Operator I	**70**
	Survey Technician	**105**
	Two Person Survey Crew	**210**
	Two Person GPS Survey Crew	**235**
	Licensed Surveyor	**230**
Construction Observation	Senior Observer/Manager	**110**
	Senior Observer	**105**
	Observer	**100**
Administration	Administrative Aide II	**80**
	Administrative Aide I	**60**
	Administrative Support	**110**
	Grants/Technical Administrator	**110**
	Computer Technician	**125**
	Senior Technical Writer / Editor	**95**

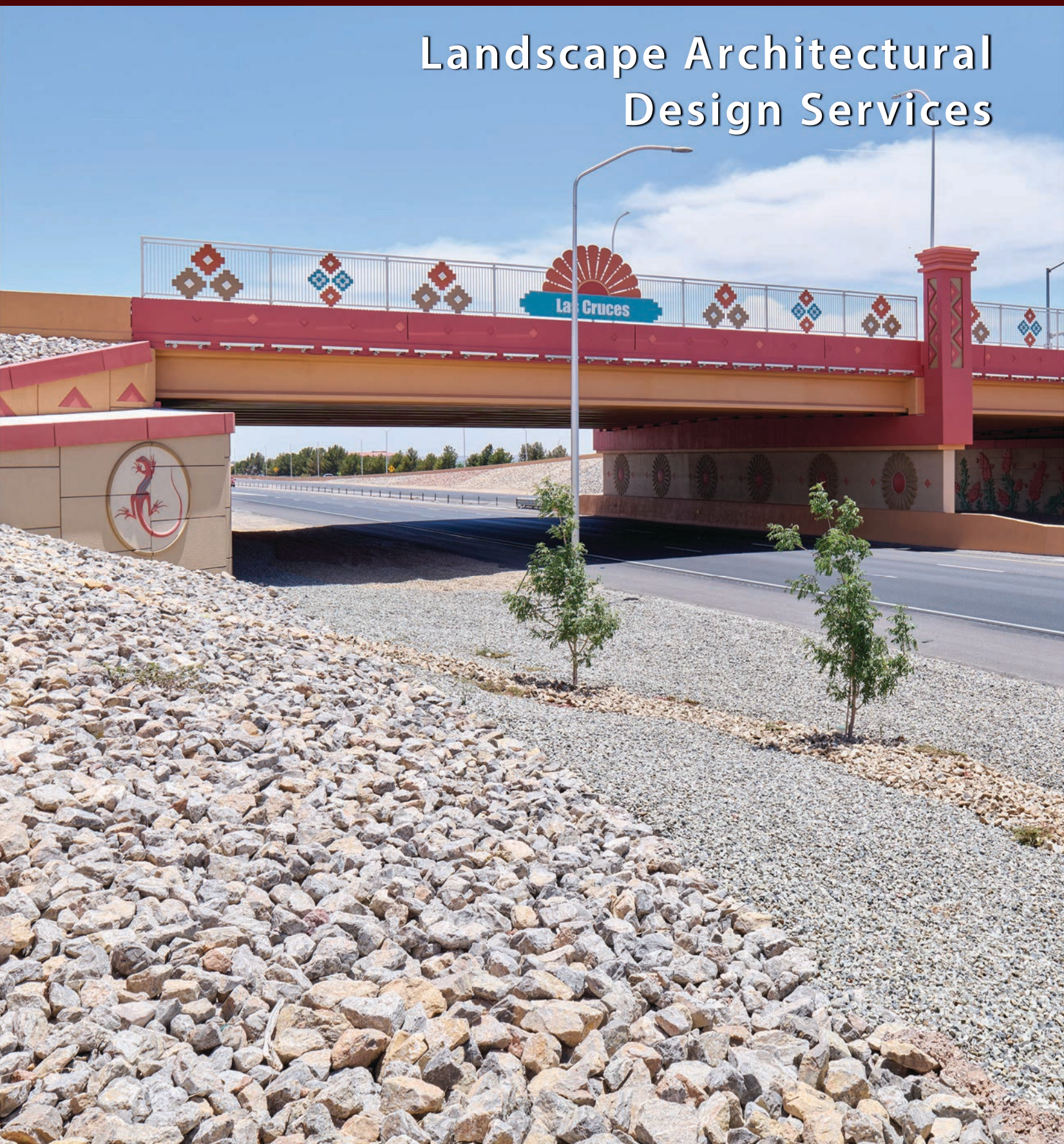
Miscellaneous Expenses

Copies	Per Copy	$0.11
Color Copies	Per 8 1/2 x 11 Copy	$1.00
Color Copies	Per 11 x 17 Copy	$2.00
Prints/Plots(24x36)	Per Sheet	$3.00
Mileage	Per Mile (per IRS)	
Sub-Consultants	Cost x 1.1	

CITY OF LAS CRUCES

TECHNICAL PROPOSAL

Landscape Architectural Design Services



RFP No. 24-25-003
September 26, 2024

MOLZENCORBIN
ENGINEERS | ARCHITECTS | PLANNERS

MOLZENCORBIN

September 26, 2024

City of Las Cruces
ATTN: Purchasing Department/Bid Clerk
700 N Main
Las Cruces, NM 88001

RE: Landscape Architectural Design Services, RFP 24-25-003

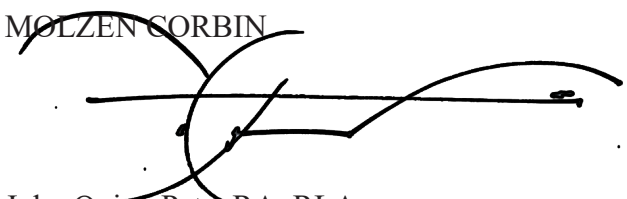
Dear Members of the Selection Advisory Committee:

Molzen Corbin is pleased to present this proposal to provide Landscape Architectural Design Services to the City of Las Cruces. We have served the City for over 40 years, designing numerous landscaping, roadway, water system, wastewater system, and drainage projects. With our 64 years of diverse project experience, depth of staff, and longtime working relationship with the City, we believe that Molzen Corbin is the ideal choice for this contract. Please consider the following strengths Molzen Corbin offers.

- **Highly Experienced, Multi-Discipline Project Team:** Molzen Corbin employs 90 professionals in the field of public works architecture and engineering. This includes planning, design, and construction-phase services for athletic and recreational facilities, trails and parks, landscaping, municipal buildings, streets and roadways, and stormwater and drainage improvements, as well as water and wastewater projects. In addition, we offer construction observation, regulatory compliance/permitting assistance, electrical engineering, and grants administration. We can address any needs that the City will require during the course of this contract.
- **On-Call Specialists:** Molzen Corbin is specifically structured and staffed to provide rapid response to the day-to-day project needs of public entities. We currently hold 51 on-call contracts with public entities throughout New Mexico, including the City of Las Cruces. We consistently provide highly responsive service to all of our clients, and our extensive regional and local knowledge enables us to design projects quickly and efficiently.
- **Team Continuity and Local Knowledge:** Our decades of experience working on projects for the City will enable thoughtful design decisions and timely action, ensuring that the City receives the maximum value for your project dollar. Molzen Corbin has numerous senior architects and engineers that you are familiar with who have more than 30 years of continuous service to the City of Las Cruces. Our workforce is reliable, empowered, and motivated to once again serve the City of Las Cruces, and we see our own success directly tied to Las Cruces' success.

We trust that the following submittal underscores the unique knowledge and benefits of the Molzen Corbin Team. We look forward to continuing our successful relationship with the City of Las Cruces.

Sincerely,
MOLZEN CORBIN



John Quinn Pate, RA, RLA
Vice President, Architecture

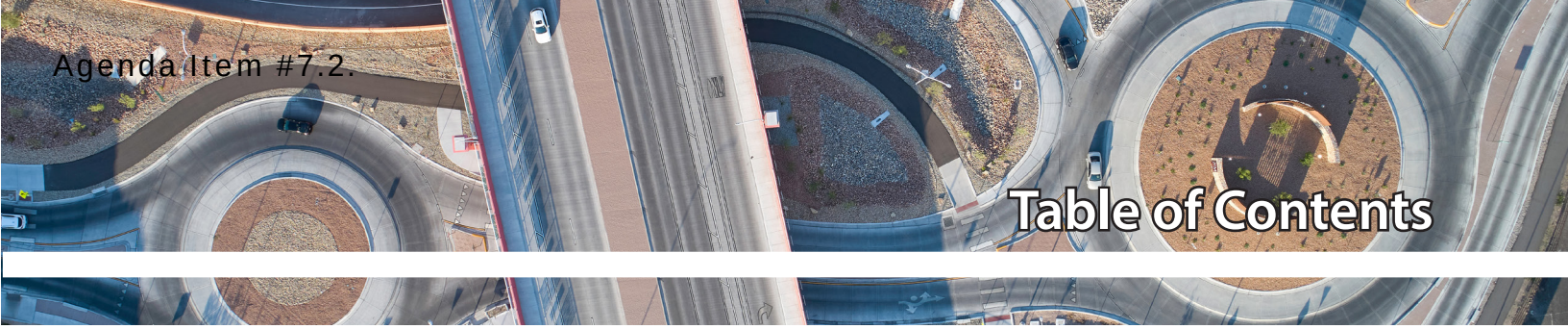


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RFP Compliance Declaration
Resident Business Certificate
City of Las Cruces Business Registration Certificate



1. Technical Approach to Requested Services

About Molzen Corbin

Molzen Corbin is a nationally ranked firm with deep roots in this State. We have provided a diverse portfolio of architectural and engineering services to New Mexico's public entities since 1960. Molzen Corbin has a successful branch office in Las Cruces and has served Southern New Mexico from this office for over 40 years.

Molzen Corbin's Architecture and Landscape Architecture Department specializes in designs for the public sector, and as a result, we have a strong sensitivity for producing projects within strict budget and time constraints. Our approach to design focuses on cost savings, labor saving building techniques, and the use of materials in an efficient manner. **Figure 1** provides a high-level snapshot of our statewide architectural experience. As shown, we have completed numerous projects across the Chihuahuan Desert.

A. Technical Approach

Our specific technical approach for each task will vary according to the needs of the project, but the overall management of the task will contain the reliability that the City has come to expect from Molzen Corbin. Below we summarize our general work plan, our management approach, and the technical capabilities our team offers the City of Las Cruces.

Work Plan to Perform Services

Our work plan consists of seven steps which together form an effective tool for assuring that you get the facilities you need. This process will be tailored to your project needs.

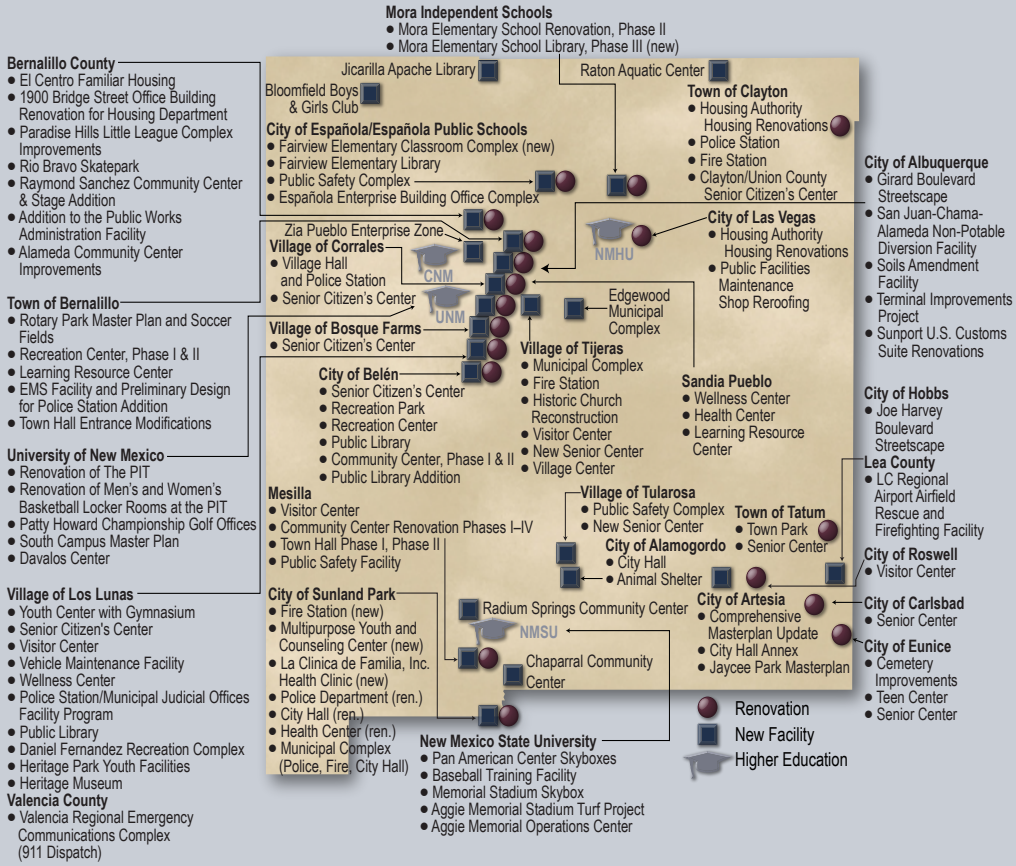


Figure 1. Molzen Corbin has worked with communities statewide to develop facilities that are attuned to community needs and harmonize with existing surroundings.

1. **Design Input and Visioning:** Molzen Corbin has been supporting the needs of communities throughout the State of New Mexico since 1960 and our success is our ability to bring together the stakeholders to whom the project is personal and most important. Input garnering is the art of listening to the hearts and minds of the community and bringing their concepts, ideas, and culture together to create a vision.
2. **Schematic Design:** Develop initial layouts and base sheets of areas of work, prepare diagrams to indicate required spaces and their relationship to one another, review code requirements, prepare cost estimates, and investigate cost-effective alternatives.
3. **Design Development:** Based on the approved conceptual design, design project systems and refine cost estimates.
4. **Construction Documents:** Based on the approved design, prepare complete working drawings, technical specifications, contract documents for bidding, and cost estimates.
5. **Bidding:** Provide assistance in advertising for bids, distribute plans and documents for bidding, receive and tabulate bids, make recommendation for award, check bond and insurance forms, and issue notice to proceed for construction. To ensure that the project we design can be constructed with the funding available, Molzen Corbin uses Bid Alternates. We design the basic facility (whether that be a building, park, trail, etc.), then design additional items that can be included in the final construction if funding allows. These combinations of the basic facility with different additional items enable us to bid the project up to the maximum amount allocated, while maximizing available funding and ensuring that the project can be built within budget.
6. **Construction:** Provide project/construction administration and review as needed to ensure fulfillment of the contract documents with uniform architectural and engineering standards.
7. **Project Closeout:** Upon notification from the contractor, perform a final walk-through,

Project Highlight: Valley Drive, NMDOT

Molzen Corbin designed the second phase of Valley Drive in Las Cruces from Avenida de Mesilla to Picacho for the NMDOT. This complex project required significant coordination with the NMDOT, City of Las Cruces, and property and business owners. Valley Drive is one of the major north/south corridors in Las Cruces and was originally constructed in the 1950s. The corridor is designated as a major bicycle route in the region; however, the existing roadway did not accommodate bicyclist nor pedestrians as it was largely a rural roadway section. The existing roadway had many additional deficiencies that needed to be addressed including access control, drainage, and existing utilities.

Molzen Corbin worked with the NMDOT and City of Las Cruces to transform Valley Drive into a modern urban corridor. These improvements include buffered bicycle lanes and buffered sidewalks to promote multi-modal use. The access control measures, including raised medians and defined driveways, also greatly improved the safety of the corridor for drivers, cyclists, and pedestrians. Below the surface, a complete storm drain system was installed with capacity for future expansion, and the water, sanitary sewer, and gas systems were all replaced. The entire Valley Drive corridor was finished with landscaping and irrigation. This serves not only to beautify the area but promote traffic calming. To further promote bicycle safety, a "Bike Box" was installed at the intersection of Avenida de Mesilla and Hickory, the first in Las Cruces.

This portion of Valley Drive is home to over 70 businesses and Molzen Corbin took a unique approach to increase public awareness for the project. Our team developed virtual public meetings. These meetings were streamed live on Social Media, broadcast to a local television channel, and also hosted so that public could still attend. This effort resulted up to 1,000 people viewing public meetings. Our team also used stakeholder meetings and one-on-one meetings to communicate with the business owners during the design process.



prepare a punch list to be completed before final payment, and execute a Certificate of Substantial Completion when applicable. Eleven months after substantial completion, conduct another walk-through and generate a list of warranty items that need attention.

Management/Operation Approach

Molzen Corbin pioneered the use of on-call engineering and architectural agreements in the 1980s. Today, on-call clients remain at the heart of our business. We currently hold on-call contracts with 51 municipalities and counties, including with the City of Las Cruces. We are organized and staffed expressly to meet the day-to-day and long-term needs of public entities, providing rapid response and personalized service. Furthermore, our extensive regional and local knowledge enables us to design projects quickly and efficiently.

Day-to-Day Operation of the Contract

Molzen Corbin offers the operational agility and depth of staff needed to provide highly responsive services to the City of Las Cruces. Our proposed project manager, Mr. Jeremy Alford, MA, RA, is a Senior Architect with Molzen Corbin, bringing more than 19 years of project experience throughout New Mexico. In addition, we will assign Mr. John Montoya, PE, PS, PTOE, as our local representative to ensure there is redundancy built into the program and to provide prompt response to any City inquiry or tasking. Mr. Montoya has more than 30 years of project experience with the City. Together, Mr. Alford and Mr. Montoya are very knowledgeable with our on-call approach and procedures, as well as with City staff and processes. Following, we describe our management and operational approach.

- **Day-to-Day Technical Services and Small Task Order Work:** Mr. Alford and Mr. Montoya will serve as the City's primary points of contact. When the City needs day-to-day technical services or requests small task order work, you may call Mr. Alford or Mr. Montoya directly. They will either assist the City themselves or assign a lead architect or engineer from the appropriate discipline to provide the needed service.
- **Large Projects:** For larger design projects, Mr. Alford will either serve as Project Manager or assign that role to an experienced architect or engineer from the appropriate discipline. Once the project begins, the City may interface with either Mr. Alford or the Project Manager. Project Managers will provide Mr. Alford with regular updates on project schedules, budgets, status, and other issues.

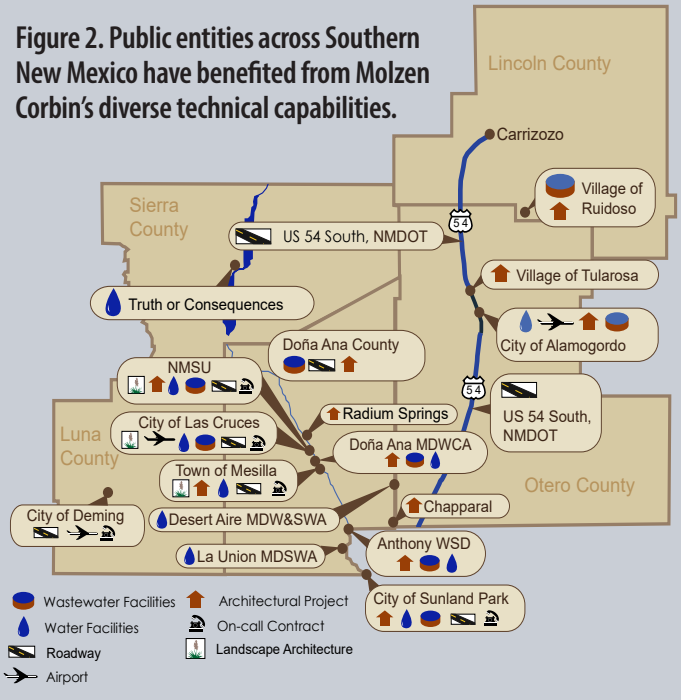
Technical Capabilities

Molzen Corbin employs 90 in-house professionals in the fields of architecture and landscape architecture; civil, water, wastewater, electrical, and airport engineering; surveying; planning; and grants administration. We offer the operational agility and depth of staff needed to provide highly responsive services to the City. The map below (**Figure 2**) illustrates the depth and breadth of Molzen Corbin's technical experience in Southern New Mexico. Following we describe our technical capabilities as it relates to the scope of services described in the RFP.

Architecture and Landscape Architecture

Molzen Corbin's in-house architectural division specializes in user-friendly architectural design for public entities. Our team's range of experience includes the planning and design of diverse public

Figure 2. Public entities across Southern New Mexico have benefited from Molzen Corbin's diverse technical capabilities.



works facilities and municipal buildings, from well houses and booster pump stations to community centers, athletic facilities, and public parks.

Molzen Corbin has produced landscape designs and site plans for buildings, public spaces, roadways, parks and recreational areas, and other facilities. Our park designs have included gymnasiums; athletic fields; courts for pickleball, tennis, basketball, and volleyball; picnic areas and parking areas; trails; aquatic facilities; native, exotic, and specialized landscaping and irrigation; skate parks; and stormwater features (such as ponds, arroyos, and bridges).

Streetscape and Landscape Design

Molzen Corbin designs streetscapes to reflect the character of an area and its community while preserving the local ecology. Flood and erosion control, as part of our diligent design approach, helps to alleviate problems and contains cost. Molzen Corbin has successfully completed streetscape projects across New Mexico, including the following projects in the Chihuahuan Desert:

- I-25/University Interchange, NMDOT
- Valley Drive, NMDOT
- Frenger Street Mall, New Mexico State University
- Town Hall, Town of Mesilla

Site Master Planning

Site master planning is an integral part of all our architectural and landscape architectural projects. Drawing on our wealth of site master planning experience, we work closely with our clients to help them define their long-term needs, then create workable, flexible plans that accommodate their needs for years to come. We have completed site master plans for numerous parks, single buildings, and multi-building complexes across the State of New Mexico. For example, Molzen Corbin has supported UNM Athletics' long term planning efforts, including developing UNM's South Campus Master Plan.

Transportation Engineering

Molzen Corbin has extensive experience working with communities to develop usable, livable transportation infrastructure. Whether it is a new interchange in the heart of New Mexico or a multi-use trail for the Town of Mesilla, we apply decades of technical expertise, institutional knowledge, and project experience to develop context-sensitive solutions tailored to the needs of each client. Our transportation experience has included a wide range of design elements: street and sidewalk improvements, multi-use trails, pedestrian access and safety features, curb and gutter, ADA compliance, landscaping, bike lanes, sidewalks, and road diet projects.

Site/Civil Development

Molzen Corbin is experienced in every aspect of civil engineering/site development, including grading and drainage, roadway and recreational trail design, lighting, and water and wastewater facilities. Our site development approach balances the natural resources of the property, including slope, view, and earthwork to maximize the use of the property's natural features, while minimizing costs. Recent examples include the I-25/University Boulevard Interchange (NMDOT), the Aviation Center of Excellence (City of Albuquerque), NM314 (Village of Los Lunas), and The PIT – UNM.

Utility Coordination

Molzen Corbin has significant experience with the utility coordination process and understands the importance of scheduling and distributing information gathered to individual utility agencies

Project Highlight: Plaza Parking and Pedestrian Enhancements, Town of Mesilla

Molzen Corbin designed Mesilla's Plaza Parking Enhancements to harmonize with the local historic architecture and included native, drought-resistant plant species.



or companies, and how to quickly and accurately develop lists of known and/or potential conflicts. The goal of a successful utility coordination process is to identify concerns and address them prior to the start of construction, and thereby eliminate or mitigate conflicts discovered during construction. As a multi-disciplined engineering firm, we also have water resource engineers on staff to provide professional engineering guidance regarding any water/sewer line issues that may be needed during this contract.

Surveying

Molzen Corbin's in-house surveyors are highly experienced in performing Global Positioning System (GPS) surveys. Using Trimble R-10 GPS hardware, our surveyors provide precise project surveying, mapping, and database services that include everything from base mapping to detailed infrastructure surveys.

Construction Administration

Molzen Corbin employs an in-house staff of experienced construction observers and administrators who have provided specialty construction administration services for hundreds of millions of dollars worth of public infrastructure improvements and municipal facilities throughout the State. Construction administration tasks include:

- Attending regular on-site owner/architect/contractor meetings throughout construction.
- Conducting regular site visits and issuing field reports on the construction progress.
- Coordinating and processing all material and systems submittals.
- Answering Requests for Information (RFIs) in a timely manner.
- Issuing bulletins (when required) to modify the intent, scope, or specification of particular design elements.
- Conducting interim and final punch lists to verify that construction is consistent with the design intent and the level of quality expected.

Reviews and Permits

Molzen Corbin has considerable experience guiding clients through the permitting process, including preparing applications for regulatory agencies such as the New Mexico State Historic Preservation Office, the U.S. Environmental Protection Agency, the New Mexico Environment Department, the New Mexico State Land Office, and the U.S. Bureau of Land Management, among others. We understand how important it is to refrain from holding up project progress.

Lighting System Design

Our team brings the advantage of an in-house Electrical Engineering Department that offers planning and design experience in lighting for streets, parking lots, and architectural and landscape architectural projects, including parks and recreational facilities.

Public Input and Involvement

We are accustomed to working with committees, focus groups, special interests, and staff to develop a comprehensive analysis of the issues critical to the project. Additionally, we plan presentations to disseminate education and to encourage and document public input. Our team approach is then focused on developing a realistic plan to address all important issues.

Project Highlight: Huning Ranch Park, Village of Los Lunas

Molzen Corbin master planned the Huning Ranch Park for the Village of Los Lunas. As one of the final phases of this project, the Village unveiled six new competition-caliber tennis courts. These courts offer a visually striking appeal against the backdrop of the desert southwest landscaping. The 12-acre park boasts basketball courts, picnic tables, a dog park, and a playground, as well as a walking trail, unifying landscape gardens, and a storm drainage pond. The entire project was completed in multiple phases.



Grants Administration

Forty years ago, Molzen Corbin was the first engineering firm in New Mexico to provide professional grantsmanship as part of our basic services. Today, Molzen Corbin works with our clients to identify, apply for, and administer grants and loans to ensure that vital projects can be completed. We estimate that we have helped our clients to secure $500 million in funding since 2000.

Selected project examples further demonstrating the Molzen Corbin Team's experience and capabilities are provided in Section 3.

B. Tasks to be Accomplished

Following are a few of the services we will provide to the City under this contract:

- Planning and design of new and renovation of existing community and neighborhood parks, athletic fields, sports courts, trails, medians and other rights-of-way landscape improvements, aquatic play features, playgrounds, site development, site landscape improvements, and irrigation systems.
- Conducting all necessary investigations/studies, subsurface utility identification, construction contract administration, and land surveying activities.
- Concept preparation and presentation with graphics.
- Project Management
- Construction Administration

C. Services to be Provided Under Each Task

Scoping Meeting

When contacted by the City of Las Cruces, Molzen Corbin will form a scoping team consisting of staff from the City, Molzen Corbin, and subconsultants. The scoping meeting will provide all parties with the opportunity to discuss project parameters, ask questions, and work together to resolve challenges.

Molzen Corbin will carefully consider the input of the City's user group in identifying elements that will influence the scope, schedule, and budget of each project or task. To ensure that the City gets the most value for money spent, we will also address funding sources and look for opportunities to narrow the scope so that unnecessary tasks are eliminated. A project schedule with milestone dates will also be established at this meeting.

Such up-front project development will not only be used as the basis of the engineering agreement, it will serve as a guide in the execution of the task order.

Milestone Meetings

Mr. Alford and key project team members will meet with the City at the conclusion of each task to update the City on project status, review technical information, answer questions, and solicit feedback from the City to ensure that the project is continuing on schedule and to the City's satisfaction.



Project Highlight: Athletic and Sports Facilities, New Mexico State University (NMSU)

Molzen Corbin has been a trusted partner of New Mexico State University for more than 23 years. During this time, we have worked with the university to update and modernize their athletic facilities through the completion of numerous projects, including the Pan American Center Skybox, Aggie Memorial Stadium Synthetic Turf Replacement and Drainage Project, Presidential Skybox (Club 27) at the Aggie Memorial Stadium, Baseball Training Facility, Askew Baseball Stadium Turf Replacement (shown at left), and the Aggie Memorial Stadium Locker and Training Room Addition (under construction).

Final Design Review

Molzen Corbin will also hold design review and final design review meetings with the City to coordinate the final plan set for bidding and complete minor changes. All design elements will have already been reviewed during the milestone meetings, which should be the basis of the final design drawings.

Quality Control

To ensure that the City receives the highest possible quality on each project, Molzen Corbin will implement a peer review quality control plan, with oversight provided by Mr. John Montoya, PE, PS, PTOE.

Molzen Corbin and our subconsultants will each conduct a quality review of the other firm's work for each project or task. Each review will consider completeness, accuracy, and whether the work is meeting the project goals.

This peer review process is essential to the development of the project and will be integrated into scheduled project team meetings. Frequent, thorough quality checks will enable the project team to identify and correct potential problems during the project, when they can be addressed in a cost-efficient manner.

Project Highlight: Daniel Fernandez Park and Multi-Purpose Recreational Facility, Village of Los Lunas

Molzen Corbin has provided planning, design, and construction phase services for multiple phases of the Daniel Fernandez Park and Multi-Purpose Recreational Facility. The recreational complex includes softball and soccer fields, volleyball and tennis courts, parking, outdoor restrooms, and picnic shelters, as well as indoor basketball courts with locker rooms and showers, meeting and instructional spaces, a weight room, and group exercise rooms. In 2023, we completed a 19,642 square-foot expansion (Phase IV). The expansion included a new gym, three new program rooms, an additional restroom, a party room, additional office space for staff, and a new front entry.



D. Project Schedule

Molzen Corbin has sustained an excellent performance record for timely delivery of projects and control of costs. **Figure 3** below provides examples of Molzen Corbin's cost and schedule performance on similar relevant projects. Our approach to controlling costs and meeting schedules is summarized below.

Cost Control During Design

- **Planning for the Project:** Starting with a detailed planning effort helps to define the scope of work for any project. Detailed planning and the corresponding coordination effort helps to ensure that the client and engineer are working toward the same goals. It is also much easier to make changes during a planning phase than during design. Finally, a well-thought-out plan results in a shorter design schedule and a corresponding project cost savings.
- **Control of Work Hours:** Molzen Corbin uses project management and cost accounting software to develop a design fee cost estimate, or budget, for each task based on manhours and rates. Our cost accounting system generates cost reports automatically every week. We use these to

Project/Client	Estimate	Close Out	Owner's Deadline	Completion Date
Pan American Center Skyboxes, NMSU	$1,972,50	$2,057,004	December 2022	December 2022
Girard Boulevard Streetscape, City of Albuquerque	$2,253,068	$2,245,116	September 2020	September 2020
Huning Ranch Park and Tennis Courts, Village of Los Lunas	$860,000	$841,600	October 2019	August 2019
Harrelson Street, City of Las Cruces	$786,402	$824,739	November 2018	November 2018

Figure 3. History of Past Performance

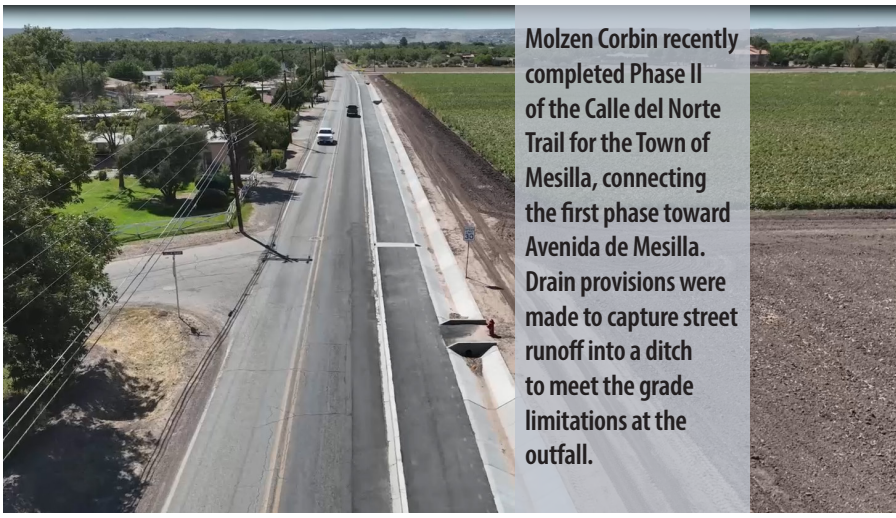
compare each task's manhours used to the manhours remaining in the budget and the estimated percent complete. This proactive approach allows us to identify deviations from the project plan early on and make appropriate adjustments to mitigate any impacts on the design costs.

- **Review of Percent-Complete Report:** Each month the project manager submits a percent-complete report for review by the appropriate department head. If the percentage of budget expended is greater than the percentage of completion (*e.g.*, a project is only 20% complete but 50% of the budget is expended) and the project scope has not changed, then the department head assigns more resources (without cost to the owner) to enable the project to achieve completion.
- **Proactive Communication:** Communication between the client and engineer throughout design is essential to cost control. We establish a budget early on and use milestone meetings to communicate design progress and estimated costs.

Schedule Control

Molzen Corbin has a fully staffed office in Las Cruces to serve communities and municipalities in southern New Mexico. This local office makes Molzen Corbin especially suited to respond to the City's needs in this contract. Molzen Corbin's success in delivering projects on time is due primarily to three important factors:

- **Detailed Project Schedule:** A detailed project schedule is developed and includes critical milestones and activities required of all stakeholders including project production and review. The schedule is used as a tool to help manage project progress and regularly scheduled meetings are used to secure valuable input.
- **Local Project Control:** Because Molzen Corbin is a New Mexico company and is locally owned and operated, project control is established effectively and efficiently. The local control allows dedication of all resources needed to meet critical deadlines while providing the agility needed for unanticipated changes.
- **Team Experience:** Our team has been working together on similar projects for many years. This experience translates to effective and efficient production of design documents.



Molzen Corbin recently completed Phase II of the Calle del Norte Trail for the Town of Mesilla, connecting the first phase toward Avenida de Mesilla. Drain provisions were made to capture street runoff into a ditch to meet the grade limitations at the outfall.

Sample Project Schedule

Figure 4 shows a sample work schedule with project milestones. Molzen Corbin utilizes Microsoft Project, Primavera, and SureTrack scheduling programs to manage the work flow and meet project deliverables.

Figure 4. Molzen Corbin sample project schedule, including major phases and tasks.

ID	Task Name	2024		2025												2026					
		Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun
	Design Phase																				
1	Kick-Off and Project Final Scoping																				
2	Survey and Site Evaluation																				
3	30% Design																				
4	Review and Funding Coordination																				
5	Environmental Assessment																				
6	60% Design																				
7	Funding Certifications																				
8	90% Design																				
9	Review and Public Meetings EA Requirement																				
10	Final Design Ready for Bidding 100%																				
11	**Bid Award Phase**																				
12	**Construction Phase**																				
13	Close out																				



2. Qualifications and Competence of Team

Molzen Corbin has a solid track record for meeting project schedules, including condensed schedules. Our project experience, depth of staff, and technical expertise enable us to quickly mobilize our resources to align them with concurrent activities on complex projects.

As a multi-disciplinary firm, Molzen Corbin has the technical expertise and in-house staff to successfully complete the diverse range of tasks and services anticipated under this contract. Based on our extensive architectural and engineering experience, along with our depth of our staff and our familiarity with the City of Las Cruces, we can unequivocally state that we will be able to accommodate the City's project needs, including any and all specialized services, to meet any necessary time limitations.

We have assembled a highly experienced project team to effectively execute this contract for the City of Las Cruces. An organizational chart illustrating our team members and their roles and responsibilities appears below (**Figure 5**). On the following pages, we provide résumés of our key project team members, including their experience, area of competence, and percent of time assigned to project.

A. Key Personnel

John Quinn Pate, RA, RLA: Principle-In-Charge/Architecture/Landscape Architecture



NM RA #1784; NM RLA #87; TX RA #25506 | B.A., Architecture, University of New Mexico (UNM) | Years of Experience: 49 | Time Assigned: 20%

Mr. Pate is a Molzen Corbin vice president, a registered architect, and a registered landscape architect with 49 years of experience in master planning and designing architectural and landscape projects. As a project manager, Mr. Pate's experience with diverse construction methods and materials enables him to provide meaningful direction to multi-disciplined

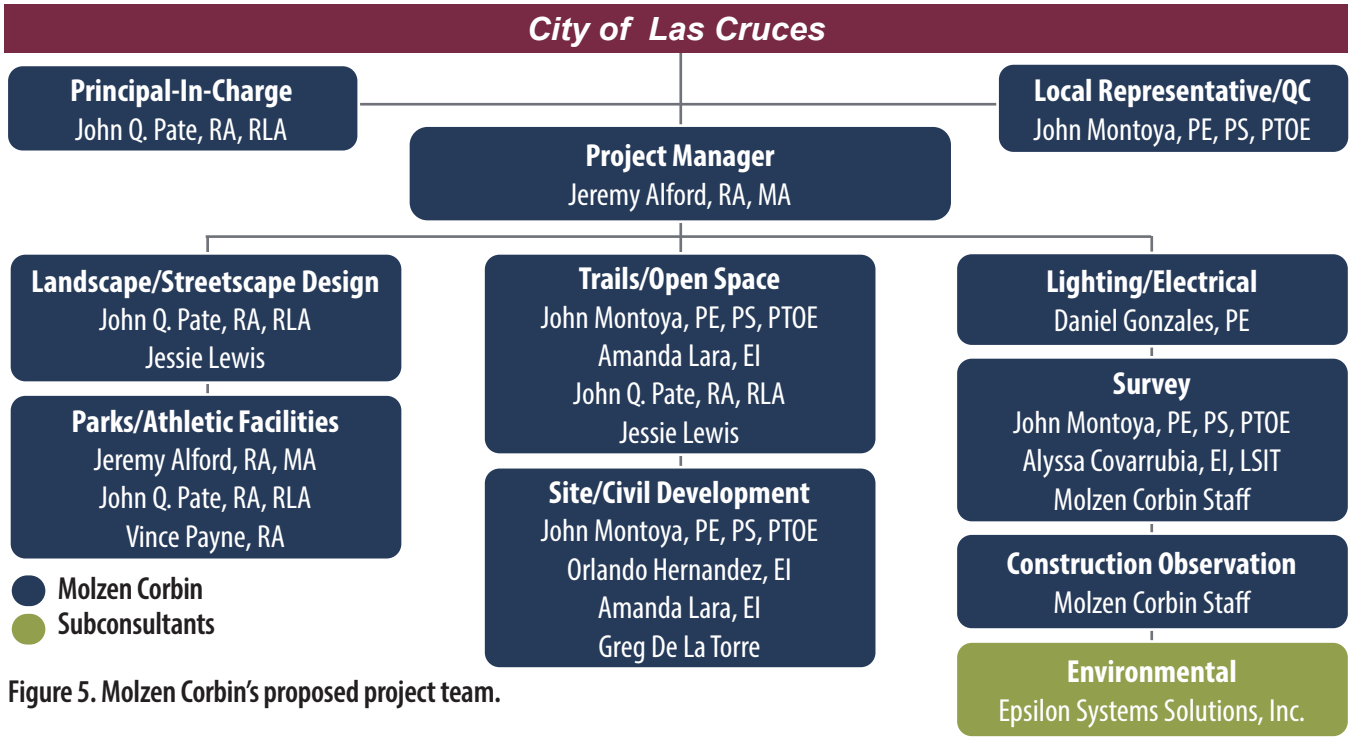


Figure 5. Molzen Corbin's proposed project team.

teams. His approach to design balances function and aesthetics with a focus on cost savings, labor-saving building techniques, and the efficient use of materials. Due to his decades of experience working with municipal, State, and Federal clients, Mr. Pate has a strong sensitivity for producing projects within inflexible budget and time constraints. As a landscape architect, Mr. Pate has worked extensively in all facets of site, neighborhood, and park development and landscape design.

Relevant Experience: Valley Drive Landscape, City of Las Cruces; I-25/University Landscape, NMDOT; Community Center (Phases I–III), Town of Mesilla; Town Hall; Town of Mesilla; Parking Lot Beautification (NM 28), Town of Mesilla; Plaza Kiosko, Town of Mesilla; Frenger Street Mall, NMSU; Heritage Park (including Skate Park), Village of Los Lunas; and Daniel Fernandez Park, Village of Los Lunas.

Areas of Competence: Architecture, Landscape Architecture, Sports and Recreational Facilities, Parks and Trails, Master Planning, and Project Management

John Montoya, PE, PS, PTOE: Local Representative/QC/Surveying

NM PE #12423, NM PS #13057, PTOE #3426 | B.S. in Civil Engineering Technology, NMSU | Years of Experience: 39 | Time Assigned: 20%



Mr. Montoya is a Molzen Corbin Vice President whose 39 years of experience encompasses assignments as a design engineer, project manager, client manager, and company surveyor on public works projects across southern New Mexico. These projects have included traffic engineering, roadway design, major arterial design, multi-modal transportation planning and design, site development, water and wastewater system design, drainage and grading design, and stormwater detention basin design. Mr. Montoya also has considerable experience in the field of surveying and is a registered professional surveyor.

Relevant Experience: Harrelson Drive, City of Las Cruces; Reynolds Drive, City of Las Cruces; 14th and 17th Streets, City of Las Cruces; West Hadley Avenue Reconstruction, City of Las Cruces; CD-9 and CD-12 Street Improvements, City of Las Cruces; Calle de Norte Multi-Use Path, Town of Mesilla; La Llorona Trail System, Town of Mesilla; and Askew Baseball Stadium Turf Replacement, NMSU.

Areas of Competence: Quality Control (QC) and Document Review, Trails and Roadways, Open Space, Site/Civil Development, Water and Wastewater Design, Surveying, and Project Management

Jeremy Alford, MA, RA: Project Manager/Architecture

NM RA #5519 | M.A., Architecture, UNM; B.A., Environmental Design, University of Colorado | Years of Experience: 19 | Time Assigned: 20%



Mr. Alford is an architect with more than 19 years of experience in programming, master planning, schematic design, product research, design development, construction documents, project management, cost estimating, landscape design, 3-D rendering, legislative requests, and construction administration. He is proficient in AutoDesk AutoCAD, AutoDesk Revit, Sketch-UP, and Adobe Photoshop. Mr. Alford has substantial experience designing diverse public service facilities that are functional and aesthetically harmonious with a focus on providing a long life and standing up to the rigors of public use.

Relevant Experience: Pan American Center Skyboxes, NMSU; Baseball Training Facility, NMSU; Memorial Stadium Skybox, NMSU; Aggie Memorial Stadium Turf Project, NMSU; Rodeo Facility Master Plan, NMSU; Track and Field Improvements, NMSU; Multipurpose Community Center, City of Belen; Tennis Facility, City of Los Lunas; Neighborhood Park, Village of Los Lunas; and Joe Harvey Streetscape, City of Hobbs.

Areas of Competence: Architecture, Sports and Recreational Facilities, Master Planning, Parks, Construction Management, and Project Management

Jessie Lewis: Landscape Designer

B.A., Environmental Planning and Landscape Design, UNM | Years of Experience: 16 | Time Assigned: 20%



Ms. Lewis has 16 years of experience in multi-use site planning, recreational park design, streetscape design, site landscape design, and landscape restoration. Her project experience includes AutoCAD drafting (drawings, details, and construction sets), developing and reviewing construction documents, and conducting construction-phase inspections. She is knowledgeable in the U.S. Green Building Council's LEED project requirements..

Relevant Experience: Valley Drive Median Landscape/Streetscape, NMDOT; Sonoma Ranch Blvd Medians, Dona Ana Community College; I-25/University Interchange Landscape, NMDOT; Girard Boulevard Park and Streetscape, City of Albuquerque; Becker Avenue Streetscape and Public Library, City of Belen; NM 314 Pedestrian Improvements and Bike Path, Village of Los Lunas; and Veteran's Memorial Park and Village Hall, Village of Tijeras.

Areas of Competence: Landscape Architecture, Sports and Recreational Facilities, Parks and Trails, and Master Planning

Vince Payne, RA: Architecture

NM RA #5008 | M.A. and B.A., Architecture, UNM | Years of Experience: 37 | Time Assigned: 20%



Mr. Payne has over 37 years of experience in the construction, construction management, and architecture industry. He brings his vast knowledge of structural systems, construction materials, and construction methods to architectural designs to assure quality and constructability. His expert knowledge of critical and obscure building codes is often tapped to verify that architectural designs protect the public's safety. His extensive knowledge of civil, structural, mechanical, electrical, and plumbing systems ensures that construction documents have been orchestrated into meaningful construction direction that solidifies the design intent.

Relevant Experience: Youth Center Gymnasium Addition at Daniel Fernandez Park, Village of Los Lunas; Police Suite and Fitness Center, Albuquerque International Sunport; Laguna Village Community Center, Pueblo of Laguna; Encinal Community Center, Pueblo of Laguna; Terminal Improvements, Lea County Regional Airport; and Volcano Vista High School, Albuquerque Public Schools.

Areas of Competence: Architecture, Sports and Recreational Facilities, Master Planning, Parks, and Construction Management

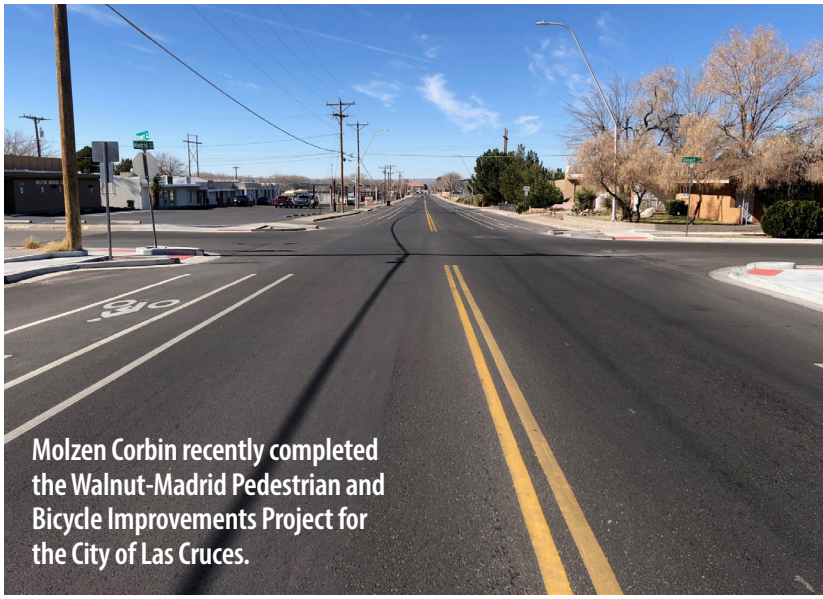
Amanda Lara, Engineering Graduate: Trails/Civil Engineering

B.S., Civil Engineering, NMSU | Years of Experience: 5 | Time Assigned: 20%



Ms. Lara is an engineering intern with 5 years of professional experience with Molzen Corbin. Since joining Molzen Corbin, she has assisted in the design of numerous roadway, water, and wastewater projects. While pursuing her Civil Engineering degree at NMSU, she worked as an Engineering Coop for the City of Las Cruces Utilities Department. She assisted the Utilities Department with project management documentation, reports, and correspondence. She is proficient in AutoCAD and Civil 3D.

Relevant Experience: Calle de Norte Multi-Use Path, Town of Mesilla; La Llorona Trail System,



Molzen Corbin recently completed the Walnut-Madrid Pedestrian and Bicycle Improvements Project for the City of Las Cruces.

Town of Mesilla; Calle de Parian Reconstruction Project, Town of Mesilla; Bowman Street Reconstruction and Water Line Improvements, City of Las Cruces; Crawford Road, City of Sunland Park; I-25/University Interchange Improvements, NMDOT; US 285 Roadway Improvements, NMDOT; Ruidoso Hazard Mitigation and Stabilization for Sewer Lines, Village of Ruidoso.

Areas of Competence: Trails and Roadways, Open Space, Site/Civil Development, Construction Management, and Utility Design/Coordination

Greg De La Torre: Site/Civil Engineering

GIS Certified | A.A.S., Computer-Aided Design, NMSU | Years of Experience: 27 | Time Assigned: 20%



Mr. De La Torre has 28 years of experience working with AutoCAD software, Civil 3D, Plant 3D, Infraworks, Inroads and MicroStation, Sketchup, Google Earth, and ArcGis Desktop. He is very familiar with NMDOT Design Standards. He also is familiar with obtaining dataset information including (but not limited to) geographic, hydrology, boundary, transportation, land use, and topology (current and historical). His roadway experience within the City includes the Lohman Avenue Reconstruction, Reynolds Drive Reconstruction, and Harrelson Street Reconstruction.

Relevant Experience: Arrowhead Drive Extension, NMSU; NMSU Parking Lot Rehab I & II, NMSU; Calle de Norte Multi-Use Path, Town of Mesilla; La Llorona Trail System, Town of Mesilla; I-25/Missouri Bridge, NMDOT; I-10/I-25 Interchange, NMDOT; I-25/NM 14 Cerrillos Road Interchange, NMDOT; Mesilla Plaza Improvements, Town of Mesilla; and Calle Principal Reconstruction, Town of Mesilla.

Areas of Competence: Drainage, Roadway, Stormwater, and Site/Civil Development

Orlando Hernandez, Engineering Graduate: Site/Civil Engineering

B.S., Civil Engineering Technology, NMSU; A.A.S., Surveying Technology, Dona Ana Community College | Years of Experience: 5 | Time Assigned: 20%



Mr. Hernandez is an engineering graduate with more than five years of professional experience. With two years of experience at Molzen Corbin, he has assisted with the design of wastewater, water, roadway, and drainage projects for our municipal clients. In addition, Mr. Hernandez is an experienced Computer Aided Design Technician with a demonstrated history of working in the civil engineering industry. He is skilled in using AutoCAD and ArcGIS Products.

Relevant Experience: Film Street, NMSU; Park Street, NMSU; Desert Wind Way Improvement Project, Dona Ana County; I-25 Corridor Study, NMDOT; and I-25 Lohman to Hwy 70 Improvement Project, NMDOT.

Areas of Competence: Drainage, Roadway, Stormwater, and Site/Civil Development



Working with the Town of Mesilla, Molzen Corbin completed the La Llorona Path Connection Project from the City of Las Cruces trail termini to the previously finished Mesilla Calle del Norte Trail.

Alyssa Covarrubia, EI, LSIT: Surveying

NM EI #7815 | B.S., Civil Engineering Technology, NMSU; B.S., Geomatics, NMSU | Years of Experience: 5 | Time Assigned: 20%



Ms. Covarrubia has more than 5 years of experience in civil engineering and surveying science. She holds dual Bachelor of Science degrees: one in Civil Engineering Technology and another in Geomatics. At Molzen Corbin, she applies her expertise by conducting hydraulic analysis of structures using HEC-HMS, as well as performing topographic surveys using UAS and DJI Terra. In addition, she has designed numerous roadway, grading, and drainage projects.

Relevant Experience: Los Lunas Corridor, Village of Los Lunas (Roadway); The Ranch RV Park Drainage Study, Lakewood, NM (Drainage); Dark Canyon/Hidalgo Intersection, City of Carlsbad (Roadway); West Bender Corridor Study, City of Hobbs (Roadway); NM 24 Drainage Structure Replacement, Pinon, NM (Drainage); US 70 Wildlife Study, Bent, NM (Survey); Dona Ana County Tortugas Improvements, Tortugas, NM (Survey); and Gold Street Phase 1, City of Deming (Survey).

Areas of Competence: Surveying and Site/Civil Development

Principal Officer and Subconsultants

Principal Officer in Charge of Contract Administration

John Quinn Pate, RA, RLA, Vice President of Architecture, is the principal member/officer of the firm responsible for administration of the contract. Mr. Pate's contact information is as follows:

2701 Miles Road SE
Albuquerque, New Mexico 87106
(505) 242-5700/FAX (505) 242-0673
jpate@molzencorbin.com

Subconsultants

Our full list of proposed subconsultants is provided in **Figure 6** (below).

C and D. Work Location and Professional Responsible for Work

Because this is an on-call contract with undefined tasks, the location of the work or the professional who is in direct responsible charge cannot yet be determined. In general, however, Molzen Corbin proposes the following structure:

	Majority of Work is Architecture	Majority of Work is Engineering
Responsible Charge Design Professional	Jeremy Alford, RA	John Montoya, PE, PS, PTOE
Office Location	2701 Miles Road SE Albuquerque, New Mexico 87106	1155 Commerce Drive, Suite F, Las Cruces, New Mexico 88011
Registration	NM RA #5519	NM PE #12423, NM PS #13057, PTOE #3426

Based on our past performance on similar on-call contracts, we estimate that 50% of the work for the City on this contract will be completed in our Las Cruces office, with the remaining 50% completed in our Albuquerque office.

Figure 6. Molzen Corbin has cultivated decades long relationships with our trusted subconsultants.

Team/Responsibility	Experience & Areas of Competence
Epsilon Systems: Environmental 205 W. Boutz Road, Bldg 4, Suite 3, Las Cruces, NM 88005, (575) 528-8197 Contact: Brad Beacham Typical Percent of Time: 5%	Epsilon Systems Solutions, Inc. (Epsilon Systems) is a certified resident New Mexico business. Epsilon Systems' professionals offer comprehensive regulatory support, guiding clients through environmental processes in both simple and complex situations. Epsilon Systems' strategic approach is based on a thorough understanding of environmental issues, the governing statutes, and the technical basis upon which the regulations were written.



3. Performance of the Firm with Previous Clients

Girard Boulevard Streetscape, City of Albuquerque

Molzen Corbin completed the Girard Boulevard Streetscape Improvements Project for the City of Albuquerque Aviation Department. This half-mile corridor of Girard Boulevard is a major access point for the Albuquerque International Sunport, a gateway to New Mexico, as well as home to well-established office buildings on the west side and to the new Aviation Center of Excellence on the east side. To support the established business community, as well as local residents, Molzen Corbin worked to provide a "parklike" landscaping design for the west side of the corridor, unofficially dubbed "Girard Park." This area incorporated lawn and resting areas, accent walls, and a new 7-foot asphalt multi-use trail providing multi-modal access to the Sunport. Along the east side of the corridor, Molzen Corbin provided a more industrial design that incorporated traditional curb and gutter, sidewalk, drainage, and xeriscape landscaping. Key project highlights included:

- **Water Conservation:** The new landscape design significantly decreased the irrigable area and incorporated grading and drainage that provided for water harvesting. Further, the irrigation system was designed to be compatible for future connection to the Albuquerque/ Bernalillo County Water Utility Authority Effluent Reuse Program System.



Girard Boulevard Streetscape, Albuquerque

- **Maintenance:** This 347,085 square-foot area (approximately 8 acres) has historically required substantial maintenance and upkeep. Molzen Corbin used a plant palette that incorporated low-maintenance ground cover, while maintaining and highlighting a welcoming lawn area for Girard Park.
- **Safety and Security:** Molzen Corbin designed a motion-activated, LED lighting system that is activated as pedestrians approach the trail and then turns off after a few minutes providing ample lighting for public use and discouraging vandalism.

Contact: Rhonda Methvin, PE, City of Albuquerque, Aviation Department, (505) 244-7738

North NM 314 Bike and Pedestrian Improvements, Village of Los Lunas

Under our on-call contract with the Village of Los Lunas, Molzen Corbin assisted the Village with pedestrian improvements to NM 314 from Morris Road to Romeroville Drive. The purpose of this project was to beautify the corridor and promote alternate modes of transportation. Safety for bicyclists and pedestrians was the Village's primary concern, so Molzen Corbin designed a multiuse trail with lighting, landscaping, and fencing.

Major improvements included:

- Constructing a multi-use trail for pedestrian and bicycle traffic.
- Installing signing and striping to clearly indicate who the trail is intended for and how to navigate it safely.
- Planting Village-friendly landscaping to not only make the corridor beautiful, but aid drainage concerns by allowing for infiltration and mitigating erosion. The trees will grow to provide shade to the users of the trail and the overall palette is consistent with the accepted concepts of the Village.
- Lighting was also installed to promote safety along the corridor and the luminaires provide a design touch unique to the Village.

- Decorative fencing was constructed along the railroad to prevent conflicts between the trains and pedestrians. The fencing addition provided an element of safety immediately after construction, but it will also aid in creating a Railroad Quiet Zone in the future.

Construction for the first phase began in July 2018 and was completed in May 2019. It cost $2,448,047, of which $2,017,540 was funded by FHWA Small Urban Funds and Transportation Enhancements Fund. The second phase began construction in April 2020 and was completed in March 2021. It cost $2,894,135, of which $2,124,426 was funded by FHWA Small Urban Funds.

Contact: Michael Jaramillo, Public Works Director, Village of Los Lunas, (505) 975-9131; or Brittany Armijo, Assistant Public Works Director, Village of Los Lunas, (505) 352-7632

I-25/University Interchange, NMDOT

Completed in 2021, the new I-25/University Interchange was a collaborative project between the NMDOT, City of Las Cruces, and NMSU to ease traffic congestion along I-25 and University Avenue and to improve multi-modal access and safety through and around this high-volume intersection. Molzen Corbin was the lead engineering firm on the project that included a direct connection from I-25 to the NMSU campus via a new bridge on University Avenue. This allows the interstate off-ramp and Triviz Avenue to pass under University Avenue. Also included were two new roundabouts that are specially designed for all modes of transportation from large semi-trucks to pedestrians.

While this was an NMDOT project, the City of Las Cruces also made a substantial investment with new "gateway" landscaping, as well as water and gas utility improvements. Through our on-call with the City, Molzen Corbin designed the landscaping and irrigation system, as well as required waterline and gas line utilities. Additional highlights included:

- **Bridge Art Committee:** This project has two new bridges and 20 retaining walls, which provided the opportunity to showcase artwork. Molzen Corbin assembled a Bridge Art Committee to evaluate and select a New Mexico artist for the project.
- **Envision Silver Rating:** Molzen Corbin implemented the Envision rating system on this project, which is a sustainable infrastructure rating system developed specifically for horizontal infrastructure. The project was the first in New Mexico to receive an Envision rating.
- **Multi-Modal Access:** Molzen Corbin not only improved multi-modal access in the project area through sidewalk and bicycle lane improvements, but also extended the Triviz Trail to connect to the NMSU Campus at Sisbarro Park.

Contact: Jose Loera, Executive Director, Project Development and Engineering, NMSU, (575) 646-5013 (Office), (575) 642-3656 (Cell)


Bike and Pedestrian Improvements, Village of Los Lunas



CITY OF LAS CRUCES

RFP COMPLIANCE DECLARATION

RFP TITLE: **Landscape Architectural Design Services**

RFP NO.: **24-25-003**

DUE DATE/TIME: **September 26, 2024 / 4:00 p.m.**

In compliance with the requirements of this RFP, I, the undersigned, offer and agree to furnish any or all materials and/or services to the City of Las Cruces within the time agreed.

I further certify that this company has not been debarred, suspended, or otherwise made ineligible for participation in Federal Assistance programs under Executive Order 12549 Debarment and Suspension as described in the Federal Rules and Regulations.

Receipt of Addenda Nos.: 0 is hereby acknowledged (where none received, place a zero in this space)

Company Name and Address: MOLZEN CORBIN	
1155 Commerce Drive, Suite F	Authorized Signature John Quinn Pate, RA, RLA
Las Cruces, NM 88011	Typed or Printed Name Vice President, Architecture
	Title jpate@molzencorbin.com
	Email Address

Telephone number (575) 522-0049 Fax number (575) 522-7884

NM Tax & Revenue Dept. CRS # 01305771005

Current NM Secretary of State Business ID # 0493510 (corporations only)

Current CLC Business Registration # 00363-24 (respondents located in Las Cruces only)

Federal I.D. number 850166212 (mandatory for all respondents)

NM Resident Certificate from NM Tax and Revenue Department enclosed X Yes _____No

THIS FORM MUST BE COMPLETED AND INCLUDED WITH PROPOSAL
FAILURE TO INCLUDE WILL SUBJECT RESPONSE TO REJECTION

STATE OF NEW MEXICO

TAXATION AND REVENUE DEPARTMENT

RESIDENT BUSINESS CERTIFICATE

Issued to: **MOLZEN-CORBIN & ASSOCIATES, INC.**

DBA: **MOLZEN-CORBIN & ASSOCIATES, INC.**
2701 MILES RD SE STE 200
ALBUQUERQUE, NM 87106-3228

Expires: **16-Nov-2026**

Certificate Number:

L0668850800

Stephanie Schardin Clarke
Cabinet Secretary

THIS CERTIFICATE IS NOT TRANSFERABLE

CITY OF LAS CRUCES
P.O. BOX 20000
LAS CRUCES, NEW MEXICO 88004

2025 - 1

Type
Business Registration License - PROFESSIONAL SERVICE

Number
00363-24

Issue Date
02/21/2024

Expires
1/30/2025

**** NOTICE ****

This license becomes null & void if ownership, business name or address is changed. Licensee must apply within 10 days of such changes for transfer. Fees may apply. All applicable building & zoning regulations pertaining to business location must be followed.

Business Name: Molzen Corbin & Associates

1155 COMMERCE Dr
STE F
NM

***** POST THIS CERTIFICATE IN A CONSPICUOUS PLACE*****

24-05-003
Landscape
Architectural
Design Services

ATTACHMENT A

PROJECT ASSIGNMENT AGREEMENT

CITY OF LAS CRUCES

PROJECT ASSIGNMENT AGREEMENT

RFP NO. 24-25-003 LANDSCAPE ARCHITECTURAL DESIGN SERVICES

PROJECT NAME

Pursuant to terms and conditions of City of Las Cruces (CITY) Contract No. 24-25-003 dated _____, 2025 between the CITY and Molzen Corbin, (CONTRACTOR), as amended and incorporated herein by reference, the City and Contractor hereby agree on this _____ day of _____, 20___, as follows:

1. In a satisfactory and proper manner, the CONTRACTOR shall perform SERVICES as proposed in response to the CITY's RFP No. 23-24-050 and CONTRACTOR's proposal as set forth in ATTACHMENT A attached hereto.

2. The estimated completion date is number days after a Notice to Proceed is issued by the CITY to the CONTRACTOR.

3. In consideration for the satisfactory completion of the work agreed to herein, compensation shall be made in the amount of $dollars.cents, plus NMGRT. Invoices issued by the CONTRACTOR shall be made monthly / upon completion of project with payment by the CITY being made within 30 days upon receipt of undisputed invoice.

MOLZEN CORBIN	CITY OF LAS CRUCES
By: _____	By: _____
Signature Date	Signature Date
_____	Alicia Hernandez, Purchasing Manager
Print Name and Title	

Requisition No. XXXXXXXX

SAMPLE

ATTACHMENT A

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY): 2/18/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER
Professional Liability Insurers, Inc.
Higginbotham Insurance Agency, Inc.
6101 Moon Street NE Ste 1000
Albuquerque NM 87111
License#: 2081754

CONTACT NAME: Eloise Hughes
PHONE (A/C, No, Ext): 505-822-8114 **FAX (A/C, No):** 505-822-0341
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INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Donegal Mutual Insurance Company	13692
INSURER B : Atlantic States Insurance Company	22586
INSURER C : New Mexico Premier Insurance Company	13675
INSURER D : XL Specialty Insurance Co.	37885
INSURER E :	
INSURER F :	

INSURED
Molzen-Corbin & Associates Inc
2701 Miles Road SE
Albuquerque NM 87106
MOLZ&AS-01

COVERAGES **CERTIFICATE NUMBER:** 1299711522 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY	Y	Y	1000111468	12/31/2024	12/31/2025	EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 500,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
B	AUTOMOBILE LIABILITY	Y	Y	1000111478	12/31/2024	12/31/2025	COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	X ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS						BODILY INJURY (Per accident)	$
	HIRED AUTOS ONLY / NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$
								$
A	X UMBRELLA LIAB X OCCUR			1000111472	12/31/2024	12/31/2025	EACH OCCURRENCE	$ 4,000,000
	EXCESS LIAB CLAIMS-MADE						AGGREGATE	$ 4,000,000
	DED X RETENTION $ 10,000							$
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N	N / A	Y	64411.117	1/1/2025	1/1/2026	X PER STATUTE OTH-ER	
	ANYPROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED?						E.L. EACH ACCIDENT	$ 1,000,000
	(Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
D	Professional Liability		Y	DPR5037963	12/31/2024	12/31/2025	Each Claim Aggregate	2,000,000 6,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Aviation/Drone Liability, American Alternative Insurance Corporation, #9048809, Effective/Expiration Dates: 10/24/2024 - 10/24/2025, Liability Limit $1,000,000.
.
RE: 24-25-003 Landscape Architecture Design Services. Certificate holder is additional insured with respect to General & Auto Liability as required by written contract. Waiver of subrogation applies to all policies listed as required by written contract.

CERTIFICATE HOLDER

City of Las Cruces
PO Box 20000
Las Cruces NM 88004

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE



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POLICY NUMBER: 1000111468

Form, Coverage and Endorsement Supplemental Information

AU-102 05/91 General Amending Endorsement
Refer to form: THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY. BPD 20 37 01 19 ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - COMPLETED OPERATIONS - IN A WRITTEN CONTRACT OR AGREEMENT

Refer to form AU-102 05/91 Additional Insured-Owners, Lessees or Contractors-Completed Operations
BUSINESSOWNERS
AU-102 05-91

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED - OWNERS, LESSEES OR CONTRACTORS - COMPLETED OPERATIONS - IN A WRITTEN CONTRACT OR AGREEMENT

This endorsement modifies insurance provided under the following: BUSINESSOWNERS POLICY SCHEDULE

Name of Person or Organization: Any person or organization that you agree to include as an additional insured per written contract.

Location And Description of Completed Operations: Any and all.

I. The following provisions apply with respect to the insurance provided by the Businessowners Liability Coverage Form.

A. With respect to the insurance provided by this endorsement, the following is added to Paragraph C. Who Is An Insured:

4. The following is an additional insured:

a. Any person or organization shown in the Schedule above if you are required under a written contract or agreement to provide insurance such as is afforded under this policy. However, the insurance provided by this endorsement only applies with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule above performed for that insured and included in the "products-completed operations hazard". However,

(1) The insurance afforded to such additional insured only applies to the extent permitted by law; and

(2) The insurance afforded to such additional insured will not be broader than:

(a) The coverage you have agreed to provide in the written contract or agreement; or

(b) The coverage provided by this endorsement.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This person or organization is not an insured with respect to any "bodily injury", or "property damage" occurring prior to the date the written contract or agreement was executed and in effect.

C. With respect to the Insurance provided by this endorsement, the following is added to Paragraph D. Liability And Medical Expenses Limits Of Insurance:

5. The most we will pay under the insurance provided by this endorsement is:

a. The applicable limit of insurance to which you have agreed in the written contract or agreement to provide; or

b. The applicable Limit of Insurance shown in the Declarations,

whichever is less.

POLICY NUMBER: 1000111468

Form, Coverage and Endorsement Supplemental Information

AU-102 05/91 General Amending Endorsement

II. The Businessowners Common Policy Conditions form is amended as follows:

With respect to the Insurance provided by this endorsement, Paragraph H. Other Insurance is replaced by the following:

H. Other Insurance

This insurance is excess over any other valid and collectible insurance, whether primary, excess, contingent or on any other basis, unless you have agreed in a written contract or agreement for this insurance to apply on either a:

(1) Primary and non-contributory basis; or

(2) Contributory basis.

When this insurance is excess, we will have no duty under Coverage A to defend the insured against any "suit" if any other insurer has a duty to defend the insured against that "suit". If no other insurer defends, we will undertake to do so, but we will be entitled to the insured's rights against all those other insurers.

When this insurance is excess over other insurance, we will pay only our share of the amount of the loss, if any, that exceeds the sum of:

(1) The total amount that all such other insurance would pay for the loss in the absence of this insurance; and

(2) The total of all deductible and self-insured amounts under all that other insurance.

We will share the remaining loss, if any, with any other insurance that is not described in this Excess Insurance provision and was not bought specifically to apply in excess of the Limits of Insurance shown in the Declarations of this Coverage Part.

POLICY NUMBER: 1000111468
BUSINESSOWNERS
BP 04 51 07 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – WITH ADDITIONAL INSURED REQUIREMENT IN CONSTRUCTION CONTRACT

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS COVERAGE FORM

Section II – Liability is amended as follows:

A. The following is added to Paragraph **C. Who Is An Insured:**

3. Any person(s) or organization(s) for whom you are performing operations is also an additional insured, if you and such person(s) or organization(s) have agreed in writing in a contract or agreement that such person(s) or organization(s) be included as an additional insured on your policy. Such person(s) or organization(s) is an additional insured only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

a. Your acts or omissions; or

b. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured.

However, the insurance afforded to such additional insured:

a. Only applies to the extent permitted by law; and

b. Will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

A person's or organization's status as an additional insured under this endorsement ends on the earlier of the date:

a. When your operations for that insured are completed; or

b. The contract or agreement you have entered into with the additional insured is terminated.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusion applies:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or

2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

C. With respect to the insurance afforded to these additional insureds, the following is added to Paragraph **D. Liability And Medical Expenses Limits Of Insurance:**

The most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement you have entered into with the additional insured; or

2. Available under the applicable Limits Of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits Of Insurance shown in the Declarations.

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POLICY NUMBER: 1000111468
BUSINESSOWNERS
BPD-303 01 22

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

BUSINESSOWNERS PLUS LIABILITY ENHANCEMENT ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS COVERAGE FORM

SCHEDULE*

Coverage	Limit(s) of Insurance	Page

***** Information required to complete this Schedule, if not shown on this endorsement, will be shown in the Declarations.

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I. The following provisions apply with respect to the insurance provided by **SECTION II – Liability** of the Businessowners Coverage Form.

A. Supplementary Payments - Bail Bonds

Subparagraph **1.f.(1)(b) Coverage Extension - Supplementary Payments** under Paragraph **A. Coverages** is replaced by the following:

(b) Up to the Limit of Insurance shown in the Schedule above for Supplementary Payments - Bail Bonds for cost of bail bonds required because of accidents or traffic law violations arising out of the use of any vehicle to which Business Liability Coverage for "bodily injury" applies. We do not have to furnish these bonds.

B. Supplementary Payments - Loss of Earnings

Subparagraph **1.f.(1)(d) Coverage Extension - Supplementary Payments** under Section **A. Coverages** is replaced by the following:

(d) All reasonable expenses incurred by the insured at our request to assist us in the investigation or defense of the claim or "suit", including actual loss of earnings up to the Limit of Insurance shown in the Schedule above for Supplementary Payments - Loss of Earnings because of time off from work.

C. Broadened Named Insured

The following is added to Paragraph **C.1. Who Is An Insured:**

f. An organization other than a partnership, joint venture or limited liability company and you newly acquire or form another organization or subsidiary thereof other than a partnership, joint venture or limited liability company over which you maintain ownership or majority interest, you will qualify as an insured, provided:

(1) There is no other similar insurance available to that organization; and

(2) Coverage under this provision is then only afforded until the 60th day after you acquire or form the organization or the end of the policy period, whichever is earlier; and

(3) Coverage under this provision does not apply to "bodily injury", "property damage", "personal injury" or "advertising injury" that occurred before you acquired or formed the organization.

D. Who Is An Insured

The following is added to Section **C. Who Is An Insured**:

3. The following is an additional insured:

a. (1) Any person or organization whom you are required under a written contract or agreement to provide insurance such as is afforded under this policy, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part:

(a) Your acts or omissions; or

(b) The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations at the site or location designated in the written contract or agreement or in connection with your premises owned by or rented to you.

(2) Any person or organization (referred to below as vendor) with whom you agree in a written contract or agreement to provide insurance such as is afforded under this policy, but only with respect to "bodily injury" or "property damage" caused, in whole or in part, by "your products" which are distributed or sold in the regular course of the vendor's business, subject to the following additional exclusions:

(a) The insurance afforded the vendor does not apply to:

(i) "Bodily injury" or "property damage" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

(ii) Any express warranty unauthorized by you;

(iii) Any physical or chemical change in the product made intentionally by the vendor;

(iv) Repackaging, unless unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

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(v) Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

(vi) Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

(vii) Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor.

(viii) "Bodily injury" or "property damage" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

i. The exceptions contained in Subparagraphs **(iv)** or **(vi)** above; or

ii. Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

(b) This insurance does not apply to any insured person or organization, from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

b. The insurance afforded to such person or organization described in paragraph **a.** above only applies to the extent permitted by law.

c. The insurance afforded to such person or organization described in paragraph **a.** above will not be broader than:

(1) The coverage you have agreed to provide in the written contract or agreement; or

(2) The coverage provided by this endorsement.

d. A person's or organization's status as an additional insured under this endorsement ends when their contract or agreement with you ends.

e. The insurance provided to such person or organization described in paragraph **a.** above does not apply to "bodily injury" or "property damage" occurring:

(1) Prior to the date the written contract or agreement was executed and in effect;

(2) After your contract or agreement with such additional insured ends; or

(3) After the requirement in the written contract or agreement to add such person or organization as an additional insured on your policy ends.

f. The insurance afforded to any additional insured is excess over any other valid and collectible insurance, whether primary, excess, contingent or on any other basis, unless you have agreed in a written contract or agreement for this insurance to apply on either a:

(1) Primary and non-contributory basis; or

(2) Contributory basis.

E. Medical Expenses

In addition to the Medical Expenses Limit shown in the Declarations and as referenced in Section **D. Liability and Medical Expenses Limits of Insurance,** the additional limit of insurance shown in the Schedule above as applicable to Medical Expenses applies.

F. Damage To Premises Rented To You Coverage

In addition to the Damage To Premises Rented To You Coverage Limit shown in the Declarations and as referenced in Section **D.3. Liability and Medical Expenses Limits of Insurance,** the additional limit of insurance shown in the Schedule above as applicable to Damage To Premises Rented To You Coverage applies.

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The following is added to subparagraph **b.** under Paragraph **4. Aggregate Limits** as found in Section **D. Liability And Medical Expenses Limits Of**:

This aggregate limit applies separately to each of your premises described in the Declarations.

G. Unintentional Failure To Disclose Hazards

The following Condition is added to Section **E. Liability And Medical Expenses General Conditions**:

5. Unintentional Failure To Disclose Hazards

Any unintentional error or omission in the description of, or failure to completely describe, any premises or operations intended to be covered by this Policy will not invalidate or affect coverage for those premises or operations. Such unintentional error or omission must be reported to us as soon as practicable after its discovery.

This Condition does not affect our right to collect any additional premium associated with such unintentional error or omission or our right to cancel or non-renew this policy.

II. The following provisions apply with respect to the insurance provided by **SECTION III – Common Policy Conditions** of the Businessowners Coverage Form.

Waiver Of Transfer Of Rights Of Recovery

The following provision is added to Condition **K.2. Transfer Of Rights Of Recovery Against Others To Us** as found in the Businessowners Common Policy Conditions form and supersedes any provisions to the contrary.

With respect to the insurance provided by the Businessowners Coverage Form only, including any forms and/or endorsements modifying the insurance provided by the Businessowners Liability Coverage Form, we waive any right of recovery we may have against any person or organization because of payments we make for injury or damage arising out of "your work" included in the "products-completed operations hazard" or your ongoing operations, subject to the following:

1. You are required under a written contract to waive your rights to recover from that person or organization; and

2. The written contract or agreement was executed and in effect before any "occurrence", offense, injury, damage, accident, wrongful act ("wrongful act"), negligent act error or omission, loss, or demand, that would give rise to a claim under this Policy;

The waiver of your rights of recovery does not apply with respect to any person who is an engineer or architect, or any organization regarding any engineer or architect employed by such organization, except as agreed to in writing by us.

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POLICY NUMBER: 1000111478
COMMERCIAL AUTO
CAD 09 31 01 22

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED BY CONTRACT - LIABILITY COVERAGE

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

The following provisions are added to subparagraph **1. Who Is An Insured** under paragraph **A. Coverage** as found in **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

d. **(1)** Any person or organization with whom you are required under a written contract, agreement, or permit to provide insurance such as is afforded under this policy, is an "insured" for Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured Provision contained in Section II of the Coverage Form.

(2) With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This does not apply to "bodily injury" or "property damage" occurring:

(i) Prior to the date the written contract or agreement was executed and in effect;

(ii) After your contract or agreement with such additional insured ends; or

(iii) After the requirement in the written contract or agreement to add such person or organization as an additional insured on your policy ends.

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POLICY NUMBER: 1000111478

COMMERCIAL AUTO
CAD 09 04 01 22

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

SILVER SERIES PLUS
BUSINESS AUTO COVERAGE ENHANCEMENT ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM

SCHEDULE*

Coverage	Limits of Insurance

***** Information required to complete this Schedule, if not shown on this endorsement, will be shown in the Declarations.

The following Coverages apply only if they are shown in the Schedule above. Each of the Coverages is subject to the limit of insurance associated with such Coverage in the Schedule.

The following provisions apply only with respect to the insurance provided by the Business Auto Coverage Form.

I. BROAD FORM NAMED INSURED AND NEWLY ACQUIRED OR FORMED ORGANIZATIONS COVERAGE

The following provisions are added to subparagraph **1. Who Is An Insured** under paragraph **A. Coverage** as found in **SECTION II – COVERED AUTOS LIABILITY COVERAGE**:

d. Any organization, or any subsidiary of such organization, which is a legally incorporated entity of which you own a financial interest of more than 50 percent of the voting stock on the effective date of this endorsement with respect to any covered "auto". However, this paragraph **A.1.d.** does not apply to "accident" or "loss" with respect to which an "insured" under this policy is also an "insured" under another policy, or would be an "insured" under such other policy but for its termination or upon the exhaustion of its limits of insurance, unless such other policy was written to apply specifically in excess of this policy.

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e. Any organization you newly acquire or form, other than a partnership, joint venture or limited liability company, and over which you maintain ownership or majority interest, will qualify as an insured if there is no other similar insurance available to that organization. However:

(1) Coverage under this provision is afforded only until the 180th day after you acquire or form the organization or the end of the policy period, whichever is earlier;

(2) Coverage under this provision does not apply to "bodily injury" or "property damage" that results from an "accident" that occurred before you acquired or formed the organization.

All provisions, exclusions and conditions applicable to you, except those pertaining to notice of cancellation or refusal to renew, as provided in this policy, including any endorsement attached to and made a part of this policy, apply with respect to the insurance provided to such newly acquired or formed organizations.

II. SUPPLEMENTARY PAYMENTS INCREASED LIMITS

A. Subparagraph **a.(2)** under paragraph **2. Coverage Extensions** as found in paragraph **A. Coverage** (**SECTION II – COVERED AUTOS LIABILITY COVERAGE**) is deleted and replaced by the following:

(2) Up to the limit of insurance shown in the Schedule above for Supplementary Payments - Bail Bonds Increased Limit for the cost of bail bonds (including bonds for related traffic law violations) required because of an "accident" we cover. We do not have to furnish these bonds.

B. Subparagraph **a.(4)** under paragraph **2. Coverage Extensions** as found in paragraph **A. Coverage** (**SECTION II – COVERED AUTOS LIABILITY COVERAGE**) is deleted and replaced by the following:

(4) All reasonable expenses incurred by the "insured" at our request, including actual loss of earnings up to the limit of insurance shown in the Schedule above for Supplementary Payments - Loss of Earnings Increased Limit, because of time off from work.

III. BROADENED TOWING AND LABOR COSTS COVERAGE - ALL VEHICLE TYPES

Subparagraph **2. Towing** under paragraph **A. Coverage** as found in **SECTION III - PHYSICAL DAMAGE COVERAGE** is deleted and replaced by the following:

2. Towing And Labor Costs

We will pay up to the limit of insurance shown in the Schedule above for Broadened Towing And Labor Costs Each Disablement for towing and labor costs incurred each time a covered "auto" is disabled. However, the labor must be performed at the place of disablement.

With respect to disablement of covered "autos" other than of the private passenger type, the most we will pay for the total of all towing and labor costs during the policy period shown in the Declarations is the limit of insurance shown in the Schedule above for Broadened Towing And Labor Costs Aggregate Limit.

IV. BROADENED TRANSPORTATION EXPENSES COVERAGE EXTENSION - ALL VEHICLE TYPES

Subparagraph **a. Transportation Expenses** under paragraph **4. Coverage Extensions** as found in paragraph **A. Coverage** (**SECTION III - PHYSICAL DAMAGE COVERAGE**) is deleted and replaced by the following:

a. Transportation Expenses

We will pay per day up to the limit of insurance shown in the Schedule above for Broadened Transportation Expenses Increased Limits Per Day, subject to the maximum limit of insurance shown in the Schedule above for Broadened Transportation Expenses Maximum Limit, for temporary transportation expense incurred by you because of the total theft of a covered "auto". We will pay only for those covered "autos" for which you carry either Comprehensive or Specified Causes of Loss Coverage. We will pay for temporary transportation expenses incurred during the period beginning 48 hours after the theft and ending, regardless of the policy's expiration, when the covered "auto" is returned to use or we pay for its "loss".

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V. BROADENED LOSS OF USE EXPENSES COVERAGE EXTENSION

Subparagraph **b. Loss Of Use Expenses** under paragraph **4. Coverage Extensions** as found in paragraph **A. Coverage** (**SECTION III - PHYSICAL DAMAGE COVERAGE**) is deleted and replaced by the following:

b. Loss Of Use Expenses

For Hired Auto Physical Damage, we will pay expenses for which an "insured" becomes legally responsible to pay for loss of use of a vehicle rented or hired without a driver, under a written rental contract or agreement. We will pay for loss of use expenses if caused by:

(1) Other than collision only if the Declarations indicate that Comprehensive Coverage is provided for any covered "auto";

(2) Specified Causes Of Loss only if the Declarations indicate that Specified Causes Of Loss Coverage is provided for any covered "auto"; or

(3) Collision only if the Declarations indicate that Collision Coverage is provided for any covered "auto".

However, the most we will pay for any expenses for loss of use is the limit of insurance shown in the Schedule above for Loss Of Use Expenses Per Day, subject to the maximum limit of insurance shown in the Schedule above for Loss Of Use Expenses Maximum Limit.

VI. The following is added to paragraph **A. COVERAGE** (**SECTION III - PHYSICAL DAMAGE COVERAGE**):

5. Hired Auto Physical Damage

If hired "autos" are covered "autos" for Liability Coverage under this policy and if Physical Damage Comprehensive Coverage, Physical Damage Specified Causes Of Loss Coverage, or Physical Damage Collision Coverage is provided under this policy for any "auto" you own, then such Physical Damage Coverages are extended to apply to "autos" you hire without a driver, subject to the following provisions:

a. The most we will pay for any "accident" or "loss" under this Hired Auto Physical Damage Coverage is the lesser of:

(1) The limit of insurance shown in the Schedule above for Hired Auto Physical Damage Coverage - Any One Accident Or Loss;

(2) The actual cash value, which includes an adjustment for depreciation and physical condition in the event of a total "loss"; or

(3) The cost of repairing or replacing the damaged or stolen hired "auto" with other property of like kind and quality,

minus a $500 deductible. No deductible applies to "loss" caused by fire or lightning.

b. Subject to the limit of insurance and deductible provisions provided in paragraph **5.a.** above, we will provide coverage equal to the broadest Physical Damage Coverage applicable to any covered "auto" shown in the Declarations.

c. This Hired Auto Physical Damage Coverage does not apply to any "auto" you lease, hire, rent or borrow from any of your "employees", partners (if you are a partnership), members (if you are a limited liability company), or members of their households.

d. This Hired Auto Physical Damage Coverage is excess over all other collectible insurance.

6. Rental Reimbursement Expenses

We will pay for rental reimbursement expenses incurred by you for the rental of an "auto" because of "loss", other than total theft, to a covered "auto". We will pay rental reimbursement expenses only for those covered "autos":

a. For which you carry either Comprehensive or Specified Causes of Loss Coverage if the "loss" arises from such coverage; or

b. For which you carry either Collision Coverage if the "loss" arises from such coverage.

We will pay only for those expenses incurred during the policy period beginning 24 hours after the "loss" and ending, regardless of the policy's expiration, when the covered "auto" is repaired or replaced or we pay for its "loss". This coverage does not apply while there are spare or reserve "autos" available to you for your operations. The most we will pay for rental reimbursement expenses under this Coverage Extension because of "loss" to a covered "auto" is the limit of insurance shown in the Schedule above for Rental Reimbursement Coverage. No deductibles apply to this coverage.

If the Rental Reimbursement Coverage endorsement is also attached to and made a part of this policy, then the coverage provided under this Rental Reimbursement Expenses Coverage Extension will be excess over the insurance provided by the Rental Reimbursement Coverage endorsement.

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7. Personal Effects Coverage

We will pay up to the limit of insurance shown in the Schedule above for Personal Effects Coverage for loss to wearing apparel and other personal effects which are:

a. Owned by an "insured"; and

b. In or on your covered "auto".

This coverage applies only in the event of a total theft of your covered "auto".

No deductibles apply to this coverage.

The insurance provided by this Personal Effects Coverage provision is excess over any other collectible insurance covering such property.

8. Auto Loan/Lease Gap Coverage

In the event of a total "loss" to a covered "auto" shown on the Declarations in the Schedule Of Covered Autos You Own, we will pay any unpaid amount due on the lease or loan for a covered "auto", less:

a. The amount paid under the Physical Damage Coverage Section of the policy; and

b. Any:

(1) Overdue lease/loan payments at the time of the "loss";

(2) Financial penalties imposed under a lease for excessive use, abnormal wear and tear or high mileage.

(3) Security deposits not returned by the lessor;

(4) Costs for extended warranties, Credit Life Insurance, Health, Accident or Disability Insurance purchased with the loan or lease; and

(5) Carry-over balances from previous loans or leases.

We will pay the unpaid amount due on the lease or loan only for those covered "autos":

a. For which you carry either Comprehensive or Specified Causes of Loss Coverage if the "loss" arises from such coverage; or

b. For which you carry either Collision Coverage if the "loss" arises from such coverage.

VII. AIRBAG ACCIDENTAL DISCHARGE COVERAGE

The following is added to subparagraph **3.** under paragraph **B. Exclusions** as found in **SECTION III - PHYSICAL DAMAGE COVERAGE**:

The exclusion for "loss" caused by or resulting from mechanical breakdown, as described in paragraph **B.3.a.** above, does not apply with respect to the accidental discharge of an airbag in a covered "auto" if the airbag is repaired or replaced in a manner acceptable to us. No deductible will apply to such "loss".

VIII. REPLACEMENT COST OF A PRIVATE PASSENGER VEHICLE

For a covered private passenger "auto" you own, paragraph **C. Limits Of Insurance** as found in **SECTION III - PHYSICAL DAMAGE COVERAGE** is replaced by the following:

If we deem a covered "auto" to be a total loss within 180 days of your purchase of the automobile new, and it has not been previously titled, at our option we may:

1. Replace the covered "auto" with a new auto of like make, model and year; or

2. Pay you an amount equal to the cost of the covered "auto" new, including taxes.

IX. GLASS REPAIR DEDUCTIBLE WAIVER

The following is added to paragraph **D. Deductible** as found in **SECTION III - PHYSICAL DAMAGE COVERAGE**:

However, no deductible applies to glass damage if the glass is repaired in a manner acceptable to us instead of replaced.

X. PARKED AUTO COLLISION DEDUCTIBLE

A. The following is added to paragraph **D. Deductible** as found in **SECTION III - PHYSICAL DAMAGE COVERAGE**:

However, in the event of "loss" caused by collision to a covered "auto" while such "auto" is in the care, custody or control of an "insured" and legally parked, the Collision Coverage deductible amount that will be applied to the "loss" will be $100, regardless of any deductible amount shown in the Declarations as applicable to such covered "auto".

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This Parked Auto Collision Deductible provision does not apply to the "loss" if:

1. The covered "auto" is occupied at the time of the "loss"; or
2. The covered "auto" is in the care, custody or control of any person or organization engaged in the business of selling, servicing, repairing or parking "autos".

B. If the Exclusions section of any Uninsured Motorists Coverage endorsement or Underinsured Motorists endorsement attached to and made a part of this policy includes a provision excluding a stated dollar amount from the total amount of "property damage" as the result of any one "accident", such stated dollar amount is revised to be $100.

XI. MULTIPLE DEDUCTIBLE PROVISION

The following is added to paragraph **D. Deductible** as found in **SECTION III - PHYSICAL DAMAGE COVERAGE**:

If a "loss" covered under this Coverage Part also involves a "loss" to other property from the same "accident", which is covered under a Commercial Property or Inland Marine Coverage Part issued by us or any member company of ours for you, only the highest deductible applicable to those coverages will be applied to the "accident".

XII. KNOWLEDGE OF AN ACCIDENT, CLAIM, SUIT OR LOSS

The following provisions are added to subparagraph **2. Duties In The Event Of Accident, Claim, Suit Or Loss** under paragraph **A. Loss Conditions** as found in **SECTION IV - BUSINESS AUTO CONDITIONS**:

d. Knowledge of an "accident", claim, "suit" or "loss" by an agent, servant or "employee" of an "insured" (other than an officer or insurance manager if you are a corporation, a partner if you are a partnership, or a manager if you are a limited liability company) does not imply knowledge of the "insured" unless the "insured" has received notice from the agent, servant or "employee".

e. Failure by an agent, servant or "employee" of an "insured" (other than an officer or insurance manager if you are a corporation, a partner if you are a partnership, or a manager if you are a limited liability company) to notify us of an "accident", claim, "suit" or "loss" will not jeopardize your coverage.

XIII. BLANKET WAIVER OF SUBROGATION

The following is added to paragraph **A. Loss Conditions 5. Transfer Of Rights Of Recovery Against Others To Us** as found in **SECTION IV - BUSINESS AUTO CONDITIONS**:

With respect to the insurance provided under **SECTION II – COVERED AUTOS LIABILITY COVERAGE** only, we waive any right of recovery we may have against any person or organization because of payments we make for "bodily injury" or "property damage" caused by an "accident" and resulting from the ownership, maintenance or use of a covered "auto" if such ownership, maintenance or use of a covered "auto" is related to work or ongoing operations performed by you or on your behalf. This provision is also subject to the following:

The work or ongoing operations performed by you or on your behalf have not yet been completed or abandoned and are being performed away from premises you own or rent;

A. You are required under a written contract to waive your rights to recover from that person or organization; and

B. The written contract was executed and in effect before any "accident", injury, loss or demand that would give rise to a claim under this Business Auto Policy.

Under paragraph **A.** above, your work will be deemed completed at the earliest of when all the work called for in your contract has been completed, when all of the work to be done at a job site has been completed if your contract calls for work at more than one job site, or when that part of the work done at a job site has been put to its intended use by any person or organization other than another contractor or subcontractor working on the same project. Work that may need service, maintenance, correction, repair or replacement, but which is otherwise complete, will be treated as completed.

XIV. UNINTENTIONAL FAILURE TO DISCLOSE HAZARDS

The following provision is added to paragraph **A. Loss Conditions** as found in **SECTION IV - BUSINESS AUTO CONDITIONS**:

6. Unintentional Failure To Disclose Hazards

We will not deny coverage under this policy because of an unintentional failure to disclose all exposures or hazards existing on the effective date of the Business Auto Policy or because of an unintentional error or omission in any of the information provided by you and relied upon by us in the issuance of this policy. However:

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a. You must report the undisclosed exposure or hazard, or unintentional error or omission, to us as soon as practicable after its discovery;

b. This provision does not affect our right to collect any additional premium associated with such unintentional failure or our right to cancel or non-renew this policy.

XV. WORLDWIDE HIRED AUTO COVERAGE

Subparagraph **b.(5)** under paragraph **B. General Conditions 7. Policy Period, Coverage Territory** as found in **SECTION IV - BUSINESS AUTO CONDITIONS** is deleted and replaced by the following:

(5) Anywhere in the world if a covered "auto" is leased, hired, rented or borrowed without a driver for a period of 30 days or less;

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WORKERS COMPENSATION AND EMPLOYERS LIABILITY INSURANCE POLICY

New Mexico Premier Insurance Company (Ed. 4-84)

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

Schedule

BLANKET WAIVER/ WORK LOCATION(S):

PER CONTRACT(S) ON FILE WITH EMPLOYER - APPLIES IN NEW MEXICO AND WHILE TEMPORARILY WORKING OUTSIDE THE STATE OF NEW MEXICO

SPECIFIC WAIVER(S)

NEW MEXICO AND WHILE TEMPORARILY WORKING OUTSIDE THE STATE OF NEW MEXICO

Company Name	Address	Waiver Contact	Job Description

Exhibit "B"

24-05-003
Landscape
Architectural
Design Services

CITY OF LAS CRUCES
PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, made and entered into on this ____ day of April, 2025 by and between the City of Las Cruces, New Mexico, hereinafter called “CITY” and Sites Southwest, LLC, of 1700 Central SW, Suite B, Albuquerque, New Mexico, 87104, hereinafter called “CONTRACTOR”.

1. PROJECT DESCRIPTION
Landscape Architectural Design Services on an as needed basis via Project Assignment Agreements (Attachment A) during the term of this AGREEMENT.

2. SCOPE OF SERVICES
In a satisfactory and proper manner, the CONTRACTOR shall perform SERVICES, as proposed in response to the CITY’S RFP No.24-25-003, as set forth in Exhibit A, attached hereto and made a part of this Agreement.

The CONTRACTOR is authorized to extend the same terms and conditions of this Agreement to other governmental entities conditioned upon the procurement laws and regulations of those entities. The CITY shall not be a party nor have any liability relating to such extensions.

3. APPROPRIATIONS
The terms of this Agreement are contingent on sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorizations are not made by the City Council, this Agreement shall terminate upon written notice given by the CITY to CONTRACTOR. The CITY’S decision as to whether sufficient appropriations and authorizations exist shall be accepted by CONTRACTOR and shall be final.

4. COMPENSATION
The CITY shall compensate CONTRACTOR for the performance of SERVICES under this Agreement an amount agreed to for each assigned project, plus applicable taxes. CONTRACTOR shall perform the SERVICES upon receipt of a purchase order or written Notice to Proceed for each assigned project from the CITY. The CITY cannot authorize costs to be incurred prior to such written Notice to Proceed. CONTRACTOR shall submit invoices upon completion of the project. CITY shall pay invoices Net 30 days upon receipt of undisputed invoice.

CONTRACTOR is responsible for payment of State of New Mexico Gross Receipts Tax levied on the amounts payable under this Agreement. CONTRACTOR agrees to comply with all federal and state tax payments and report all items of gross receipts as income from the operations of its business.

5. DEVOTION OF ADEQUATE TIME

CONTRACTOR will devote the necessary hours each week to the performance of projects that are required by the CITY and it will serve the CITY diligently and faithfully, and according to its best ability in all respects and will promote the best interests of the CITY.

6. TERM AND SCHEDULE

This Agreement shall become effective on April 1, 2025 for a term of five years through March 31, 2029.

CONTRACTOR shall perform the SERVICES in accordance with the time set forth as agreed upon by the CITY and CONTRACTOR and as agreed to for each project assigned under the terms of this Agreement.

7. EXTENSIONS, CHANGES, AND AMENDMENTS

This Agreement shall not be extended, changed, or amended except by instrument in writing executed by the parties. The CITY shall not be liable for payment of any extra services nor shall CONTRACTOR be obligated to perform any extra services except upon such written agreement. Such written approval shall indicate the date said extension, change, or amendment is effective and shall be signed by the parties to this Agreement. In the event that the parties cannot reach agreement as to a particular change, the issue shall be resolved pursuant to Article 21.

8. CHANGES AND EXTRA SERVICES BY THE CITY

The CITY may make changes within the general scope of the SERVICES plus may also request CONTRACTOR to perform other extra services not incorporated within the Services set forth in this Agreement. If the CONTRACTOR is of the opinion that such change causes an increase or decrease in the cost and/or the time required for performing the changes or other services required by the City, CONTRACTOR shall so notify the CITY of that fact within five (5) business work days from the date of receipt of change by the CITY. The CITY shall provide written response to the CONTRACTOR within five (5) business work days from the date of receipt of CONTRACTOR’S written notification.

9. CHANGES AND EXTRA SERVICES BY THE CONTRACTOR

In the event a condition is identified by the CONTRACTOR which, in the opinion of the CONTRACTOR, changes the services, costs, and/or time required for performance under this Agreement, the CONTRACTOR shall provide written notification to the CITY within five (5) business work days of such identification. The CITY shall respond in writing to such notification within five (5) business work days from the date of receipt of CONTRACTOR’S notification.

10. DELAYS

In the event that performance of SERVICES is delayed by causes beyond reasonable control of CONTRACTOR, and without the fault or negligence of CONTRACTOR, the time and total compensation for the performance of the SERVICES may be equitably

adjusted by written agreement to reflect the extent of such delay. CONTRACTOR shall provide the CITY with written notice of delay pursuant to Article 9 including therein a description of the delay and the steps contemplated or actually taken by CONTRACTOR to mitigate the effect of such delay. The CITY will make the final determination as to reasonableness of delays.

11. TERMINATION

This Agreement may be terminated by either party hereto upon fifteen (15) calendar days written notice in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement through no fault of the terminating party. This Agreement may also be terminated by the CITY for its convenience or because the PROJECT has been permanently abandoned, but only upon fifteen (15) calendar days written notice to CONTRACTOR.

In the event of termination, CONTRACTOR shall be compensated for all services performed and costs incurred up to the effective date of termination for which CONTRACTOR has not been previously compensated.

Upon receipt of notice of termination from the CITY, CONTRACTOR shall discontinue the SERVICES unless otherwise directed and upon final payment from the CITY deliver to the CITY the required number of copies of all data, drawings, reports, estimates, summaries, and such other information and materials as may have been accumulated by CONTRACTOR in the performance of this Agreement, whether completed or in process.

12. RECORDS AND AUDITS

CONTRACTOR will maintain records indicating dates, length of time, and services rendered. The CITY has the right to audit billings both before and after payment, and contest any billing or portion thereof. Payment under this Agreement does not foreclose the CITY’S right to recover excessive or illegal payments. CONTRACTOR will retain records for five (5) years after the completion of the project.

13. DISCLOSURE AND OWNERSHIP OF DOCUMENTS, PRODUCTS, DESIGN, ELECTRONIC FILES

All technical data, electronic files, and other written and oral information not in the public domain or not previously known, and all information, electronic files, and data obtained, developed, or supplied by the CITY will be kept confidential and CONTRACTOR will not disclose to any other party, directly or indirectly, without the CITY’S prior written consent unless required by lawful order.

All technical data, electronic files, products developed, operational parameters, blueprints, and other information and work of the CONTRACTOR shall be the sole property of the CITY and shall be delivered to the CITY when requested and at the end of the Agreement.

14. INDEPENDENT CONTRACTOR

CONTRACTOR represents that it has, or will secure, at its own expense, all personnel required in performing the SERVICES under this Agreement. Such personnel shall not be employees of, nor have any contractual relationship with the CITY. CONTRACTOR, consistent with its status as an independent contractor, further agrees that its personnel will not hold themselves out as, nor claim to be officers or employees of the CITY by reason of this Agreement.

To the extent that CONTRACTOR employs any employees, CONTRACTOR shall be solely responsible for providing its own form of insurance for its employees and in no event shall CONTRACTOR's employees be covered under any policy of the CITY.

CONTRACTOR'S retention hereunder is not exclusive. Subject to the terms and provisions of this Agreement: (i) CONTRACTOR is able, during the Term hereof, to perform services for other parties; and (ii) CONTRACTOR may perform for its own account other professional services outside the scope of this Agreement.

CONTRACTOR is and shall be an Independent Contractor and shall be responsible for the management of its business affairs. In the performance of the work under this Agreement, CONTRACTOR will at all times be acting and performing as an Independent Contractor, as that term is understood for federal and state law purposes, and not as an employee of the CITY. Without limitation upon the foregoing, CONTRACTOR shall not accrue sick leave, jury duty pay, retirement, insurance, bonding, welfare benefits, or any other benefits, which may or may not be afforded employees of the CITY. CONTRACTOR will not be treated as an employee for purposes of: Workers' Compensation benefits; the Federal Unemployment Tax Act; Social Security; other payroll taxes, federal or any state income tax withholding; or the employee benefit provisions described in the Internal Revenue Code of 1986, as amended. Neither the CITY, nor its agents or representatives, shall have the right to control or direct the manner, details or means by which CONTRACTOR accomplishes and performs its services. Nevertheless, CONTRACTOR shall be bound to fulfill the duties and responsibilities contained in the Agreement.

15. NO JOINT VENTURE OR PARTNERSHIP

Nothing contained in this Agreement shall create any partnership, association, joint venture, fiduciary or agency relationship between CONTRACTOR and CITY. Except as otherwise specifically set forth herein, neither CONTRACTOR nor CITY shall be authorized or empowered to make any representation or commitment or to perform any act which shall be binding on the other unless expressly authorized or empowered in writing.

16. ASSIGNMENT

CONTRACTOR shall perform all the services under this Agreement and shall not assign any interest in this Agreement or transfer any interest in same or assign any claims for

money due or to become due under this Agreement without the prior written consent of the CITY.

17. INSURANCE

CONTRACTOR shall obtain and maintain insurance at its own cost and expense during the life of this Agreement, and shall require Subcontractors, if any, to maintain during the life of his subcontract:

1. Commercial General Liability Insurance
   a. $1,000,000 per occurrence / $2,000,000 aggregate
   b. Coverage must include premises and operations, products and completed operations, and personal and advertising injury.
   c. The City of Las Cruces must be named as an Additional Insured for all coverages listed above on endorsements acceptable to the City.
   d. Coverage must be primary and non-contributory.
   e. Coverage must be per project or per location.
   f. Coverage must be on an occurrence form.
   g. Subrogation must be waived.
2. Commercial Auto Liability
   a. $1,000,000 per occurrence
   b. Coverage must be for “owned, leased, hired, and non-owned autos” or “any autos.”
3. Workers’ Compensation and Employers Liability
   a. Statutory Limits
   b. Employer liability – $1,000,000 each accident, $1,000,000 each employee by disease, $1,000,000 policy limit
   c. Subrogation must be waived.
4. Professional Liability: $1,000,000 per claim

Endorsements for additional insured coverage and waivers of subrogation must be provided as a condition of this Agreement and shall be noted on the certificate.

CONTRACTOR shall furnish the CITY with a certificate(s) of insurance showing CONTRACTOR and Subcontractors, if any, have complied with this Article. The CONTRACTOR shall provide insurance certificates before work is to start on the project and shall provide the CITY thirty (30) days written notification of cancellation of such policies.

18. INDEMNITY AND LIMITATION

CONTRACTOR shall indemnify, defend, and hold harmless the CITY from and against any and all claims, suits, actions, judgments, demands, losses, costs, expenses, damages, and liability caused in whole or in part by, resulting in whole or in part from, or arising in whole or in part out of the negligent acts, errors, or omissions of CONTRACTOR, its officers, employees, agents, or representatives in the performance of SERVICES under this agreement.

19. APPLICABLE LAW
This Agreement and the rights and obligations of the parties shall be governed by and construed by the laws of the State of New Mexico applicable to Agreements between New Mexico parties made and performed in that state, without regard to conflicts of law principles. Venue shall be in the Third Judicial District, State of New Mexico.

CONTRACTOR shall abide and be governed by all applicable state law, CITY ordinances, and laws regarding the CONTRACTOR'S services or any work done pursuant to this Agreement, including anti-discrimination.

20. BREACH
In the event CONTRACTOR breaches any obligation contained in this Agreement, prior to instituting any action or dispute resolution procedure, the CITY shall give CONTRACTOR written notice of such breach. In the event CONTRACTOR fails to remedy the breach within five (5) working days of receiving such written notice, the CITY, at its sole discretion, without any obligation to do so and in addition to other remedies available under applicable law, may remedy CONTRACTOR'S breach and recover any and all costs and expenses in so doing from CONTRACTOR.

21. DISPUTE RESOLUTION
In the event that a dispute arises between CITY and CONTRACTOR under this Agreement or as a result of breach of this Agreement, the parties agree to act in good faith to attempt to resolve the dispute.

22. NOTIFICATION
All notices required or permitted under this Agreement shall be in writing and shall be deemed sufficiently served if served by Registered Mail addressed as follows:

TO CITY:	City of Las Cruces PO Box 20000 Las Cruces, NM 88004 ATTENTION: Catherine Mathews
With Copies to:	City Attorney Purchasing Manager
TO CONTRACTOR:	Sites Southwest, LLC 1700 Central SW, Suite B Albuquerque, NM 87104 ATTENTION: George Radnovich

23. SCOPE OF AGREEMENT
This Agreement incorporates all of the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof and that all such

covenants, agreements, and understandings have been merged into this written agreement. No prior agreement or understanding verbal or otherwise of the parties or their agents shall be valid or enforceable unless embodied in this agreement.

24. SEVERABILITY

The parties agree that each provision of this Agreement is severable and the invalidity or unenforceability of any one or more of the provisions of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

25. CONFLICT OF INTEREST

CONTRACTOR represents and warrants that CONTRACTOR has no business, professional, personal, or other interest, including, but not limited to, the representation of other clients, that would conflict in any manner or degree with the performance of its obligations under this Agreement. If any such actual or potential conflict of interest arises under this Agreement, CONTRACTOR shall immediately inform the CITY in writing of such conflict. If, in the reasonable judgement of the CITY, such conflict poses a conflict to and with the performance of CONTRACTOR'S obligations under this Agreement, or is otherwise a violation of the CITY'S current policy or ordinances, then the CITY may terminate the Agreement immediately upon written notice to CONTRACTOR; such termination of the Agreement shall be effective upon the receipt of such notice by CONTRACTOR.

SITES SOUTHWEST, LLC

BY: _____
George Radnovich
Principal Landscape Architect

_____
Date

CITY OF LAS CRUCES

BY: _____
Alicia Hernandez
Purchasing Manager

_____
Date

APPROVED AS TO FORM

_____ 03/12/2025
City Attorney

24-05-003
Landscape
Architectural
Design Services

EXHIBIT A
SERVICES

A. Project Assignments

A Project assignment is initiated by the City providing the selected Landscape Architecture firm(s) a detailed description, including scope of work and any other special instructions needed by the Landscape Architect to prepare items such as preliminary and final cost estimates, schedule/timelines, complete project plans and specifications, project reports, and other related landscape architecture services. The awarded Landscape Architecture firms shall provide Landscape Architecture Services that may include, but not be limited to, the following:

1. The design of new and renovation trails, parks, playgrounds, site development, athletic fields, landscape improvements, and irrigation systems, conducting all necessary investigations/studies, subsurface utility identification, construction contract administration, land surveying activities.
2. Concept preparation and presentation with graphics.
3. Project Management
4. Construction Administration

B. Project Assignment Agreements

A Project assignment Agreement (a template of which is incorporated herein as ATTACHMENT “A”) will be negotiated and executed on a case-by-case basis for each specific project and will include a cost proposal from the Landscape Architecture firm(s) proposing to do the work. The cost proposal may utilize one of the following pricing formats:

1. Lump Sum
2. 2. Unit pricing to include:
    a. Hourly rate for various types of services requested by the City
    b. Charges for miscellaneous items such as hardcopies, data, digital storage media, rental of special equipment, etc.
    c. A statement of the billing procedures including minimum billing units, if any
    d. Cost of sub-consultants, if any
3. An alternative unit cost breakdown

C. Deliverables

Each project contract will require a list of deliverables, schedule/timeline, and cost. The Landscape Architect may be required to supply to the City any of the following items, when specified and as requested on the Scope of Work for each individual project:

1. Preliminary report containing schedule of work and cost estimate.
2. Construction drawings and documents
    a. Electronic drawings shall be submitted via City approved methods drawn in AutoCAD format. The Landscape Architecture firm(s) shall verify the latest software, version, and update in use by the City to

ensure compatibility. Specifications and Contract Documents in Word format. Provide hardcopies and PDF format of the construction plans, specifications, and contract documents.

b. As-built drawings on electronic media and reproducible prints. Electronic drawings shall be submitted via City approved methods drawn in AutoCAD format. All horizontal and vertical location datum information shall be coordinated with the City Surveyor. The project control survey shall be certified by a New Mexico Registered Land Surveyor. Metadata or “data about the data” shall be submitted with each as-built electronic file, preferably as a separate text file on the electronic submittal media, and shall include:
    i. Name, Address, and phone number of the responsible land surveyor.
    ii. Date of completion of survey.
    iii. Equipment used to conduct the survey.
    iv. Horizontal and vertical control marks used to tie the survey to the City approved control.
    v. Transformation factors needed to reduce Ground (local coordinate system) to Grid, and combined scale factor used.

3. “RECORD DRAWINGS” shall be clearly labeled on each sheet.
4. Project reports.
5. Any other item specified in the contract for that project.

D. The selection of a Landscape Architect for a specific project shall be based on experience with similar project, references, performance in similar projects, and availability. This will include the ability to meet schedules, cost control, and responsiveness to client.

E. The Landscape Architect shall have a design staff available everyday who will be responsible, on behalf of the Landscape Architect, for providing timely completion and response for performance of the terms of each Project Assignment Agreement during the progress of each individual project. Any deviation from this requirement is at the discretion of the City and must be approved in writing by the City prior to the start of an individual project.



CITY OF LAS CRUCES

Landscape Architectural Design Services

RFP NO. 24-25-003

PREPARED BY:

SITES SOUTHWEST



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Forms

September 26, 2024

City of Las Cruces
Via email to: bidclerk@las-cruces.org

Re: Landscape Architectural Design Services, RFP 24-25-003

Dear Selection Committee Members,

Sites Southwest is pleased to present this proposal to the City of Las Cruces for LANDSCAPE ARCHITECTURAL DESIGN SERVICES.

Sites is a community-oriented landscape architecture and planning firm with a rich history serving primarily public clients throughout the Southwest. Our mission is to serve our clients through a personalized approach, providing community-driven, resilient, and climate-oriented solutions. Our goal is to help our client communities thrive, building on an understanding of local assets and opportunities to provide creative solutions to complex community and environmental design challenges. We use our unique breadth of skills across planning, landscape architecture, and urban design disciplines to re-envision the built environment, fashioning memorable, functional sites.

At Sites, we care deeply about our clients and community tailoring our team and our approach for every project to explicitly target our client's needs to meet project requirements, while still providing novel solutions and pushing boundaries of creative design.

As proven by our extended history of delivering projects for the city of Las Cruces, Sites remains aware of the city's goals and priorities while working in the Chihuahuan Desert Environment. As described in more depth later in this proposal, Sites has worked successfully with the City of Las Cruces on numerous projects, under both individual and on-call contracts. These include design and construction oversight for the new East Mesa Recreation Complex, Highland Community Park, and Chandler Tank Park, as well as renovation of Pioneer Women's Park and the Main Street Streetscape.

We hope you will agree that Sites not only meets, but surpasses, the City of Las Cruces requirements for on-call landscape architecture services. We understand the demands and objectives of your administration, management, and community.

Please call us if you have any questions or concerns. Thank you again for the opportunity to present our qualifications to the City of Las Cruces.

Respectfully,

George E. Radnovich, FASLA, PLA
Senior Principal, Landscape Architecture Group

SITES SOUTHWEST
1700 Central SW Albuquerque, NM 87104 – phone 505 822 8200 – sites-sw.com

Technical Approach

Our Approach



The protection of the native Chihuahuan desert and utilization of stormwater is a central theme in the Franklin Hills Park

At Sites our roots are in the American Southwest, but our philosophy is universal. Our team plans and designs landscapes that are well integrated into their site and surroundings, enhance the experience of all users, and aims to improve the health of the environment. Wherever possible, we utilize local materials and native vegetation that reflect local heritage and are compatible with the various climates of the region. Sites understands that on-call contracts require the services of multiple disciplines and can be subject to timing and delivery deadlines that can vary due to funding restrictions, political pressures, and the dynamics of collaborative teams. We strive to offer maximum flexibility to our clients to accommodate these often-demanding projects.

KEY POINTS

- We understand that on-call projects can require the services of multiple disciplines and can be subject to timing and delivery deadlines.
- We strive to offer maximum flexibility to our clients to accommodate these often-demanding projects.
- The foundation of great design lies in developing a thorough understanding of the goals put forth by the community and potential users.

We believe there are two fundamental principles essential to the creation of publicly accessible landscapes focused on providing outdoor aesthetic opportunities. The first is that the design team must be responsible stewards and embrace the philosophy of "Design with the Land." This is achieved by carefully evaluating the existing natural and cultural conditions and molding the design to fit site conditions, rather than reworking the land to fit the design. Our approach results in a harmonious solution that blends the built environment within the natural surroundings. Plans that are developed with this sense of purpose to preserve the natural character and aesthetics of the land are ultimately less expensive to build and maintain. The second is that outdoor facilities become valuable assets to the community when they meet genuine user needs. Parks that include opportunities for gathering spaces and picnicking also become sustainable assets when they are designed to attract users who take pride in their function and appearance. Plans that are developed with this sense of purpose result in the creation of places that people want to be and further enhance community pride.

The foundation of great design lies in developing a thorough understanding of the goals put forth by the community and potential users. Each community has its own feel and unique set of needs – seasonal change, local activities, and natural ambiance. Each of these factors must be taken into consideration during the design process, with the result being the development of an outdoor space that maintains its natural beauty and character and is functionally and aesthetically pleasing to the community.

The expertise listed below demonstrates our competence, knowledge, and specialized services to complete the work.

Local Knowledge - The designers at our company have completed hundreds of projects that included landscaping, irrigation, and beautiful design, with a focus on the Chihuahuan Desert, regional resources, and water scarcity. Sites' Project Managers, Landscape Architects, Designers, and Licensed Irrigators have completed several successful projects for the City of Las Cruces, giving us an intimate understanding of the local environment, as well as City procedures.

Environmentally Responsive Solutions - Our firm is dedicated to environmentally conscious solutions, sustainability, and well-designed, innovative public spaces. We have also received multiple ASLA, national, and regional awards for our firm's designs. We have brought together a team of expert Landscape Architects and Designers to give the City an innovative team that will elevate and improve the health and well-being of the residents in our desert environment.



Design of this iconic detention basin in the center of the High Desert Community in Albuquerque incorporates materials harvested on site and plants native to the surrounding Sandia foothills

Native Flora Knowledge - Because of our extensive amount of experience, we are familiar with the flora and soils of the region, as well as the main topography. We have discovered that vegetation can vary substantially. Soils can range from rocky terrain on one site to flat and sandy plains with desert scrub on another, and heavy clay soils in a valley on another; each has its own set of obstacles and opportunities. We will personally analyze each site and propose possible concepts and methodologies, as well as xeriscape applications, to find the best solutions for each.

Landscape and Aesthetics - The function, utilization, and maintenance requirements of each site will be carefully considered while designing the landscape and aesthetics. The carefully planned and integrated design will incorporate drought-tolerant and flowering native and desert-adapted plants, shrubs, and ground cover to add color and texture to the landscape. We anticipate that the aesthetic improvements will also provide shade and microclimates, reducing the desert's heat and maybe creating more appealing pedestrian places.

Long Term Management - The long-term management of these projects is as important as their design. Often our clients request landscape and irrigation maintenance manuals be included to aid in-house maintenance crews or provide a basis for outsourcing the landscape maintenance.



EAST MESA RECREATION COMPLEX RETAINED NATIVE FLORA



BURN LAKE WILD FLOWER SEEDING



OCOTILLO THEMED SHADE STRUCTURE



COUNTRY CLUB ROAD GREEN SWALES

Major Tasks

Given the diversity of on-call projects and the many project team arrangements, Sites Southwest sees itself as your agent, ready to respond to or lead a project team in whichever role is most effective. In our experience, success on any project requires the following phases:

PHASE	KEY MEETINGS	MAJOR TASKS
Initialization	**City Team Meeting** Define scope of work, fees, schedule **Kick-off Meeting -** Internal Kick-off Meeting with team	• Written Scope of Work, Fees • Develop Preliminary Schedule • Selection of Project Manager • Develop list of questions
Analysis and Research	Public Meetings (if necessary) Stakeholder Charrettes (if necessary)	• Information Collection and Fieldwork of Site • City Processing • Public Involvement
Master Planning	City Review Meetings Public Meetings (if necessary)	• Graphic Master Concept Plan illustrating landscape layout • Plant List • Site Amenities
Design/ Construction Documents	City Review Meetings Public Meetings (if necessary) City Processing	**SCHEMATIC DESIGN** • Site/landscape layout • Project Schedule updates • Review constructibility and maintenance with Owner • Develop Cost estimate **DESIGN DEVELOPMENT** • Review with code officials. • Material Concepts/ presentation • Outline specifications and table of content • Site/layout and systems verification Budget and Schedule. **Construction documents** 1. 50% CD Turn-in for City Review 2. 75% CD In House check set 3. 95% CD Turn-in for City Review 4. Pre 100% CD turn-in 5. 100% CD Turn-in for City Review
Bidding and Construction	Pre-bid and Pre-construction meetings Periodic job site meetings Final walk-through	Determine key meetings /milestones for specific consultant attendance
Long Term Maintenance	Meet with Maintenance Personnel	Landscape Management Plan

Statement of Specialized Services

Sites Southwest offers a wide variety of specialized services in-house, including landscape design, locally appropriate plant selection expertise, efficient irrigation design, LID/GSI alternatives to "gray infrastructure" (i.e. storm sewers), leading effective public involvement, and wayfinding/signage design. A significant portion of our on-call work for various entities has involved retrofitting designs into existing facilities. We have successfully completed numerous renovation and upgrade projects under those contracts. The expertise listed below demonstrates our competence, knowledge, and specialized services to complete the work.

LANDSCAPE ARCHITECTURE

Sites Southwest believes that the environment is interconnected and that our actions today have an impact on the future. Our approach to landscape architecture is founded on our extensive knowledge of arid climates and the cultures that have emerged because of learning to balance needs and resources. We are committed to ensuring that the sites and landscapes we create benefit future generations. Our landscape architecture services that are most likely to be useful to Las Cruces are as follows:

Master Planning - Master planning assists clients in developing a larger vision and in long-term planning. Sites Southwest is skilled at developing theme-based plans, phasing, and funding projects with graphic simulations.



Parks and Recreation - Sites has designed a variety of park and recreation facilities. Among them are sports fields, multi-purpose fields, playgrounds, spray parks, sitting areas, picnic areas, and other amenities.

Specialty Gardens - We have planned and designed themed botanical gardens, Japanese gardens, educational gardens with interpretive elements such as water harvesting, therapeutic gardens, and other specialty parks.



Environmental Design, Graphics and Signage - Our interpretive signage is not only visually appealing but also educational. Sites complement the environment of gateway design and other signage by creating interpretive or distinctive landscapes.

Graphic Design and Site Renderings - The ability to visualize final products and communicate that vision to you, and sometimes the public, has become an important part of the development process. We excel at visualizations that are either manually drawn or computer simulations.

Site Amenities - In outdoor settings, shade structures, gazebos, amphitheaters, kiosks, and signage all play important roles. Many of these have been designed for projects throughout the region to enhance natural beauty while also adding functionality.

Irrigation Design - Sites specializes in the design and implementation of effective and efficient irrigation systems. Our cost-effective and efficient irrigation designs not only save water but also make it easier for our clients to maintain, and we have a licensed irrigation designer on staff.

Construction Oversight - Our role during construction is to work as a team to solve problems in the field, rather than simply responding to RFIs, clarifications, submittals, or construction observations. Collaborations formed during the construction phase of work result in high-quality products and a better understanding of the project by the contractor.

Trails - Sites' planners and landscape architects have worked together to create master plans and construction documents for several notable parks, trails, and open space areas throughout the region.

Complete Streets - Sites is a specialist in integrating complete streets concepts with their surrounding cultural and economic environments. We've created master plans for large interchange projects, as well as revitalizing neighborhood streetscapes and roundabouts.

Water Management and Conservation - Sites is known for its resource and water conservation. To reduce resource use and costs, we have used water-saving technologies such as water harvesting, water wicking, water-saving soil additives such as zeolites, and other technologies









PLANNING AND URBAN DESIGN

Planning directs the physical design of sites, integrates information into planned environments, establishes regulatory standards and guidelines for land development, and serves as a blueprint for future land-based projects. It also connects physical place design and management to natural environments and the people who inhabit them. Sites understands the various influences that affect a project, as well as strategies for choreographing the regulatory process and a comprehensive vision for the project's success.

Urban Design – Sites has created urban plazas, public gathering spaces, and other outdoor spaces.

GIS Analysis and Mapping – Our GIS specialists visually portray physical site attributes, economic data, and demographic information to help clients visualize community conditions.

Public and Stakeholder Outreach – For the past 27+ years, Sites Southwest has facilitated participatory design workshops, neighborhood meetings, and issue-specific meetings. For all our projects, we have extensive experience organizing engaging community events. Sites Southwest employs a variety of methods to engage the public and gather meaningful input from all demographic groups into the planning process. We determine the best approach for your community and may use a combination of public meetings, workshops, and charrettes, as well as intercept surveys, pop-up events, face-to-face interviews, online surveys, and interactive websites.







Proposed Schedule

We understand that staying on schedule requires a collaborative effort from both the client and the consultant.

At the outset of each task order, we will meet with the project team and stakeholders to ensure that we grasp the timetable and milestone requirements, after which we will create a project schedule that works for everyone. We look at schedules and discuss commitments to our clients during our weekly production meetings with our Project Managers and staff.
We will use a combination of live and virtual meetings, check-ins, and correspondence to stay on track and address any issues that may disrupt the flow of work. We also attempt to create realistic schedules by analyzing project workloads at the start of the project and during its duration.

A sample project schedule is shown below:

Typical Design Schedule
Prepared by: Sites Southwest LLC

Task	Month 1				Month 2				Month 3				Month 4				Month 5				Month 6				Month 7					Month 8				Month 9			
Week	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	5	1	2	3	4	1	2	3	4
Kickoff Meeting			■																																		
Survey/Site Assessment/Base Mapping				■	■																																
Alternative and Preferred Concept Plans						■	■	■	■	■																												
Public Meetings (2)							○			○																												
Preliminary Design Development (60%)											■	■	■	■	■																						
Pre-final Design (90%)																		■	■	■	■																
Final Construction Documents (100%)																									■	■	■	■									
Submittals, Reviews (staff, PRAB, CC)							■			■							■					■	■						■	■							
Bidding (by City of Las Cruces)																																■	■	■	■		
Construction Phase (365 days)																																				3 months	

Note: Schedule as shown assumes maximum 2-week review period by City of Las Cruces at each submittal

Qualifications/Competence of Team Members

Our Team



Our team works closely to provide our clients an integrated project approach.

Sites has put together a comprehensive project team to bring experience and expertise to the project. The project team presented will provide the City of Las Cruces with the expertise and resources required to meet project needs from inception to completion.

Our principal, **George Radnovich, will administer the contract, oversee all team task**s, and serve as the City's primary point of contact. To address the City's needs for this project, we identified the following team members and detailed their specific roles, major areas of expertise, and percentage of time they will devote to the project in the matrix below, followed by brief qualifications of key team members.

KEY POINTS

- **George Radnovich, will administer the contract**, oversee all team tasks, and serve as the City's primary point of contact
- **Norma Oder, will be the day to day contact** for the City
- Team members have **expertise in on-call project management, Chihuahuan desert environments**, public and stakeholder involvement, play features, playgrounds, sports courts, trails, median and other landscape improvements

Key Personnel Qualifications and Competence

Name/Role Percentage of Time	Expected Responsibilities	Key Skills
George Radnovich, FASLA, PLA, Principal Landscape Architect **5% of Time**	Principal-in-Charge, **Contract Administration** and scoping, Project Oversight	• Project Management • Coordination of Large Teams • Site Assessment • Master Planning • Green Stormwater Infrastructure • Rehabilitation/Restoration • Sustainability Planning • Ecology and Environmental Planning
Norma Oder, ASLA, Senior Landscape Designer/ Project Manager **25% of Time**	**Day to Day Contact,** Project Management, Landscape Design Plans, Graphics/ Renderings,	• Illustrative Graphics and Renderings • Client Manager • Signage Design • Construction Drawings and Documents • International Design Expertise • Site Planning
Bob Oberdorfer, ASLA, PLA, Senior Landscape Architect/Project Manager **10% of Time**	Project Management, QA/ QC, Design Oversight, Cost Estimating	• On-Call Project Management • Trail Planning and Design • Quality Control • Construction Management • ADA Accessibility and Compliance • Rehabilitation/Restoration • Cost Estimating
Wendi Fox, ASLA, PLA, Senior Landscape Architect/Project Manager **20% of Time**	Landscape design plans, project management/ playground design	• Project Manager • Native Plant Specialist • Construction Design • Specification Writer • Construction Oversight Specialist • Playground Design
Rodolfo A. Mariscal, ASLA, Landscape/Irrigation Designer **30% of time**	Landscape and irrigation design plans, construction oversight, bilingual translation	• Graphics/Renderings • Chihuahuan Desert Plant Specialist • Construction oversight • Irrigation Design • Park Design
Phyllis Taylor, AICP, Principal Planner **5% of Time**	Planning Studies, economic development	• Project Management • Financial Management • Master Planning • Specialty Plans • Public Engagement Strategies • Funding Specialist • Parks and Recreation Planning
Dani Wilson, AICP, Senior Planner/Project Manager **5% of Time**	Develop public participation plan; meeting coordination and facilitation; develop PR and informational materials.	• Public Facilitation Specialist • Public Forum Facilitation • Community Meetings and Listening Sessions • Charrette Design and Facilitation • Economic Development Planning • Strategic Visioning Strategies

Team

Leadership Team



George Radnovich, PLA, FASLA

Principal Landscape Architect

PLA – NM #92

George brings 40 years of expertise to the team and is well known in the Southwest for his support of quality-of-life projects that prioritize environmental sustainability. His competence includes urban design, water conservation, and green stormwater infrastructure. George has planned and designed numerous projects in the region. His goal has always been to better the world by enhancing the landscape. George also uses transparent communication, effective contract management, and expert outreach to give excellent service to our clients. His team management abilities and familiarity with municipal landscapes and their management contribute to the success of our projects, as does his instinctive understanding of resource conservation, which he has diligently promoted throughout his career. George has managed multiple on-call contracts, so he understands the task order procedure and the flexibility that comes with them.

George's **experience includes a 6.5-million-dollar sports complex in Las Cruces**, that includes soccer, baseball, pickleball, volleyball and other sports; and the Bachechi Open Space Park in Albuquerque, which features **a sustainable urban forest of native flora**, wildlife watching stations, picnic areas, a historic pecan orchard, and hiking paths.



Bob Oberdorfer, PLA, ASLA

Senior Landscape Architect/Project Manager

PLA – NM #167, OR #1076, TX #3561

Bob is a registered landscape architect and environmental planner with a strong focus on ecologically responsible design practices and inventive, yet practical, problem-solving. His projects have included feasibility studies, design, and construction observation for streetscapes, parks, trails, playgrounds, and other recreational facilities throughout New Mexico and the Southwest (Chihuahuan Desert region). He will provide design oversight, quality control, and guidance for junior staff members.

His experience includes an 11-acre neighborhood park in Las Cruces, as well as a master plan for a community park in Dona Ana County north of Las Cruces, located between the levees within the floodplain of the Rio Grande. He has also planned and/or designed over 700 miles of recreational trails across the state. He has managed on-call or multi-project services contracts for the City of Albuquerque, Bernalillo County, Albuquerque Public Schools (APS), the University of New Mexico (UNM), and the State of New Mexico ENMRD/State Parks Division.

Team

Design Team



Norma Oder, ASLA

Senior Landscape Designer/Project Manager

Norma is a landscape designer and project manager with experience both in the United States and internationally. She has a passion for design and making spaces both functional and beautiful. Her design work includes a museum in West Palm Beach, Florida; plans for a plaza in Cairo, Egypt; and concepts for a dining hall in Beijing, China.

Norma's unique ability to incorporate old features with new, original design allows her to get the most out of her budget. Her work at **Pioneer Women's Park presented the City of Las Cruces** with distinctive design concepts that combined old and new elements. She is now working with the City of Las Cruces to develop and construct the **Villa Mora Dam neighborhood park, which will be sensitive to the site's Chihuahuan Desert** environment.



Wendi Fox, ASLA, PLA

Senior Landscape Architect / Project Manager

PLA – OR #1057

Wendi is a landscape architect and project manager. Her viewpoint on landscape design was sharpened by her extensive travels throughout New Mexico, as well as her desire to work in this industry in such a diverse place. Wendi uses her art experience, awareness of natural processes, and familiarity with the construction process in her design approach.

Wendi's experience includes a **neighborhood park in Bend, Oregon's high desert**. The major activity in this park is to explore paths that showcase the site's natural beauty while also protecting and rehabilitating it to mix in with the surrounding environment. To add interest and diversity, native plants will be planted along the paths. A large grassy area in the most disturbed area of the site offers a flexible space for a game of soccer, while other areas are designed for play, activity, picnics, and informal neighborhood gatherings.



Rodolfo Mariscal, ASLA

Senior Landscape Designer/Licensed Irrigator

LI - TX #23965

Rudy transforms outdoor spaces by combining his international design experience and master's degree in landscape architecture. His extensive knowledge of software programs such as Auto-CAD, Sketch Up, Adobe Photoshop, Illustrator, and InDesign aids in project visioning and allowing our clients to see the big picture. He also brings bilingual skills to the team.

Rudy brings extensive landscape architecture experience, having spent most of his career in the **El Paso Chihuahuan Desert environment.** Notable projects include the expansions of Joey Barraza and Vino Memorial Park, improvements to Modesto Gomez Park, Westside Medians, Shawver Park, and the Playa Drain SUP trail in El Paso. Beyond El Paso, he has contributed to designs at **Columbia Elementary School and the East Lohman and Roadrunner Medians in Las Cruces, NM**.

Performance of the Firm

Our Performance



> *Key to the success of the East Lohman Project was the lively and very collaborative partnership of team members*

Sites' primary client base has been governmental entities, including Las Cruces, Bernalillo County, Dona Ana County, Santa Fe County, Albuquerque, Santa Fe, Rio Rancho, T or C, Portales, Los Lunas, Los Ranchos, the State of New Mexico, NMDOT, the MRGCD, AMAFCA, the ABCWUA , and many others. This work has included hundreds of parks, trails, open spaces, streetscapes, and ponds. Policy documents, master plans, feasibility studies, and planning documents have also been completed by our firm. Our mission is to deliver projects that are on time, on budget, and constructible. Among our large-scale project experience are the master planning and design of the Albuquerque Biological Park, The Rio Grande Trail, NMDOT BMPs, and the Bachechi Open Space Park. The projects listed below demonstrate our commitment to quality, cost control, and timeliness and our experience specifically with Las Cruces.

KEY POINTS

- Our mission is to deliver projects that are on time, on budget, and constructible.
- Our work has included hundreds of parks, trails, open spaces, streetscapes, and ponds.
- Our work for the City of Las Cruces includes the East Mesa Recreation Complex, Pioneer Women's Park, Villa Mora Dam Park, Klein Park and the East Lohman Development project.

East Mesa Recreation Complex

Reference: David Viarell, Project Manager, City of Las Cruces, 575-541-3332, dviarreal@lascruces.gov

This $6.5 million complex was planned and designed near the city's E Lohman Corridor, east of I-25 for a total of 350 acres to be used for recreational purposes. Sites collaborated with Wilson & Co to create the master plan and construction documents. This ambitious project went through a lengthy master planning process that was guided by a comprehensive Public Information Plan. Among the organizations were trail and open space enthusiasts, sports leagues, desert habitat advocates, nearby residents concerned about losing views of the Organ Mountains, trail and biking supporters, and the BLM. The complex includes two access roads designed to cause as little disruption to the desert ecosystem and nearby neighborhoods as possible, eight soccer/football fields, four baseball fields, two basketball courts, eight sand volleyball courts, 16 pickleball courts, trails, a traditional park and playground, an amphitheater built into a natural hillside, concessions and restrooms, art garden and a greenway promenade connecting all the facilities. The first phase of this project with approximately 35 acres was officially opened on Friday, September 13, 2024, with a ribbon-cutting ceremony at the park.

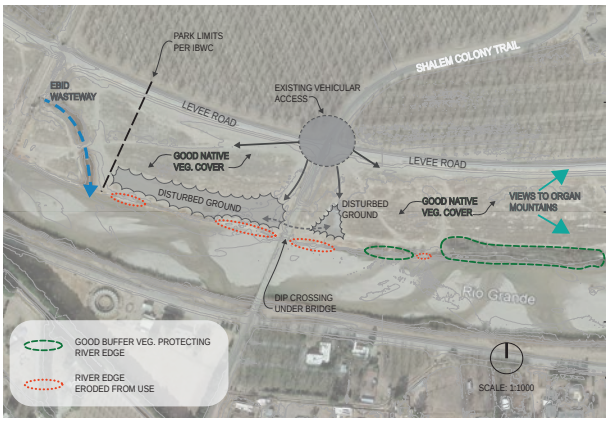




Shalem Colony Trail Park

Reference: Misty Dawn Benavidez, Facilities & Parks Property Manager, Dona Ana County, (575) 520-2261, mistyb@donaanacounty.org

With Wilson & Co, SSW is developing a master plan and construction drawings for a community park north of Las Cruces, NM. Located between the levees within the floodplain of the Rio Grande, the park will include restrooms, developed and natural play areas, picnic shelters, river access points, and a parking area, which will ultimately serve as a local trailhead for the planned Rio Grande Trail. Planning efforts include coordination with the Elephant Butte Irrigation District, International Boundary Water Commission, and Dona Ana County, as well as adjacent landowners, and up to two public meetings for community input and feedback.



PIONEER WOMEN'S PARK

Reference: Catherine Burr Mathews, RLA, Landscape Architect/Parks & Recreation Department, City of Las Cruces, (575) 541-2592, cmathews@lascruces.gov





Pioneer Women's Park was one of the first parks in Las Cruces and holds both a historic and sentimental place in the community. This beloved park had been renovated on several occasions throughout the years yet the gazebo, the heart of the park, had fallen into disrepair. The goal of the master plan was to work closely with the neighborhood to create a physical master plan for Pioneer Women's Park that would bring the park into the 21st Century. Sites Southwest worked closely with City staff to develop three concepts, develop the public engagement plan, integrate the improvements into the final design and summarize the design work in a master plan report. The final design integrates the original layout with lighting and access upgrades, a children's garden, elevation of the gazebo, create safer pedestrian crossing to the park, an upgraded picnic area and provide a lush park with green infrastructure improvements. When completed Pioneer Park will be an example of retaining historical significance, taking input from the community with innovative landscape design.

El Paso Spray Parks, El Paso, TX

Reference: Karla Mota, Project Manager, City of El Paso Capital Improvement Department, 915.240.3246, motake@elpasotexas.gov



Sites Southwest created four spray parks for the City of El Paso in 2017. These design-build projects incorporated our design talents into existing parks. These much-loved splash pads demonstrated our abilities to evaluate and select a site, as well as develop a successful project from concept to execution. Careful placement and creative design resulted in a stunning design that includes splash pad location, theme and color choices, spray shape determination, and park amenities. Additionally, Sites Southwest developed lighting, site amenities, showers, and shade structures to suit the spray park theme. The result is four great sites that children and adults can enjoy across El Paso.

Forms

CITY OF LAS CRUCES

RFP COMPLIANCE DECLARATION

RFP TITLE: **Landscape Architectural Design Services**

RFP NO.: **24-25-003**

DUE DATE/TIME: **September 26, 2024 / 4:00 p.m.**

In compliance with the requirements of this RFP, I, the undersigned, offer and agree to furnish any or all materials and/or services to the City of Las Cruces within the time agreed.

I further certify that this company has not been debarred, suspended, or otherwise made ineligible for participation in Federal Assistance programs under Executive Order 12549 Debarment and Suspension as described in the Federal Rules and Regulations.

Receipt of Addenda Nos.: 0 is hereby acknowledged (where none received, place a zero in this space)

Company Name and Address:

Sites Southwest LLC

1700 Central SW, Suite B

Albuquerque, NM 87104

Authorized Signature

George Radnovich

Typed or Printed Name

Principal Landscape Architect

Title

gradnovich@sites-sw.com or mail@sites-sw.com

Email Address

Telephone number 505.822.8200 Fax number 505.822.9858

NM Tax & Revenue Dept. CRS # 02-351711-005

Current NM Secretary of State Business ID # _____ (corporations only)

Current CLC Business Registration # _____ (respondents located in Las Cruces only)

Federal I.D. number 85-0448269 (mandatory for all respondents)

NM Resident Certificate from NM Tax and Revenue Department enclosed X Yes _____No

THIS FORM MUST BE COMPLETED AND INCLUDED WITH PROPOSAL
FAILURE TO INCLUDE WILL SUBJECT RESPONSE TO REJECTION

STATE OF NEW MEXICO

TAXATION AND REVENUE DEPARTMENT

RESIDENT BUSINESS CERTIFICATE

Issued to: **SITES SOUTHWEST LTD CO**

DBA: **SITES SOUTHWEST LTD CO**
1700 CENTRAL AVE SW STE B
ALBUQUERQUE, NM 87104-1182

Expires: **23-Jul-2027**

Certificate Number:

L1575874928

Stephanie Schardin Clarke
Cabinet Secretary

THIS CERTIFICATE IS NOT TRANSFERABLE

CITY OF LAS CRUCES

Cost Proposal for City of Las Cruces Landscape Architectural Design Services RFP No. 24-25-003

Prepared by: Sites Southwest LLC

The following is the direct and indirect costs for the proposed scope of work. The breakout of costs follows.

PROFESSIONAL

LANDSCAPE ARCHITECT	Intern	Landscape Designer 1	Landscape Designer 2	Project Landscape Architect / Designer	Landscape Architect / Project Mgr.	Senior Landscape Architect	Principal / Senior Landscape Architect	Senior Principal / Senior Landscape Architect
Status	Hourly 1.5	S.1	S.1	S	S	S	S	S
Designer/ Consulting Fee schedule	$ 50.00	$ 70.00	$ 80.00	$ 100.00	$ 110.00	$ 135.00	$ 160.00	$ 180.00
Expert Witness Fee schedule						$ 185.00	$ 210.00	$ 230.00

PLANNER	Intern	Planner 1	Planner 2	Senior Planner / Project Planner	Senior Planner / Project Manager	Senior Certified Planner	Principal / Senior Planner	Senior Principal / Senior Planner
Status	Hourly 1.5	S.1	S.1	S	S	S	S	S
Planning / Consulting Fee schedule	$ 50.00	$ 70.00	$ 80.00	$ 90.00	$ 110.00	$ 135.00	$ 160.00	$ 180.00
Expert Witness Fee schedule						$ 185.00	$ 210.00	$ 230.00

ARCHITECT/COMMUNITY DESIGNER	Intern	Community Designer 1	Community Designer 2	Community Designer 3 / Project Community Designer	Community Designer 4 / Project Manager	Senior Community Designer	Principal / Senior Community Designer	Senior Principal / Senior Community Designer
Status	Hourly 1.5	S.1	S.1	S	S	S	S	S
Designer / Consulting Fee schedule	$ 50.00	$ 70.00	$ 80.00	$ 90.00	$ 110.00	$ 135.00	$ 160.00	$ 180.00
Expert Witness Fee schedule						$ 185.00	$ 210.00	$ 230.00

TECHNICAL

Graphics Specialist / CADD	Tech Intern	1	2	3	4	5
Status	Hourly 1.5	S.1	S.1	S	S	S
Fee schedule	$ 50.00	$ 60.00	$ 65.00	$ 70.00	$ 75.00	$ 85.00

Research/GIS Specialist	Tech Intern	1	2	3	4	5
Status	Hourly 1.5	S.1	S.1	S	S	S
Fee schedule	$ 50.00	$ 60.00	$ 65.00	$ 70.00	$ 75.00	$ 85.00

ADMINISTRATIVE

ADMINISTRATIVE ASSISTANTS	Office Aide	Administrative Assistant 1	Administrative Assistant 2	Administrative Assistant 3	Administrative Assistant 4	Administrative Assistant 5	Office Manager
	Hourly 1.5	Hourly 1.5	Hourly 1.5	Hourly 1.5	S.1	S.1	S
Office Administrator, Marketing Coordinator Administrative Assistants							
Fee schedule	$ 50.00	$ 55.00	$ 60.00	$ 65.00	$ 70.00	$ 75.00	$ 90.00

Public meeting materials will be billed at cost plus NMGRT. These items include snacks and beverages, copying and reproduction, advertising and postage.

Subconsultants fees will be negotiated separately and billed at cost plus 10%. Travel expenses if applicable will be included at cost. These costs include per diem lodging and meals.

Printing and Material Costs		
8.5 X 11 - B&W	page	$0.19
8.5 x 11 - Color	page	$0.62
8.5 x 11 - Flyer/Map/Picture	page	$0.70
8.5 x 14 - B&W	page	$0.24
8.5 x 14 - Color	page	$0.78
11 X 17 - B&W	page	$0.38
11 x 17 - Color	page	$1.24
Document Binding	per document	$10.00
Plotting/Posters - B&W	per sf	$3.00
Plotting/Posters - Color	per sf	$7.00
Foam Board - 24x36	per board	$9.00
Foam Board - 30x42	per board	$11.00
Foam Board - 36x48	per board	$13.00
Foam Board - 40x60	per board	$20.00
Printed & Mounted Poster - 24x36	per board	$70.00
Printed & Mounted Poster - 36x48	per board	$146.00
Printed & Mounted Poster - 24x36	per board	$70.00

Mileage		
Business Mileage Reimbursement Rate	per mile	$0.66

24-05-003
Landscape
Architectural
Design Services

ATTACHMENT A

PROJECT ASSIGNMENT AGREEMENT

CITY OF LAS CRUCES

PROJECT ASSIGNMENT AGREEMENT

RFP NO. 24-25-003 LANDSCAPE ARCHITECTURAL DESIGN SERVICES

PROJECT NAME

Pursuant to terms and conditions of City of Las Cruces (CITY) Contract No. 24-25-003 dated _____, 2025 between the CITY and Sites Southwest, LLC, (CONTRACTOR), as amended and incorporated herein by reference, the City and Contractor hereby agree on this _____ day of _____, 20___, as follows:

1. In a satisfactory and proper manner, the CONTRACTOR shall perform SERVICES as proposed in response to the CITY's RFP No. 23-24-050 and CONTRACTOR's proposal as set forth in ATTACHMENT A attached hereto.

2. The estimated completion date is number days after a Notice to Proceed is issued by the CITY to the CONTRACTOR.

3. In consideration for the satisfactory completion of the work agreed to herein, compensation shall be made in the amount of $dollars.cents, plus NMGRT. Invoices issued by the CONTRACTOR shall be made monthly / upon completion of project with payment by the CITY being made within 30 days upon receipt of undisputed invoice.

SITES SOUTHWEST, LLC	CITY OF LAS CRUCES
By: _____	By: _____
Signature Date	Signature Date
_____	Alicia Hernandez, Purchasing Manager
Print Name and Title	

Requisition No. XXXXXXXX

SAMPLE

ATTACHMENT A

SITESOU-01 SMONCAYO

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 3/3/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER License # 0757776
HUB International Insurance Services (SOW)
6565 Americas Parkway Suite 720
Albuquerque, NM 87110

CONTACT NAME: Kristy Stephens
PHONE (A/C, No, Ext): (505) 828-4000 FAX (A/C, No): (866) 487-3972
E-MAIL ADDRESS: kristy.stephens@hubinternational.com

INSURER(S) AFFORDING COVERAGE	NAIC #
INSURER A : Continental Casualty Company	20443
INSURER B : American Casualty Co of Reading PA	20427
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

INSURED
Sites Southwest LTD Co
Places Southwest Inc
1700 Central SW Suite B
Albuquerque, NM 87104

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	X COMMERCIAL GENERAL LIABILITY						EACH OCCURRENCE	$ 1,000,000
	CLAIMS-MADE X OCCUR	X	X	6012073110	4/1/2024	4/1/2025	DAMAGE TO RENTED PREMISES (Ea occurrence)	$ 1,000,000
							MED EXP (Any one person)	$ 10,000
							PERSONAL & ADV INJURY	$ 1,000,000
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ 2,000,000
	POLICY X PRO-JECT LOC						PRODUCTS - COMP/OP AGG	$ 2,000,000
	OTHER:							$
A	AUTOMOBILE LIABILITY						COMBINED SINGLE LIMIT (Ea accident)	$ 1,000,000
	ANY AUTO						BODILY INJURY (Per person)	$
	OWNED AUTOS ONLY / SCHEDULED AUTOS			6012073110	4/1/2024	4/1/2025	BODILY INJURY (Per accident)	$
	X HIRED AUTOS ONLY / X NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$ 75,000
								$
A	X UMBRELLA LIAB X OCCUR						EACH OCCURRENCE	$ 2,000,000
	EXCESS LIAB CLAIMS-MADE	X	X	7092031476	4/1/2024	4/1/2025	AGGREGATE	$ 2,000,000
	DED X RETENTION $ 10,000							$
B	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N						X PER STATUTE / OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)	N / A	X	7033757608	4/1/2024	4/1/2025	E.L. EACH ACCIDENT	$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	$ 1,000,000
A	Professional Liab			LAH288285511	4/1/2024	4/1/2025	Occurrence	1,000,000
A	Professional Liab			LAH288285511	4/1/2024	4/1/2025	Aggregate	2,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Project: 24-25-003 Landscape Architecture Design Services

CERTIFICATE HOLDER

City of Las Cruces
PO Box 20000
Las Cruces, NM 88004

CANCELLATION

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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BLANKET ADDITIONAL INSURED AND LIABILITY EXTENSION ENDORSEMENT

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS LIABILITY COVERAGE FORM
BUSINESSOWNERS COMMON POLICY CONDITIONS

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I. BLANKET ADDITIONAL INSURED PROVISIONS

A. ADDITIONAL INSURED – BLANKET VENDORS

Who Is An Insured is amended to include as an additional insured any person or organization (referred to below as vendor) with whom you agreed under a "**written contract**" to provide insurance, but only with respect to "**bodily injury**" or "**property damage**" arising out of "**your products**" which are distributed or sold in the regular course of the vendor's business, subject to the following additional exclusions:

1. The insurance afforded the vendor does not apply to:

a. "**Bodily injury**" or "**property damage**" for which the vendor is obligated to pay damages by reason of the assumption of liability in a contract or agreement. This exclusion does not apply to liability for damages that the vendor would have in the absence of the contract or agreement;

b. Any express warranty unauthorized by you;

c. Any physical or chemical change in the product made intentionally by the vendor;

d. Repackaging, except when unpacked solely for the purpose of inspection, demonstration, testing, or the substitution of parts under instructions from the manufacturer, and then repackaged in the original container;

e. Any failure to make such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products;

f. Demonstration, installation, servicing or repair operations, except such operations performed at the vendor's premises in connection with the sale of the product;

g. Products which, after distribution or sale by you, have been labeled or relabeled or used as a container, part or ingredient of any other thing or substance by or for the vendor; or

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h. "**Bodily injury**" or "**property damage**" arising out of the sole negligence of the vendor for its own acts or omissions or those of its employees or anyone else acting on its behalf. However, this exclusion does not apply to:

(1) The exceptions contained in Subparagraphs **d.** or **f.**; or

(2) Such inspections, adjustments, tests or servicing as the vendor has agreed to make or normally undertakes to make in the usual course of business, in connection with the distribution or sale of the products.

2. This insurance does not apply to any insured person or organization, from whom you have acquired such products, or any ingredient, part or container, entering into, accompanying or containing such products.

3. This provision **2.** does not apply to any vendor included as an insured by an endorsement issued by us and made a part of this Policy.

4. This provision **2.** does not apply if "**bodily injury**" or "**property damage**" included within the "**products-completed operations hazard**" is excluded either by the provisions of the Policy or by endorsement.

B. MISCELLANEOUS ADDITIONAL INSUREDS

1. Who Is An Insured is amended to include as an insured any person or organization (called additional insured) described in paragraphs **3.a.** through **3.j.** below whom you are required to add as an additional insured on this policy under a "**written contract**."

2. However, subject always to the terms and conditions of this policy, including the limits of insurance, we will not provide the additional insured with:

a. A higher limit of insurance than required by such "**written contract**;"

b. Coverage broader than required by such "**written contract**" and in no event greater than that described by the applicable paragraph a. through k. below; or

c. Coverage for "**bodily injury**" or "**property damage**" included within the "**products-completed operations hazard.**" But this paragraph **c.** does not apply to the extent coverage for such liability is provided by paragraph **3.j.** below.

Any coverage granted by this endorsement shall apply only to the extent permitted by law.

3. Only the following persons or organizations can qualify as additional insureds under this endorsement:

a. Controlling Interest

Any persons or organizations with a controlling interest in you but only with respect to their liability arising out of:

(1) such person or organization's financial control of you; or

(2) Premises such person or organization owns, maintains or controls while you lease or occupy these premises;

provided that the coverage granted to such additional insureds does not apply to structural alterations, new construction or demolition operations performed by or for such additional insured.

b. Co-owner of Insured Premises

A co-owner of a premises co-owned by you and covered under this insurance but only with respect to the co-owners liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" as co-owner of such premises.

c. Grantor of Franchise

Any person or organization that has granted a franchise to you, but only with respect to such person or organization's liability for "**bodily injury**," "**property damage**," or "**personal and advertising injury**" as grantor of a franchise to you.

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d. Lessor of Equipment

Any person or organization from whom you lease equipment, but only with respect to liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" caused in whole or in part by your maintenance, operation or use of such equipment, provided that the "**occurrence**" giving rise to such "**bodily injury**" or "**property damage**" or the offense giving rise to such "**personal and advertising injury**" takes place prior to the termination of such lease.

e. Lessor of Land

Any person or organization from whom you lease land, but only with respect to liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of the ownership, maintenance or use of that specific part of the land leased to you, provided that the "**occurrence**" giving rise to such "bodily injury" or "**property damage**" or the offense giving rise to such "**personal and advertising injury**," takes place prior to the termination of such lease. The insurance hereby afforded to the additional insured does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

f. Lessor of Premises

An owner or lessor of premises leased to you, or such owner or lessor's real estate manager, but only with respect to liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of the ownership, maintenance or use of such part of the premises leased to you, and provided that the "**occurrence**" giving rise to such "**bodily injury**" or "**property damage**" or the offense giving rise to such "**personal and advertising injury**," takes place prior to the termination of such lease. The insurance hereby afforded to the additional insured does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

g. Mortgagee, Assignee or Receiver

A mortgagee, assignee or receiver of premises but only with respect to such mortgagee, assignee, or receiver's liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of the ownership, maintenance, or use of a premises by you.
This insurance does not apply to structural alterations, new construction or demolition operations performed by, on behalf of or for such additional insured.

h. State or Political Subdivisions

A state or government agency or subdivision or political subdivision that has issued a permit or authorization, but only with respect to such government agency or subdivision or political subdivision's liability for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" arising out of:

(1) The following hazards in connection with premises you own, rent, or control and to which this insurance applies:

(a) The existence, maintenance, repair, construction, erection, or removal of advertising signs, awnings, canopies, cellar entrances, coal holes, driveways, manholes, marquees, hoistaway openings, sidewalk vaults, street banners, or decorations and similar exposures; or

(b) The construction, erection, or removal of elevators; or

(c) The ownership, maintenance or use of any elevators covered by this insurance; or

(2) The permitted or authorized operations performed by you or on your behalf. But the coverage granted by this paragraph does not apply to:

(a) "**Bodily injury**", "**property damage**" or "**personal and advertising injury**" arising out of operations performed for the state or government agency or subdivision or political subdivision; or

(b) "**Bodily injury**" or "**property damage**" included within the "**products-completed operations hazard.**"

With respect to this provision's requirement that additional insured status must be requested under a "**written contract**," we will treat as a "**written contract**" any governmental permit that requires you to add the governmental entity as an additional insured.

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i. Trade Show Event Lessor

With respect to your participation in a trade show event as an exhibitor, presenter or displayer, any person or organization whom you are required to include as an additional insured, but only with respect to such person or organization's liability for "**bodily injury**," "**property damage**," or "**personal and advertising injury**" caused by:

a. Your acts or omissions; or

b. Acts or omissions of those acting on your behalf;

in the performance of your ongoing operations at the trade show premises during the trade show event.

j. Other Person or Organization

Any person or organization who is not an additional insured under paragraphs **a.** through **i.** above. Such additional insured is an insured solely for "**bodily injury**," "**property damage**" or "**personal and advertising injury**" for which such additional insured is liable because of your acts or omissions.

The coverage granted by this paragraph does not apply to any person or organization:

(1) For "**bodily injury**," "**property damage**," or "**personal and advertising injury**" arising out of the rendering or failure to render any professional services;

(2) For "**bodily injury**" or "**property damage**" included in the "**products-completed operations hazard.**" But this provision **(2)** does not apply to such "**bodily injury**" or "**property damage**" if:

(a) It is entirely due to your negligence and specifically results from your work for the additional insured which is the subject to the "**written contract**"; and

(b) The "**written contract**" requires you to make the person or organization an additional insured for such "**bodily injury**" or "**property damage**"; or

(3) Who is afforded additional insured coverage under another endorsement attached to this policy.

C. ADDITIONAL PROVISIONS PERTINENT TO ADDITIONAL INSURED COVERAGE

1. With respect only to additional insured coverage provided under paragraphs **A.** and **B.** above:

a. The **BUSINESSOWNERS COMMON POLICY CONDITIONS** are amended to add the following to the Condition entitled **Other Insurance**:

This insurance is excess of all other insurance available to an additional insured whether primary, excess, contingent or on any other basis. However, if a "**written contract**" requires that this insurance be either primary or primary and noncontributing, then this insurance will be primary and non-contributory relative solely to insurance on which the additional insured is a named insured.

b. Under **Liability and Medical Expense Definitions**, the following definition is added:

"**Written contract**" means a written contract or agreement that requires you to make a person or organization an additional insured on this policy, provided the contract or agreement:

(1) Is currently in effect or becomes effective during the term of this policy; and

(2) Was executed prior to:

(a) The "**bodily injury**" or "**property damage**;" or

(b) The offense that caused the "**personal and advertising injury**";

for which the additional insured seeks coverage.

2. With respect to any additional insured added by this endorsement or by any other endorsement attached to this Coverage Part, the section entitled **Who Is An Insured** is amended to make the following natural persons insureds.

If the additional insured is:

a. An individual, then his or her spouse is an insured;

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b. A partnership or joint venture, then its partners, members and their spouses are insureds;

c. A limited liability company, then its members and managers are insureds;

d. An organization other than a partnership, joint venture or limited liability company, then its executive officers, directors and shareholders are insureds; or

e. Any type of entity, then its employees are insureds;

but only with respect to locations and operations covered by the additional insured endorsement's provisions, and only with respect to their respective roles within their organizations. Furthermore, employees of additional insureds are not insureds with respect to liability arising out of:

(1) "**Bodily injury**" or "**personal and advertising injury**" to any fellow employee or to any natural person listed in paragraphs **a.** through **d.** above;

(2) "**Property damage**" to property owned, occupied or used by their employer or by any fellow employee; or

(3) Providing or failing to provide professional health care services.

II. LIABILITY EXTENSION COVERAGES

It is understood and agreed that this endorsement amends the **Businessowners Liability Coverage Form**. If any other endorsement attached to this policy amends any provision also amended by this endorsement, then that other endorsement controls with respect to such provision, and the changes made by this endorsement to such provision do not apply.

A. Bodily injury – Expanded Definition

Under **Liability and Medical Expenses Definitions**, the definition of "**Bodily injury**" is deleted and replaced by the following:

"**Bodily injury**" means physical injury, sickness or disease sustained by a person, including death, humiliation, shock, mental anguish or mental injury by that person at any time which results as a consequence of the physical injury, sickness or disease.

B. Broad Knowledge of Occurrence

Under Businessowners Liability Conditions, the Condition entitled Duties In The Event of Occurrence, Offense, Claim or Suit is amended to add the following:

Paragraphs **a.** and **b.** above apply to you or to any additional insured only when such "**occurrence**," offense, claim or "**suit**" is known to:

(1) You or any additional insured that is an individual;

(2) Any partner, if you or an additional insured is a partnership;

(3) Any manager, if you or an additional insured is a limited liability company;

(4) Any "**executive officer**" or insurance manager, if you or an additional insured is a corporation;

(5) Any trustee, if you or an additional insured is a trust; or

(6) Any elected or appointed official, if you or an additional insured is a political subdivision or public entity.

This paragraph applies separately to you and any additional insured.

C. Estates, Legal Representatives and Spouses

The estates, heirs, legal representatives and spouses of any natural person insured shall also be insured under this policy; provided, however, coverage is afforded to such estates, heirs, legal representatives and spouses only for claims arising solely out of their capacity as such and, in the case of a spouse, where such claim seeks damages from marital common property, jointly held property, or property transferred from such natural person insured to such spouse. No coverage is provided for any act, error or omission of an estate, heir, legal representative or spouse outside the scope of such person's capacity as such, provided however that the spouse of a natural person Named Insured and the spouses of members or partners of joint venture or partnership Named Insureds are insureds with respect to such spouses' acts, errors or omissions in the conduct of the Named Insured's business.

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SB146932G
(Ed. 10-19)

D. Fellow Employee First Aid Coverage

In the section entitled **Who Is An Insured**, paragraph **2.a.1.** is amended to add the following:

The limitations described in subparagraphs **2.a.1.(a)**, **(b)** and **(c)** do not apply to your "**employees**" for "**bodily injury**" that results from providing cardiopulmonary resuscitation or other first aid services to a co-"**employee**" or "**volunteer worker**" that becomes necessary while your "**employee**" is performing duties in the conduct of your business. Your "**employees**" are hereby insureds for such services. But the insured status conferred by this provision does not apply to "**employees**" whose duties in your business are to provide professional health care services or health examinations.

E. Legal Liability – Damage To Premises

1. Under **B. Exclusions, 1. Applicable to Business Liability Coverage**, Exclusion **k. Damage To Property**, is replaced by the following:

k. Damage To Property

"**Property damage**" to:

1. Property you own, rent or occupy, including any costs or expenses incurred by you, or any other person, organization or entity, for repair, replacement, enhancement, restoration or maintenance of such property for any reason, including prevention of injury to a person or damage to another's property;

2. Premises you sell, give away or abandon, if the "**property damage**" arises out of any part of those premises;

3. Property loaned to you;

4. Personal property in the care, custody or control of the insured;

5. That particular part of any real property on which you or any contractors or subcontractors working directly or indirectly in your behalf are performing operations, if the "**property damage**" arises out of those operations; or

6. That particular part of any property that must be restored, repaired or replaced because "**your work**" was incorrectly performed on it.

Paragraph **2** of this exclusion does not apply if the premises are "**your work**" and were never occupied, rented or held for rental by you.

Paragraphs **1**, **3**, and **4**, of this exclusion do not apply to "**property damage**" (other than damage by fire or explosion) to premises:

(1) rented to you:

(2) temporarily occupied by you with the permission of the owner, or

(3) to the contents of premises rented to you for a period of 7 or fewer consecutive days.

A separate limit of insurance applies to Damage To Premises Rented To You as described in Section D – Liability and Medical Expenses Limits of Insurance.

Paragraphs **3**, **4**, **5**, and **6** of this exclusion do not apply to liability assumed under a sidetrack agreement.

Paragraph **6** of this exclusion does not apply to "**property damage**" included in the "**products-completed operations hazard.**"

2. Under **B. Exclusions**, **1. Applicable to Business Liability Coverage**, the following paragraph is added, and replaces the similar paragraph, if any, beneath paragraph **(14)** of the exclusion entitled **Personal and Advertising Injury**:

Exclusions **c, d, e, f, g, h, i, k, l, m, n, and o,** do not apply to damage by fire to premises while rented to you or temporarily occupied by you with permission of the owner or to the contents of premises rented to you for a period of 7 or fewer consecutive days. A separate limit of insurance applies to this coverage as described in **Section D. Liability And Medical Expenses Limits Of Insurance**.

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(Ed. 10-19)

3. The first Paragraph under item **5. Damage To Premises Rented To You Limit** of the section entitled **Liability And Medical Expenses Limits Of Insurance** is replaced by the following:

The most we will pay under Business Liability for damages because of "**property damage**" to any one premises, while rented to you or temporarily occupied by you with the permission of the owner, including contents of such premises rented to you for a period of 7 or fewer consecutive days, is the Damage to Premises Rented to You Limit. The Damage to Premises Rented to You Limit is the greater of:

a. $1,000,000; or

b. The Damage to Premises Rented to You Limit shown in the Declarations.

F. Personal and Advertising Injury – Discrimination or Humiliation

1. Under **Liability and Medical Expenses Definitions**, the definition of "**personal and advertising injury**" is amended to add the following:

h. Discrimination or humiliation that results in injury to the feelings or reputation of a natural person, but only if such discrimination or humiliation is:

(1) Not done intentionally by or at the direction of:

(a) The insured; or

(b) Any "**executive officer,**" director, stockholder, partner, member or manager (if you are a limited liability company) of the insured; and

(2) Not directly or indirectly related to the employment, prospective employment, past employment or termination of employment of any person or person by any insured.

2. Under **B. Exclusions, 1. Applicable to Business Liability Coverage**, the exclusion entitled **Personal and Advertising Injury** is amended to add the following additional exclusions:

(15) Discrimination Relating to Room, Dwelling or Premises

Caused by discrimination directly or indirectly related to the sale, rental, lease or sub-lease or prospective sale, rental, lease or sub-lease of any room, dwelling or premises by or at the direction of any insured.

(16) Employment Related Discrimination

Discrimination or humiliation directly or indirectly related to the employment, prospective employment, past employment or termination of employment of any person by any insured.

(17) Fines or Penalties

Fines or penalties levied or imposed by a governmental entity because of discrimination.

3. This provision **(Personal and Advertising Injury – Discrimination or Humiliation)** does not apply if **Personal and Advertising Injury** Liability is excluded either by the provisions of the Policy or by endorsement.

G. Personal and Advertising Injury - Broadened Eviction

Under **Liability and Medical Expenses Definitions**, the definition of "**Personal and advertising injury**" is amended to delete Paragraph c. and replace it with the following:

c. The wrongful eviction from, wrongful entry into, or invasion of the right of private occupancy of a room dwelling or premises that a person or organization occupies committed by or on behalf of its owner, landlord or lessor.

H. Waiver of Subrogation – Blanket

We waive any right of recovery we may have against:

a. Any person or organization with whom you have a written contract that requires such a waiver.

All other terms and conditions of the Policy remain unchanged.

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CNA

CNA80103XX
(09-14)

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

PRIMARY AND NONCONTRIBUTORY- OTHER INSURANCE CONDITION

This endorsement modifies insurance provided under the following:

BUSINESSOWNERS COMMON POLICY CONDITIONS

The following is added to Paragraph **H. Other Insurance** and supersedes any provision to the contrary:

Primary And Noncontributory Insurance

This insurance is primary to and will not seek contribution from any other insurance available to an additional insured under your policy provided that:

1. The additional insured is a Named Insured under such other insurance; and

2. You have agreed in writing in a contract or agreement that this insurance would be primary and would not seek contribution from any other insurance available to the additional insured.

All other terms and conditions of the Policy remain unchanged.

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CNA

Workers Compensation And Employers Liability Insurance
Policy Endorsement

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

Schedule

Any Person or Organization on whose behalf you are required to obtain this waiver of our right to recover from under a written contract or agreement.

The premium charge for the endorsement is reflected in the Schedule of Operations.

All other terms and conditions of the policy remain unchanged.

This endorsement, which forms a part of and is for attachment to the policy issued by the designated Insurers, takes effect on the Policy Effective Date of said policy at the hour stated in said policy, unless another effective date (the Endorsement Effective Date) is shown below, and expires concurrently with said policy unless another expiration date is shown below.

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Exhibit "C"

24-05-003
Landscape
Architectural
Design Services

CITY OF LAS CRUCES

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, made and entered into on this ____ day of April, 2025 by and between the City of Las Cruces, New Mexico, hereinafter called “CITY” and Stantec Consulting Services, Inc., of 3831 E. Lohman Avenue, Suite 200, Las Cruces, New Mexico, 88011, hereinafter called “CONTRACTOR”.

1. PROJECT DESCRIPTION
Landscape Architectural Design Services on an as needed basis via Project Assignment Agreements (Attachment A) during the term of this AGREEMENT.

2. SCOPE OF SERVICES
In a satisfactory and proper manner, the CONTRACTOR shall perform SERVICES, as proposed in response to the CITY’S RFP No.24-25-003, as set forth in Exhibit A, attached hereto and made a part of this Agreement.

The CONTRACTOR is authorized to extend the same terms and conditions of this Agreement to other governmental entities conditioned upon the procurement laws and regulations of those entities. The CITY shall not be a party nor have any liability relating to such extensions.

3. APPROPRIATIONS
The terms of this Agreement are contingent on sufficient appropriations and authorization being made by the City Council for the performance of this Agreement. If sufficient appropriations and authorizations are not made by the City Council, this Agreement shall terminate upon written notice given by the CITY to CONTRACTOR. The CITY’S decision as to whether sufficient appropriations and authorizations exist shall be accepted by CONTRACTOR and shall be final.

4. COMPENSATION
The CITY shall compensate CONTRACTOR for the performance of SERVICES under this Agreement an amount agreed to for each assigned project, plus applicable taxes. CONTRACTOR shall perform the SERVICES upon receipt of a purchase order or written Notice to Proceed for each assigned project from the CITY. The CITY cannot authorize costs to be incurred prior to such written Notice to Proceed. CONTRACTOR shall submit invoices upon completion of the project. CITY shall pay invoices Net 30 days upon receipt of undisputed invoice.

CONTRACTOR is responsible for payment of State of New Mexico Gross Receipts Tax levied on the amounts payable under this Agreement. CONTRACTOR agrees to comply with all federal and state tax payments and report all items of gross receipts as income from the operations of its business.

5. DEVOTION OF ADEQUATE TIME

CONTRACTOR will devote the necessary hours each week to the performance of projects that are required by the CITY and it will serve the CITY diligently and faithfully, and according to its best ability in all respects and will promote the best interests of the CITY.

6. TERM AND SCHEDULE

This Agreement shall become effective on April 1, 2025 for a term of five years through March 31, 2029.

CONTRACTOR shall perform the SERVICES in accordance with the time set forth as agreed upon by the CITY and CONTRACTOR and as agreed to for each project assigned under the terms of this Agreement.

7. EXTENSIONS, CHANGES, AND AMENDMENTS

This Agreement shall not be extended, changed, or amended except by instrument in writing executed by the parties. The CITY shall not be liable for payment of any extra services nor shall CONTRACTOR be obligated to perform any extra services except upon such written agreement. Such written approval shall indicate the date said extension, change, or amendment is effective and shall be signed by the parties to this Agreement. In the event that the parties cannot reach agreement as to a particular change, the issue shall be resolved pursuant to Article 21.

8. CHANGES AND EXTRA SERVICES BY THE CITY

The CITY may make changes within the general scope of the SERVICES plus may also request CONTRACTOR to perform other extra services not incorporated within the Services set forth in this Agreement. If the CONTRACTOR is of the opinion that such change causes an increase or decrease in the cost and/or the time required for performing the changes or other services required by the City, CONTRACTOR shall so notify the CITY of that fact within five (5) business work days from the date of receipt of change by the CITY. The CITY shall provide written response to the CONTRACTOR within five (5) business work days from the date of receipt of CONTRACTOR’S written notification.

9. CHANGES AND EXTRA SERVICES BY THE CONTRACTOR

In the event a condition is identified by the CONTRACTOR which, in the opinion of the CONTRACTOR, changes the services, costs, and/or time required for performance under this Agreement, the CONTRACTOR shall provide written notification to the CITY within five (5) business work days of such identification. The CITY shall respond in writing to such notification within five (5) business work days from the date of receipt of CONTRACTOR’S notification.

10. DELAYS

In the event that performance of SERVICES is delayed by causes beyond reasonable control of CONTRACTOR, and without the fault or negligence of CONTRACTOR, the time and total compensation for the performance of the SERVICES may be equitably

adjusted by written agreement to reflect the extent of such delay. CONTRACTOR shall provide the CITY with written notice of delay pursuant to Article 9 including therein a description of the delay and the steps contemplated or actually taken by CONTRACTOR to mitigate the effect of such delay. The CITY will make the final determination as to reasonableness of delays.

11. TERMINATION

This Agreement may be terminated by either party hereto upon fifteen (15) calendar days written notice in the event of substantial failure by the other party to perform in accordance with the terms of this Agreement through no fault of the terminating party. This Agreement may also be terminated by the CITY for its convenience or because the PROJECT has been permanently abandoned, but only upon fifteen (15) calendar days written notice to CONTRACTOR.

In the event of termination, CONTRACTOR shall be compensated for all services performed and costs incurred up to the effective date of termination for which CONTRACTOR has not been previously compensated.

Upon receipt of notice of termination from the CITY, CONTRACTOR shall discontinue the SERVICES unless otherwise directed and upon final payment from the CITY deliver to the CITY the required number of copies of all data, drawings, reports, estimates, summaries, and such other information and materials as may have been accumulated by CONTRACTOR in the performance of this Agreement, whether completed or in process.

12. RECORDS AND AUDITS

CONTRACTOR will maintain records indicating dates, length of time, and services rendered. The CITY has the right to audit billings both before and after payment, and contest any billing or portion thereof. Payment under this Agreement does not foreclose the CITY'S right to recover excessive or illegal payments. CONTRACTOR will retain records for five (5) years after the completion of the project.

13. DISCLOSURE AND OWNERSHIP OF DOCUMENTS, PRODUCTS, DESIGN, ELECTRONIC FILES

All technical data, electronic files, and other written and oral information not in the public domain or not previously known, and all information, electronic files, and data obtained, developed, or supplied by the CITY will be kept confidential and CONTRACTOR will not disclose to any other party, directly or indirectly, without the CITY'S prior written consent unless required by lawful order.

All technical data, electronic files, products developed, operational parameters, blueprints, and other information and work of the CONTRACTOR shall be the sole property of the CITY and shall be delivered to the CITY when requested and at the end of the Agreement.

14. INDEPENDENT CONTRACTOR

CONTRACTOR represents that it has, or will secure, at its own expense, all personnel required in performing the SERVICES under this Agreement. Such personnel shall not be employees of, nor have any contractual relationship with the CITY. CONTRACTOR, consistent with its status as an independent contractor, further agrees that its personnel will not hold themselves out as, nor claim to be officers or employees of the CITY by reason of this Agreement.

To the extent that CONTRACTOR employs any employees, CONTRACTOR shall be solely responsible for providing its own form of insurance for its employees and in no event shall CONTRACTOR's employees be covered under any policy of the CITY.

CONTRACTOR'S retention hereunder is not exclusive. Subject to the terms and provisions of this Agreement: (i) CONTRACTOR is able, during the Term hereof, to perform services for other parties; and (ii) CONTRACTOR may perform for its own account other professional services outside the scope of this Agreement.

CONTRACTOR is and shall be an Independent Contractor and shall be responsible for the management of its business affairs. In the performance of the work under this Agreement, CONTRACTOR will at all times be acting and performing as an Independent Contractor, as that term is understood for federal and state law purposes, and not as an employee of the CITY. Without limitation upon the foregoing, CONTRACTOR shall not accrue sick leave, jury duty pay, retirement, insurance, bonding, welfare benefits, or any other benefits, which may or may not be afforded employees of the CITY. CONTRACTOR will not be treated as an employee for purposes of: Workers' Compensation benefits; the Federal Unemployment Tax Act; Social Security; other payroll taxes, federal or any state income tax withholding; or the employee benefit provisions described in the Internal Revenue Code of 1986, as amended. Neither the CITY, nor its agents or representatives, shall have the right to control or direct the manner, details or means by which CONTRACTOR accomplishes and performs its services. Nevertheless, CONTRACTOR shall be bound to fulfill the duties and responsibilities contained in the Agreement.

15. NO JOINT VENTURE OR PARTNERSHIP

Nothing contained in this Agreement shall create any partnership, association, joint venture, fiduciary or agency relationship between CONTRACTOR and CITY. Except as otherwise specifically set forth herein, neither CONTRACTOR nor CITY shall be authorized or empowered to make any representation or commitment or to perform any act which shall be binding on the other unless expressly authorized or empowered in writing.

16. ASSIGNMENT

CONTRACTOR shall perform all the services under this Agreement and shall not assign any interest in this Agreement or transfer any interest in same or assign any claims for

money due or to become due under this Agreement without the prior written consent of the CITY.

17. INSURANCE

CONTRACTOR shall obtain and maintain insurance at its own cost and expense during the life of this Agreement, and shall require Subcontractors, if any, to maintain during the life of his subcontract:

1. Commercial General Liability Insurance
   a. $1,000,000 per occurrence / $2,000,000 aggregate
   b. Coverage must include premises and operations, products and completed operations, and personal and advertising injury.
   c. The City of Las Cruces must be named as an Additional Insured for all coverages listed above on endorsements acceptable to the City.
   d. Coverage must be primary and non-contributory.
   e. Coverage must be per project or per location.
   f. Coverage must be on an occurrence form.
   g. Subrogation must be waived.
2. Commercial Auto Liability
   a. $1,000,000 per occurrence
   b. Coverage must be for “owned, leased, hired, and non-owned autos” or “any autos.”
3. Workers’ Compensation and Employers Liability
   a. Statutory Limits
   b. Employer liability – $1,000,000 each accident, $1,000,000 each employee by disease, $1,000,000 policy limit
   c. Subrogation must be waived.
4. Professional Liability: $1,000,000 per claim

Endorsements for additional insured coverage and waivers of subrogation must be provided as a condition of this Agreement and shall be noted on the certificate.

CONTRACTOR shall furnish the CITY with a certificate(s) of insurance showing CONTRACTOR and Subcontractors, if any, have complied with this Article. The CONTRACTOR shall provide insurance certificates before work is to start on the project and shall provide the CITY thirty (30) days written notification of cancellation of such policies.

18. INDEMNITY AND LIMITATION

CONTRACTOR shall indemnify, defend, and hold harmless the CITY from and against any and all claims, suits, actions, judgments, demands, losses, costs, expenses, damages, and liability caused in whole or in part by, resulting in whole or in part from, or arising in whole or in part out of the negligent acts, errors, or omissions of CONTRACTOR, its officers, employees, agents, or representatives in the performance of SERVICES under this agreement.

19. APPLICABLE LAW
This Agreement and the rights and obligations of the parties shall be governed by and construed by the laws of the State of New Mexico applicable to Agreements between New Mexico parties made and performed in that state, without regard to conflicts of law principles. Venue shall be in the Third Judicial District, State of New Mexico.

CONTRACTOR shall abide and be governed by all applicable state law, CITY ordinances, and laws regarding the CONTRACTOR'S services or any work done pursuant to this Agreement, including anti-discrimination.

20. BREACH
In the event CONTRACTOR breaches any obligation contained in this Agreement, prior to instituting any action or dispute resolution procedure, the CITY shall give CONTRACTOR written notice of such breach. In the event CONTRACTOR fails to remedy the breach within five (5) working days of receiving such written notice, the CITY, at its sole discretion, without any obligation to do so and in addition to other remedies available under applicable law, may remedy CONTRACTOR'S breach and recover any and all costs and expenses in so doing from CONTRACTOR.

21. DISPUTE RESOLUTION
In the event that a dispute arises between CITY and CONTRACTOR under this Agreement or as a result of breach of this Agreement, the parties agree to act in good faith to attempt to resolve the dispute.

22. NOTIFICATION
All notices required or permitted under this Agreement shall be in writing and shall be deemed sufficiently served if served by Registered Mail addressed as follows:

TO CITY:	City of Las Cruces PO Box 20000 Las Cruces, NM 88004 ATTENTION: Catherine Mathews
With Copies to:	City Attorney Purchasing Manager
TO CONTRACTOR:	Stantec Consulting Services, Inc. 3831 E. Lohman Avenue, Suite 200 Las Cruces, NM 88011 ATTENTION: Colt Yorek

23. SCOPE OF AGREEMENT
This Agreement incorporates all of the agreements, covenants, and understandings between the parties hereto concerning the subject matter hereof and that all such

covenants, agreements, and understandings have been merged into this written agreement. No prior agreement or understanding verbal or otherwise of the parties or their agents shall be valid or enforceable unless embodied in this agreement.

24. SEVERABILITY

The parties agree that each provision of this Agreement is severable and the invalidity or unenforceability of any one or more of the provisions of this Agreement shall not affect the validity or enforceability of any other provision of this Agreement, and this Agreement shall be construed in all respects as if such invalid or unenforceable provisions were omitted.

25. CONFLICT OF INTEREST

CONTRACTOR represents and warrants that CONTRACTOR has no business, professional, personal, or other interest, including, but not limited to, the representation of other clients, that would conflict in any manner or degree with the performance of its obligations under this Agreement. If any such actual or potential conflict of interest arises under this Agreement, CONTRACTOR shall immediately inform the CITY in writing of such conflict. If, in the reasonable judgement of the CITY, such conflict poses a conflict to and with the performance of CONTRACTOR'S obligations under this Agreement, or is otherwise a violation of the CITY'S current policy or ordinances, then the CITY may terminate the Agreement immediately upon written notice to CONTRACTOR; such termination of the Agreement shall be effective upon the receipt of such notice by CONTRACTOR.

STANTEC CONSULTING SERVICE, INC.

BY: _____
Colt Yorek
Senior Associate / Project Manager

_____
Date

CITY OF LAS CRUCES

BY: _____
Alicia Hernandez
Purchasing Manager

_____
Date

APPROVED AS TO FORM

03/12/2025
City Attorney

24-05-003
Landscape
Architectural
Design Services

EXHIBIT A
SERVICES

A. Project Assignments
A Project assignment is initiated by the City providing the selected Landscape Architecture firm(s) a detailed description, including scope of work and any other special instructions needed by the Landscape Architect to prepare items such as preliminary and final cost estimates, schedule/timelines, complete project plans and specifications, project reports, and other related landscape architecture services. The awarded Landscape Architecture firms shall provide Landscape Architecture Services that may include, but not be limited to, the following:
1. The design of new and renovation trails, parks, playgrounds, site development, athletic fields, landscape improvements, and irrigation systems, conducting all necessary investigations/studies, subsurface utility identification, construction contract administration, land surveying activities.
2. Concept preparation and presentation with graphics.
3. Project Management
4. Construction Administration

B. Project Assignment Agreements
A Project assignment Agreement (a template of which is incorporated herein as ATTACHMENT “A”) will be negotiated and executed on a case-by-case basis for each specific project and will include a cost proposal from the Landscape Architecture firm(s) proposing to do the work. The cost proposal may utilize one of the following pricing formats:
1. Lump Sum
2. 2. Unit pricing to include:
    a. Hourly rate for various types of services requested by the City
    b. Charges for miscellaneous items such as hardcopies, data, digital storage media, rental of special equipment, etc.
    c. A statement of the billing procedures including minimum billing units, if any
    d. Cost of sub-consultants, if any
3. An alternative unit cost breakdown

C. Deliverables
Each project contract will require a list of deliverables, schedule/timeline, and cost. The Landscape Architect may be required to supply to the City any of the following items, when specified and as requested on the Scope of Work for each individual project:
1. Preliminary report containing schedule of work and cost estimate.
2. Construction drawings and documents
    a. Electronic drawings shall be submitted via City approved methods drawn in AutoCAD format. The Landscape Architecture firm(s) shall verify the latest software, version, and update in use by the City to

ensure compatibility. Specifications and Contract Documents in Word format. Provide hardcopies and PDF format of the construction plans, specifications, and contract documents.

b. As-built drawings on electronic media and reproducible prints. Electronic drawings shall be submitted via City approved methods drawn in AutoCAD format. All horizontal and vertical location datum information shall be coordinated with the City Surveyor. The project control survey shall be certified by a New Mexico Registered Land Surveyor. Metadata or “data about the data” shall be submitted with each as-built electronic file, preferably as a separate text file on the electronic submittal media, and shall include:
    i. Name, Address, and phone number of the responsible land surveyor.
    ii. Date of completion of survey.
    iii. Equipment used to conduct the survey.
    iv. Horizontal and vertical control marks used to tie the survey to the City approved control.
    v. Transformation factors needed to reduce Ground (local coordinate system) to Grid, and combined scale factor used.

3. “RECORD DRAWINGS” shall be clearly labeled on each sheet.
4. Project reports.
5. Any other item specified in the contract for that project.

D. The selection of a Landscape Architect for a specific project shall be based on experience with similar project, references, performance in similar projects, and availability. This will include the ability to meet schedules, cost control, and responsiveness to client.

E. The Landscape Architect shall have a design staff available everyday who will be responsible, on behalf of the Landscape Architect, for providing timely completion and response for performance of the terms of each Project Assignment Agreement during the progress of each individual project. Any deviation from this requirement is at the discretion of the City and must be approved in writing by the City prior to the start of an individual project.

REQUEST FOR PROPOSAL–RFP NO: 24-25-003

Landscape Architectural Design Services

SUBMITTED TO: CITY OF LAS CRUCES

SUBMITTED BY: STANTEC CONSULTING SERVICES INC.

SUBMITTAL DATE: SEPTEMBER 26, 2024



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RFP Compliance Declaration

CITY OF LAS CRUCES

RFP COMPLIANCE DECLARATION

RFP TITLE: **Landscape Architectural Design Services**

RFP NO.: **24-25-003**

DUE DATE/TIME: **September 26, 2024 / 4:00 p.m.**

In compliance with the requirements of this RFP, I, the undersigned, offer and agree to furnish any or all materials and/or services to the City of Las Cruces within the time agreed.

I further certify that this company has not been debarred, suspended, or otherwise made ineligible for participation in Federal Assistance programs under Executive Order 12549 Debarment and Suspension as described in the Federal Rules and Regulations.

Receipt of Addenda Nos.: 0 is hereby acknowledged (where none received, place a zero in this space)

Company Name and Address:
Stantec Consulting Services Inc.
3831 E Lohman Avenue, Sutie 200
Las Cruces, NM 88011-8447



Authorized Signature
Colt Yorek
Typed or Printed Name
Senior Associate / Project Manager
Title
colt.yorek@stantec.com
Email Address

Telephone number 575-524-2007 Fax number n/a

NM Tax & Revenue Dept. CRS # L0794536048

Current NM Secretary of State Business ID # 4237467 (corporations only)

Current CLC Business Registration # 17418-23 (respondents located in Las Cruces only)

Federal I.D. number 11-2167170 (mandatory for all respondents)

NM Resident Certificate from NM Tax and Revenue Department enclosed ✓ Yes ____No

THIS FORM MUST BE COMPLETED AND INCLUDED WITH PROPOSAL
FAILURE TO INCLUDE WILL SUBJECT RESPONSE TO REJECTION

Revised: February 2024

STATE OF NEW MEXICO

TAXATION AND REVENUE DEPARTMENT

RESIDENT BUSINESS CERTIFICATE

Issued to: **STANTEC CONSULTING SERVICES, INC.**

DBA: **STANTEC CONSULTING SERVICES, INC.**
6100 SEAGULL ST NE STE 102B
ALBUQUERQUE, NM 87109-2500

Expires: **31-Oct-2025**

Certificate Number:

L0794536048

Stephanie Schardin Clarke
Cabinet Secretary

THIS CERTIFICATE IS NOT TRANSFERABLE

CITY OF LAS CRUCES

P.O. BOX 20000
LAS CRUCES, NEW MEXICO 88004

2025 - 8

Type	Number
Business Registration License - PROFESSIONAL SERVICE	17418-24
	Issue Date
	08/01/2024
	Expires
	8/29/2025

**** NOTICE ****

This license becomes null & void if ownership, business name or address is changed. Licensee must apply within 10 days of such changes for transfer. Fees may apply. All applicable building & zoning regulations pertaining to business location must be followed.

Business Name: Stantec Consulting Services, Inc.

3831 E LOHMAN Ave
STE 200
Las Cruces. NM

***** POST THIS CERTIFICATE IN A CONSPICUOUS PLACE*****

TRANSMITTAL LETTER

Stantec

RFP No: 24-25-003
Landscape Architectural Design Services

City of Las Cruces
700 N. Main
Las Cruces, NM 88001

Stantec Consulting Services Inc.
3831 E Lohman Avenue, Suite 200
Las Cruces, NM 88011-8447

Stantec is appropriately licensed in accordance with the laws of the State of New Mexico through the New Mexico Regulation and Licensing Department to provide engineering services in New Mexico. The principal-in-charge will be Colleen Ruiz, NMPE #16240. Project Manager will be Colt Yorek, LA-2024-0009

Dear Selection Committee,

We understand the need to provide an array of recreational opportunities for the residents as well as the aesthetic enhancements for infrastructure are key to a livable city and a healthy community. Therefore, Las Cruces needs a consultant that can take a leadership role and a collaborative approach to keep pace with the evolving needs for the City of Las Cruces. Stantec stands ready to support you in addressing these needs. On behalf of our entire Stantec team, we are excited to offer this Request for Proposal response for Landscape Architectural Design Services for the City of Las Cruces.

Extensive Relevant Experience. As landscape architects, we have a passion for master planning, designing parks and public spaces, with a proven track record of turning that passion into fully realized and implemented community spaces. For more than forty-five years, Stantec has been a trusted partner for over 130 local governments and utilities.

The unique locale of Las Cruces in the Chihuahuan Desert requires a thoughtful approach to balance aesthetics, functionality, and environmental sustainability. Our teams have worked extensively on projects in Southern New Mexico and West Texas for parks, trails, and site development, and have a great understanding of the unique challenges that come to the forefront in this environment.

The Stantec Difference. As a company of over 30,000 employees, we also have highly specialized teams of designers, planners, engineers, architects, and funding specialists that can tackle the needs of all projects, no matter the size. Our local strength, knowledge, and relationships, coupled with our world-class expertise, have allowed us to go anywhere to meet our clients' needs in more creative and personalized ways.

We look forward to working with the City of Las Cruces to best manage your existing assets, helping your community grow in a healthy, sustainable manner, and to explore innovative and exciting solutions. You have our personal commitment that this project will receive the energy and attention it deserves coming from a seasoned and experienced team, and it will delivered at the highest level possible. We look forward to an opportunity to discuss your project in person and have you meet our team.

Sincerely,

Stantec Consulting Services Inc.

Colt Yorek, PLA, ASLA
Project Manager
210-308-4704
colt.yorek@stantec.com

Collen Ruiz, PE
Principal-in-Charge
505-349-8454
colleen.ruiz@stantec.com

CRITERIA NO.1
TECHNICAL APPROACH

Stantec

A. PROFESSIONAL, TECHNICAL, AND CUSTOMARY SERVICES

We understand park systems and mobility, and our team brings an integrated approach that "connects the dots." We build project teams with the brightest minds to capture the best ideas while ensuring stakeholder integration and community engagement. To serve the City's needs, we have provided our recommendation for steps to success below.

Phase 1: Project Initiation

Kick-Off Meeting: Stantec will schedule and lead a kick-off meeting with City staff to discuss goals and objectives for the project. The kick-off meeting will include all team members and representatives from the City so all project details can be discussed prior to starting work.

Finalize Scope of Work: Within 30 days of Authorization to Negotiate from the City, and with input from the kick-off meeting, Stantec will submit a final scope of work.

Project Management and Coordination: Stantec will coordinate closely with the City and designated stakeholders throughout the course of the project. The Project Manager will oversee the daily coordination of the project and will be responsible for the following project requirements:

Prepare a Project Plan: Our work starts with developing a Project Management Plan. That is the baseline that sets the course regarding how the project will be managed and successfully executed. Our corporate business processes are centered around Stantec's proven 10-Point Project Management (PM) Framework. This is the core of our practice, using it to achieve and sustain our ISO 9001 Quality Management System (QMS) certification.

The project plan for the contract will include elements common to all staff working on a project such as quality protocols and workflow compliance with the City including quality checklists, training, health and safety requirements, invoicing, communication protocols, CAD standards, and other requirements. The project plan is distributed to all internal project team members and subconsultants, and includes detailed information on the scope, schedule, budget, quality plan, internal and external team members, project objectives and communication protocols. A team kickoff meeting is conducted to review the Project Plan at the onset of each project and establish coordination of drawings and specifications within each discipline. A key aspect of this coordination is scheduling and critical path analysis. Our project plan will integrate the different disciplines to make sure that all goals in resilience, environmental, social and economic metrics are accounted for.

Phase 2: Pre-Planning

Detailed Ground & Topographic Survey: Stantec will conduct a detailed ground and topographic survey for the entire site, to understand the relationship between future programming, site drainage and other improvement opportunities.

Site & Facility Inventory & Analysis: Starting with the basics, our team will implement tools and strategies to evaluate the site ranging from boots on the ground assessments, aerial inspection and survey, public utility records review, to researching adjacent land uses. This information will help us identify the site's strengths, weaknesses, opportunities & threats (S.W.O.T.), and give us the map to move forward into design.

Initiate Public Engagement: Blending the needs of the community members, stakeholders, and city staff with the project goals is critical to the success of any project. The project team will identify these needs through public engagement and outreach which sets the framework for primary objectives as the project moves forward in the design process.

Prepare Conceptual Studies: Based upon findings from inventory & analysis, meeting with City staff, and feedback from public engagement, we will prepare conceptual site plans.

Funding: Our team brings funding into the discussion in the earliest stages of evaluation to plan within the City's existing resources. Funding is an integrated

planning parameter rather than an afterthought. We will help set realistic funding parameters, including potential outside augmentation to the City's existing internal resources.

Phase 3: Design Implementation

Stantec's Design Implementation process is thorough so we can provide the highest-quality project for you. The following section details each step in design implementation, and a graphic representation of the process can be seen on page 6.

Future-Proofing the Plan: We bring the City an interdisciplinary team of large-scale planners, detailed park designers, engineers, funding specialists, and public outreach professionals. Having multiple disciplines designing together helps to identify and address weaknesses in the plan while they are still just ideas, thereby producing effective solutions and an implementable plan.

Schematic Design (30%): Schematic design includes the preparation of Schematic Design Plans which are based on the approved "Conceptual Master Plan." A 30% Opinion of Probable Cost (OPC) is also developed.

Design Development (60%): Preparation of the Design Development Plans are based on the progress review of the Schematic Design Plans and input received through the public engagement process. Stantec will also provide a 60% OPC.

Construction Documents (Final): Preparation of the Final detailed design and engineering plans are based on the approval of the Design Development Plans and will serve as the basis for permitting, bidding, and construction.

Permitting & Agency Review: Stantec will coordinate and assist the City with any internal and external agency compliance review or permitting.

Quality Reviews: Each deliverable to the City will go through a documented quality review by experienced staff. Stantec will conduct quality reviews at each milestone including pre-design, schematic design, design development, and construction documents. The construction budget and cost estimating will be considered and reviewed at each milestone. Constructibility reviews are also incorporated into the process. During each quality review, the quality review manager will assure that the design adheres to the contract requirements, associated City processes, and design requirements.

Monitor the Project: Integral to Stantec's Quality Control reviews, we use proprietary software to produce schedules and monitor the project. Design schedule control is implemented using Gantt charts with major milestone dates and deliverables stated in the task order contract along with interim milestones. These milestones are evaluated against costs in an integrated cost control system to calculate earned value for each milestone deliverable and to determine whether we are tracking ahead of or behind schedule. If this analysis shows budget concerns, we determine the cause and put mitigation procedures in place. We have consistently received high marks from federal evaluators for our ability to deliver projects on or ahead of schedule and for the agreed budget.

Project Closeout/Continuous Improvement: At the end of each project, we will conduct a project closeout. We will provide the closeout documents, review billings, assure a release of claims is provided with the last invoice, assure all subconsultant invoices are submitted and paid, and share lessons learned with the project team.

We have a design, now what?

When successfully delivered, projects can strengthen the City and the community. However, we all know projects can be extremely challenging to deliver in today's highly dynamic environment. Failure to recognize these dynamics and to quickly respond, can lead to unpleasant surprises, escalating costs, schedule delays, or worse. But what if the project could be delivered without these undesirable outcomes?

Design to Implementation Transition

Cost Estimating Methodology and Approach to Construction Documents: Our methodology is a balanced approach considering the design phase of the project and allowing for variability in unit price construction. We approach each cost estimate with the following steps:

- Identify as many bid items as possible
- Apply a factor of safety to key items likely to increase in quantity as the project is defined
- Use current City unit prices for each estimate, rounding the unit prices up during the early phases of the project
- Apply a moderate contingency during early phases and reduce it as the project is defined

This approach results in more accuracy in the estimated cost as the project design progresses and accounts for an appropriate level of risk at each phase of the project design. We don't want any surprises at bid opening and know you don't either.

Clear. Accurate. Understandable. All essential attributes in a set of bidding and construction documents to ensure you receive fair pricing and avoid change orders. We strive to take our construction documents one step further and

ensure they consider the needs of the community while balancing safety, mobility, and the environment. We understand the bigger picture, and our processes have garnered compliments from both contractors and clients on the same set of plans and specs. That is no easy feat and speaks to our commitment to excellence on your behalf.

Bid Support Services

Our Bid Process and Preparation of the Bid Packet: At the time we arrive at the 90% plans, we anticipate having completed the permitting process where all inquiries and comments are included in the drawings, a final Order of Magnitude Cost Estimate, and all drafts of City bid documents which are coordinated with the project bid documents. This will be the basis of our "Ready for Issuance" document set. Stantec will coordinate with the City to schedule and attend a pre-bid meeting and to respond to bidders as approved by the City during the Procurement bid process. This is outlined further below.

Preparing Bids: Once bids are received by the City, reviewed with Stantec's assistance, and a Contract is prepared for the successful bidder, Stantec will prepare an "Issued for Construction" set of documents that includes any updates noted in the contract and as provided for by RFP response, bid alternates, or addenda approved by the City during the bid and contract process. Stantec will coordinate with the City on submittal criteria and permit meetings as noted above and with meetings that are yet to be determined for this work. Stantec staff will attend these meetings to provide documentation, answer questions about the work, and provide information required for applications including costs, fee applications, calculations, etc.

Contractor Pricing Phase: Stantec will coordinate with the City Procurement office to provide a bid and construction set of documents that meet the City's standards for this work. Upfront contract documents will be prepared by the City, and Stantec may support their effort by providing information from the engineering design document set as may be required by the City, including bid tabulation sheets for bidders' use in providing a unit price bid to the City. Finally, throughout the time frame of the bid process, we will be available to respond to questions.

RFI's or issue bid bulletin updates as the City may be deemed appropriate to the bidder. We will review the construction bids, check references, and make recommendations of award based on qualified bidder criteria as outlined City Procurement practices.

Construction Phase Services

Construction Observation and Coordination Approach: Effectively managing project communications is critical to the success of any project. Each individual involved from project team to stakeholders must understand how project communications affect their responsibilities and the project as a whole. Our approach to construction observation begins with developing a quality set of construction documents that have been fully coordinated with stakeholders to include appropriate bid items for all the necessary work. Starting with a quality set of construction documents provides all stakeholders with confidence and demonstrates our competence to the construction contractor.

With a mutual respect for each team member's roles and responsibilities, we will work with the City of Las Cruces, utility agency representatives, regulatory agencies, and the construction contractor to:

- Administer the contract
- Establish clear lines of communication
- Define expectations of all parties
- Maintain open communications
- Listen before speaking
- Be responsive and accountable

Stantec also understands that regardless of the utility coordination efforts and geotechnical investigations during the design phase, the construction contractor may encounter an unknown utility or unforeseen condition in the field. Should problems arise, our team in the Las Cruces office can be there to assist in a moment's notice. We are committed to maintaining continuity of personnel for the duration of the project. We engage key staff and subconsultants through the construction phase to maintain access to *why* certain decisions were made during design. Our construction phase administration team understands being responsive to communication during construction is critical to staying on schedule.

In order to promote construction coordination with all stakeholders on the project, Stantec will attend monthly progress meetings with the City, utility agency representatives, and contractors at the project site. If needed, we can provide minutes complete with action items for each meeting. This will decrease the processing time for pay applications and facilitate the contractor being paid faster. In our experience, a contractor who gets paid on-time results in increased performance on the job.

B./C. MAJOR TASKS AND DETAILED STATEMENT OF SERVICES

Master Planning & Conceptual Design

We understand the scope of each project will be unique. For visioning, master planning, and conceptual design, we employ the following approach:

We consider planning and design collaboration to be a combined effort from City staff and the consultant team. We will work diligently to understand the community's voices, become intimately familiar with the subject sites, recognize the stage of evolution that spaces occupy within the context, and build strategy around multiple branches of active and passive activities. This kind of holistic thinking is often overlooked and is omitted from traditional planning and design processes. Stantec's approach to master planning is to create facilities and parallel activities that are essential to maintaining vibrant open spaces.

Active Recreation

Engaging in active recreation offers enjoyment as well as numerous health benefits. They are one of the most highly requested facilities from residents in many communities. These facilities can serve both younger and older residents at different activity levels, in which some of these can include sports courts and ballfields.

When communities are wanting to incorporate these facilities, we highly recommend a robust community engagement process to get the support and input of the community. There are many factors in the planning and development of these facilities for long term success directly related tot he materials specified and ongoing maintenance recommendations.

Since these facilities are usually very active with users, noise levels can impact the surrounding community. We like working with Clients to identify the best locations and programming for these spaces to have the highest level of acceptance by the residents.

Passive Recreation

Leisure activities should have a multi-generational reach within the community. They provide an opportunity to connect with nature, unwind, and rejuvenate. These facilities typically have less infrastructure than active recreation spaces, and therefore they are typically easier to add into available open spaces.

Trails, picnic areas, shaded areas of refuge, and play areas all comprise this category and require their own level of development. When we approach these projects, we like to holistically look at how they tie into the community, and make sure we are helping you fill a needed gap in recreation offerings for the residents. We work closely with you as the client to have an understanding of your needs from an operational perspective, so the long-term success of the project is considered, not just the immediate construction of it.







Streetscape (ROW & Medians)

These projects can be simple planting enhancements of a new road, or the front gate to your community with large gateway signage. It's not a simple task when working with the ROW, as there are many items to consider for the safety of all users. Visibility at various speeds along certain corridors must be considered for vehicular traffic as well as vehicular-pedestrian conflict points.

Outside of the plantings, these areas can also include pedestrian and bike facilities, street lighting, and other hardscape enhancements. Our team has worked on many roadway enhancement projects, and our preference is to utilize our team of traffic and roadway engineers to assist in the overall planning and design of these projects to ensure we meet all local and state laws and regulations.

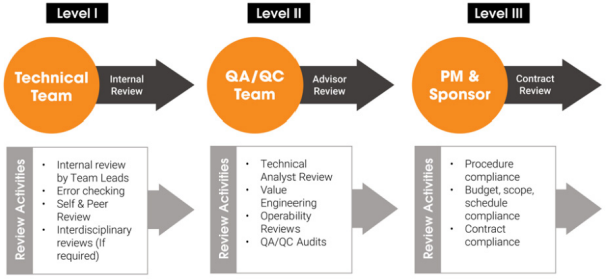
While we want these to be an enjoyable experience with great aesthetics, the way these spaces are designed also need to heed to the ease of maintenance and safety for personnel working along these ROWs and medians.



Project Management

Stantec implements a Project Management Framework (PM Framework) that outlines the tasks for all our projects. The scalable PM Framework brings a pragmatic and disciplined approach to project delivery. It includes:

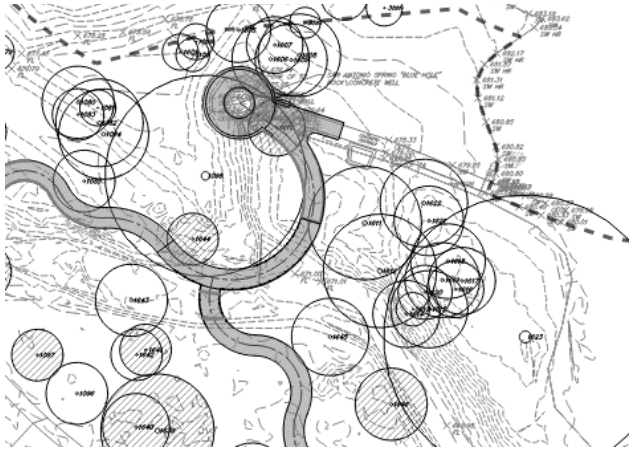
- Critical Path Method (CPM) Scheduling: We'll develop a CPM schedule outlining the project's major activities and related durations.
- Budget Control: Our enterprise software application allows management of project design expenditures through close monitoring and earned value analysis reporting. We draw on our extensive project knowledge to provide early project scoping costs, updates, and final construction estimates.
- Quality Control/Quality Assurance (QC/QA): With our comprehensive quality program, we deliver final services that have been through a detailed review, thereby limiting errors and omissions to provide you with high-quality products.



Construction Administration

Our involvement at the construction administration stage ensures the design intent is carried out and the project is built per the plans and specifications. In the current economic climate low bid contractors are trying to cut corners where possible. We are aware of industry practices and carefully review all substitutions and submittals. We have pre-construction meetings with the contractor to outline expectations and advise them that it may be redone if the work does not meet plans and specifications. Periodic site reviews are identified and performed. The site reviews are recorded, RFIs and submittals are logged in by number, and contract changes are itemized.

We know the City has strict construction standards and has a reputation of building quality parks. Stantec shares these values and understands that good execution leads to a better project. Services include, but are not limited to, pre-bid conferences, bidding assistance and evaluations, pre-construction meetings, review submittals, responding to RFIs, layout and installation reviews, punch lists, and post-maintenance reviews.



D. TYPICAL PROJECT SCHEDULE/TIMELINE

PROJECT PHASES

01 SCHEMATIC DESIGN

Preliminary discussions and coordination with local/ regional governing agencies.

Steering committee/ stakeholder kickoff meeting.

Create development strategies for the site including:
- Programming
- Conceptual Studies
- Budget & Schedule
- Quality Control

Public outreach with community representatives, elected officials, City of Las Cruces leadership and staff, and other stakeholders as appropriate.

02 DESIGN DEVELOPMENT

Finalize master plan, presentation materials, and recommendations:

- Goals & Objectives
- Governing Agencies and Stakeholders
- Preferred Development Plan
- Partnership Strategies
- Access & Circulation

Final plan delivery and presentation to steering committee, City of Las Cruces leadership and staff, stakeholders, and interested community members

03 CONSTRUCTION DOCUMENTS

Continue with the selected design to deliver a full construction documentation set.

Prepare several delivery phases to the City of Las Cruces for construction review and approval:

- Geotechnical Report
- 60% & 100% Plans
- 60% & 100% Technical Specifications
- Cost Estimates & Schedule Refinements
- Transportation Coordination & Plan Processing
- Construction Phasing Plans

04 AGENCY REVIEW

Work with reviewing agencies to ensure all documentation is submitted and approved.

Review and address any comments from governmental agencies.

Work with reviewing agencies to ensure an approved project is on time.

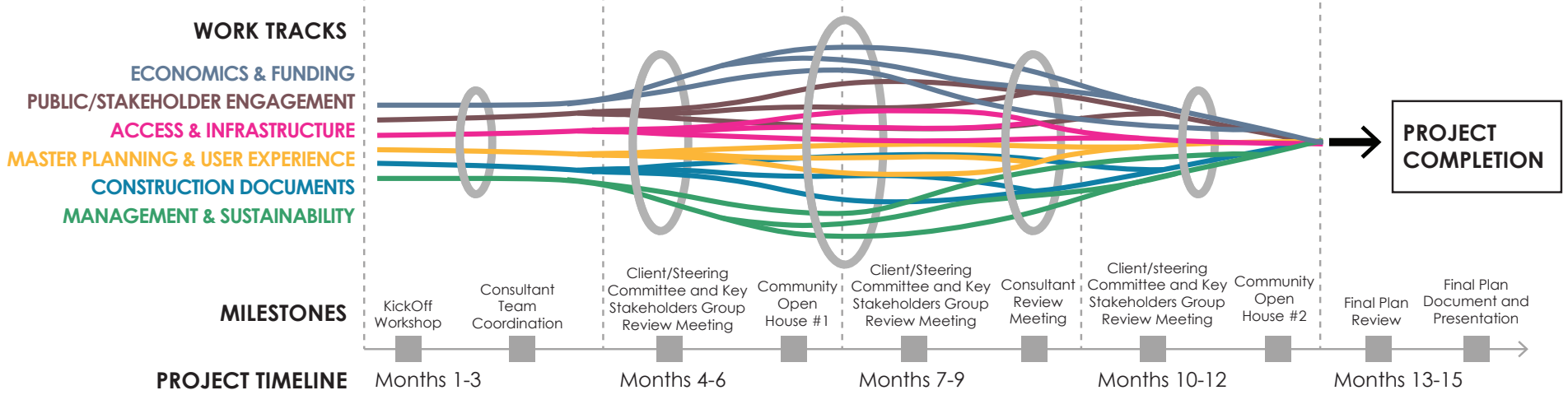
05 BID & CONSTRUCTION SUPPORT

Provide support for the following milestones of bidding and negotiation for the client:

- Pre-bid Meeting
- Preparation of Addenda
- Review Bids

Provide support for the following milestones of construction administration:

- Site Visits & Observations
- Addenda Communication Forms
- RFI Responses
- Site Observation Reports
- Punch List Items
- As-Built Drawings



*Above represents a general project timeline. As all projects vary in size and scope, this schedule and milestone delivery would customized at our initial project scoping meeting to meet the needs of the project.

CRITERIA NO.2
QUALIFICATIONS & COMPETENCE

Stantec

A. PROJECT TEAM

The organization chart shows our proposed team for this contract, the experience we bring to the table, and our services offered. Our team is **local** but has **access to global resources** and subject matter experts within Stantec that they can pull in at any time depending on your needs.

CITY OF LAS CRUCES

PROJECT MANAGER
Colt Yorek, PLA, ASLA

PRINCIPAL-IN-CHARGE
Colleen Ruiz, PE

MASTER PLANNING
- **Mark Maldonado,** PLA, ASLA

LANDSCAPE ARCHITECTURE & SITE DESIGN
- **Colt Yorek,** PLA, ASLA
- **Mark Maldonado,** PLA, ASLA
- **Brad Cowan,** PLA, ASLA
- **Cary Baird,** PLA, ASLA

STREETSCAPE & TRAILS
- **Brad Cowan,** PLA, ASLA
- **Colt Yorek,** PLA, ASLA

SPORTS & ATHLETIC FIELDS
- **Cary Baird,** PLA, CLARB

PLAZA & URBAN PARKS
- **Brad Cowan,** PLA, ASLA

PUBLIC ENGAGEMENT
- **Paola Fernandez,** NCI, CNU-A

FUNDING STRATEGIES
- **Lisa Campbell**

CIVIL ENGINEERING
- **Wesley Hall**

SURVEY
- **Gerardo Torres,** PLS

STRUCTURAL ENGINEERING
- **Francis Catanach,** PE

TRANSPORTATION & ROADWAY
- **Gene Paulk,** PE

ELECTRICAL ENGINEERING
- **Lawrence Ramirez**

SERVICES
- Project Management
- Planning
- Landscape Architecture
- Architecture
- Urban Design
- Engineering
- Design Visualization
- Public Engagement
- Visioning & Placemaking
- Signage & Wayfinding
- Stormwater Management
- Ecological Restoration
- Interpretive Design
- Sustainable Design

EXPERIENCE
- Comprehensive Master Plans
- Park Master Planning/Design
- Open Space Design & Natural Area Preservation
- Greenways & Trails
- Athletic Fields, Courts & Parks
- Cultural Facilities/Gardens
- Outdoor Learning/Community Nature Centers
- Nature Parks
- Waterfront Parks
- Urban Plazas
- Aquatic/Recreation Centers



COLT YOREK, PLA, ASLA

Role: Project Manager
Experience: 17 years **Availability:** 70%

Colt is a Senior Landscape Architect in Stantec's southwest community development group. He brings 17 years of design and construction management experience of parks & trails, site design, mobility improvements, planning, and roadway improvements across a wide range of projects in both the public and private sectors. He brings a collaborative approach for developing accessible and sustainable parks and open spaces, streetscapes, mobility, and site design. Colt has experience of working in the southern New Mexico and West Texas region on number projects, and he is a licensed landscape architect in both states. Colt will be the primary point of contact for the city and lead the projects, leveraging our proposed team for supporting tasks and deliverables.

- Fort Bayard Renovations Santa Clara, NM
- Clayton Event Center Clayton, NM
- Tucumcari Main Street Project Tucumcari, NM
- Santa Rosa Main Street Santa Rosa, NM
- Blue Hole Park Master Plan Santa Rosa, NM
- Private Commercial Development Albuquerque, NM
- Private Commercial Development El Paso, TX
- CDBG Downtown Revitalization Del Rio, TX
- Parks, Recreation, & Open Space Master Plan Del Rio, TX
- Kyle Sports Complex Kyle, TX
- Eisenhower Park Mountain Bike Trails San Antonio, TX
- Gallegos Park Frisco, TX
- Spirit Reach Contemplative Path San Antonio, TX



COLLEEN RUIZ, PE

Role: Principal-in-Charge
Experience: 27 years **Availability:** 10%

Colleen, an NMSU graduate, sees opportunity in Las Cruces — an opportunity to help the community build strong, sustainable infrastructure while respecting history and planning for the future. She understands the funding mechanisms and processes within the state to help match community contributions for big changes. With more than two decades of engineering design experience working on multi-disciplinary projects across New Mexico, and beyond, she has a knack for empowering communities to realize their potential and works with stakeholders to make sure all voices are heard. As the sector leader for New Mexico's community development group, Colleen works with project teams to set clear objectives, staffing, project needs, schedules, and expectations. Colleen has worked with a wide variety of clients including municipalities, military facilities, major technology companies, and developers across the Southwestern US to design their visions.

- Santa Rosa Main Street Santa Rosa, NM
- Blue Hole Park Master Plan Santa Rosa, NM
- Tucumcari Main Street Project Tucumcari, NM
- Fort Bayard Renovations Santa Clara, NM
- Drainage & Roadway Impact Fee Study Santa Rosa, NM
- Los Alamos County Transit Station Feasibility Study Douglas, AZ



MARK MALDONADO, PLA, ASLA

Role: Master Planning
Experience: 18 years **Availability:** 20%

Mark is a discipline lead for Stantec's southwest planning and landscape architecture practices. In his 18 years of experience, he has led or participated in project types including sports parks, trail systems, park master plans, and system design guidelines. Mark has worked with dozens of municipalities, counties, and river authorities to reach their visions. Much of Mark's public sector experience is through projects pertaining to parks and recreation. He understands the design process, as well as the steps needed in a public forum to arrive at the solution. As a landscape architect and planner, Mark has a keen sense for the land and brings enthusiasm and professionalism to the public process to help clients arrive at solutions to their future needs.

- Metropolitan Redevelopment Area Plan Las Cruces, NM
- City of Jal Comprehensive Plan Jal, NM
- El Paso Deck Park El Paso, TX
- Parks, Recreation, & Open Space Master Plan Fort Worth, TX
- Kyle Sports Complex Kyle, TX
- Parks, Recreation, & Open Space Master Plan Del Rio, TX
- Mission Concepcion Sports Complex San Antonio, TX
- Spirit Reach Conemplative Path San Antonio, TX



BRAD COWAN, PLA, ASLA

Role: Streetscapes, Trails, Plazas, & Urban Parks
Experience: 20 years **Availability:** 40%

With over 20 years of experience, Brad has an extensive portfolio of design, planning, and management experience that includes planning and design of parks, trails, and open space; green infrastructure design; urban streetscape design; transportation corridors; and landscapes on structure. He has brought his design vision and technical know-how to projects across the Chihuahuan Desert, working in the cities of El Paso, Texas and Santa Rosa, New Mexico. His approach to design and planning focuses on the social and user experience, as well as the culture and context of place. He collaborates with planners, engineers, architects, and other landscape architects to establish smart and responsive design solutions on every project, layering multiple benefits that balance functionality, aesthetics, and resiliency.



CARY BAIRD, PLA, CLARB

Role: Sports & Athletic Fields
Experience: 37 years **Availability:** 25%

Cary's experience encompasses all aspects of landscape architecture, planning, and construction management for parks and recreational projects. He has provided award-winning designs throughout the Southwest and West with ecosystems ranging from tropical rain forest to semi-arid southwest xeriscapes. His expertise includes state, regional, community, and neighborhood parks and recreational facilities, from passive recreation to major sport venues for both public and private clients. He also has vast experiences working as a landscape architect on NMDOT projects ranging from streetscapes to roadway improvements to interstate projects.



PAOLA FERNANDEZ, NCI, CNU-A

Role: Public Engagement
Experience: 10 years **Availability:** 20%

Paola is border child of Ciudad Juárez and El Paso with 10 years of professional experience shaping sustainable and equitable cities and communities. As a passionate advocate for community-led planning and design, Paola has led numerous successful projects ranging from small-scale interventions to large-scale comprehensive plans. With a keen understanding of the complexities and challenges of urban development, Paola brings a collaborative, inclusive, and empathetic approach to every project, working closely with community members in cities like Las Cruces and Jal to ensure that their voices are heard and their needs are met.



LISA CAMPBELL

Role: Funding Strategies
Experience: 29 years **Availability:** 25%

Bridging our clients with urgently needed funding sources are a passion for Lisa, an NMSU alumni. She is our dedicated grant specialist and serves rural New Mexico clients by administering grants from various programs such as the NMDOT, Small Cities Community Development Block Grant Program, Legislative Appropriation, programs through New Mexico Environment Department and USDA/Rural Utilities Service. Lisa understands the grant process, available funding, and the best way to approach complicated application requirements. She has built professional relationships with state and federal funding agencies, allowing her to serve as a voice for clients navigating the application process. Lisa's familiar with federal and state agency requirements for bidding, contract management, and construction of these programs. She provides operational tools to meet technical, budgetary, and scheduling requirements.



WESLEY HALL

Role: Civil Engineering
Experience: 27 years **Availability:** 20%

Wesley, an NMSU graduate, has experience in engineering, project management, and field surveying. He has designed and managed civil engineering projects ranging from residential subdivisions to large commercial sites for utility lay-outs including sewer, water, and gas. Wesley has a very well-rounded background collaborating with municipalities including the Villages of Columbus and Ruidoso; Cities of Truth or Consequences, Sunland Park, Alamogordo, and Las Cruces; and Luna, Otero, Sierra, and Dona Ana Counties. He has been very successful in bringing projects from conception to final construction in both the private and public sector.



GERARDO TORRES, PLS

Role: Surveying
Experience: 17 years **Availability:** 20%

Gerardo, an NMSU graduate, is a licensed professional land surveyor with experience in land surveying, ranging from field work to project management. He previously managed the surveying operations for the State of New Mexico for several years, leading survey projects for a wide variety of clients. Gerardo has a broad base

of experience in surveying, with work experience including large-scale right-of-way projects, topographic mapping, subdivision preparation, ALTA land title surveys, residential/condominium surveys, and construction surveys. He has worked with a broad array of equipment including terrestrial scanners, robotics, GNSS, drone flights, and conventional total stations.



FRANCIS CATANACH, PE

Role: Structural Engineering
Experience: 27 years **Availability:** 20%

Francis, an NMSU graduate, brings experience managing structural engineering projects, including structural engineering design and analysis, structural project management, project design documentation, and coordination with architectural and other engineering disciplines. He has experience in the design of new structures, renovation and upgrades to existing buildings, forensic investigation of distressed structures, historic preservation, and adaptive reuse. Francis has extensive experience with the City and in Las Cruces including the following: Fire Station #1 Mechanical Upgrades, Veteran's Memorial Park, Unidad Park, NMSU on-call various projects, and Las Cruces Public Schools on-call various projects.



GENE PAULK, PE

Role: Transportation & Roadways
Experience: 25 years **Availability:** 20%

Gene, an NMSU graduate, brings experience in transportation engineering, including planning, budget allocation, and project and personnel management. Gene has extensive experience working with NMDOT and local government municipalities including City of Deming and City of Las Cruces. This experience has given Gene a deep understanding of the standard processes, challenges, and needs associated with municipal on-call contacts. As a lifelong resident of the New Mexico, he's worked throughout the southwest and is dedicated to the safety and development of transportation infrastructure within the state.

Sumner. He has collaborated on the design of a new well and on well rehabilitation to include pump replacement, variable speed well control, and SCADA control of multiple wells supplying multiple pressure zones.



LAWRENCE RAMIREZ

Role: Electrical Engineering
Experience: 19 years **Availability:** 20%

Lawrence, an NMSU graduate, has experience in electrical design and project management. His expertise includes power distribution, emergency power generation, electrical service, lighting systems and controls, fire alarm systems and low voltage systems. Lawrence's generous array of market sector experience includes projects for healthcare, commercial, education and government facilities. Additionally, Lawrence is motivated, personable and technically oriented. He provides top notch customer service along with collaborative design solutions that satisfy both owners and users.

B. PRINCIPAL OF FIRM AND SUBCONSULTANTS

Principal of Firm:

Colleen Ruiz, PE | Principal-in-Charge
6100 Seagull Street NE Suite 102B,
Albuquerque, NM 87120

Direct: 505-349-8454

Mobile: 505-524-4402

Email: colleen.ruiz@stantec.com

Subcontractors:

- Geotechnical: Western Technologies Inc. (8305 Washington Place NE, Albuquerque, NM 87113, 505-823-4488)

C. OFFICE LOCATIONS AND PERCENTAGES OF WORK

LOCATION	PERCENTAGE
Stantec San Antonio Office 70 NE Loop 410, Suite 1116 San Antonio, TX 78216 210-525-9090	80%
Stantec Las Cruces Office 3831 East Lohman Avenue, #200 SLas Cruces, NM 88001 575-524-2007	20%

D. NEW MEXICO REGISTRATION

Colt Yorek, PLA, ASLA | Project Manager
70 NE Loop 410, Suite 1116
San Antonio, TX 78216
LA-2024-0009
Direct: 210-308-4704
Mobile: 936-525-7240
Email: colt.yorek@stantec.com

Colleen Ruiz, PE | Principal-in-Charge
6100 Seagull Street NE Suite 102B,
Albuquerque, NM 87120
NMPE #16240
Direct: 505-349-8454
Mobile: 505-524-4402
Email: colleen.ruiz@stantec.com

#1 TOP 110 ARCHITECTURE/ ENGINEERING FIRMS
BD&C AUGUST 2023

#2 TOP 10 INTERNATIONAL DESIGN FIRMS BY MARKET
ENR SEPTEMBER 2024

#7 TOP 225 INTERNATIONAL DESIGN FIRMS
ENR SEPTEMBER 2024

380+ LANDSCAPE ARCHITECTS AND PLANNERS

$6B+ SECURED IN GRANTS AND LOANS FOR OUR CLIENTS

$1B+ WORTH OF COMMUNITY INVESTMENT PROJECTS

CRITERIA NO.3
FIRM PERFORMANCE

Stantec

BLUE HOLE PARK MASTER PLAN

CLIENT: CITY OF SANTA ROSA, NEW MEXICO

Stantec provided general master planning services for the development of a regional park in Santa Rosa. The Blue Hole Park Master Plan goes beyond recreation. It is a place where people connect with nature, art, and each other while honoring historical significance, embracing environmental resilience, and fostering an enduring sense of place that resonates with the community over time.

Throughout the design process, the Stantec team carefully considered the park's location, natural resources, the community's needs, and the site's cultural and historical significance. The Blue Hole has been a vital water source for various groups throughout history, including nomadic tribes, cowboys, and travelers along Route 66. It has also been the subject of numerous legends and myths, adding to its cultural richness. This history was incorporated into the park's design around the Blue Hole and throughout the site.

Engagement with Santa Rosa city staff and elected officials allowed the design team gather information to ensure the project aligned with the City's needs and expectations. Regular progress updates and transparent communication helped maintain stakeholder trust and support throughout the project.

Our master planning services expanded to the development of construction documents for the first phase of the park which includes the dog park, wayfinding and monumentation signage, and fishing ponds. Design is estimated to be complete in the first quarter of 2025.





Reference: Heather Dostie, Community Development Supervisor, 575-472-3404

COMMUNITY CROSSROADS ON N & S 4TH STREET AND US 66

CLIENT: CITY OF SANTA ROSA, NEW MEXICO

Stantec was contracted to design and produce construction documents for intersection improvements at North and South 4th Street and historic Route US 66Thank Street in Santa Rosa, NM. North 4th Street was to be narrowed and striping added to the intersection, but the highlight of this project is the enhancement of the pedestrian realm. The design preserves important elements while proposing new amenities such as streetlamps for improved visibility, ADA compliant sidewalks, aesthetic landscaping, and space for picnic tables, lawn games, and food trucks. The planting design and material palette honors the community's landscape, culture, and history using native plants, raised planters that match the adjacent building facade, stone masonry, decomposed granite, and gravel accents, and art pieces integrated into the landscape. Stantec's design seamlessly fits into the surrounding context while combining function and aesthetics to offer people a safe, inviting, and engaging outdoor space.

Reference: Chantel Lovato, Santa Rosa Mainstreet Director 505-573-5492

BULLARD-BROADWAY STREET & SIDEWALK REPLACEMENT

CLIENT: TOWN OF SILVER CITY

This project included replacement of sidewalk, landscaping, preparation of new handicapped ramps, and preparation for new lighting in the downtown business district. The project is constructed in a historic district with high sidewalks. Extensive coordination was required with State Historic Preservation Office, Governors' Committee for the Handicapped, NMDOT, the Town of Silver City Main Street Organization, and all affected merchants. Our team was able to increase the number of parking spaces available for business. The innovative design and unique public participation process gained the project the National Quality Initiative Award for the State of New Mexico. The project is also being used by the US Architectural and Transportation Compliance Board as a model for communities to follow throughout the nation.

Reference: Peter Pena, Public Works Director, 575-388-4640





Stantec

STANTEC CONSULTING SERVICES INC.
3831 E LOHMAN AVENUE, SUITE 200
LAS CRUCES, NEW MEXICO 88011-8447



REQUEST FOR PROPOSAL–RFP NO: 24-25-003

Landscape Architectural Design Services

Cost Proposal

SUBMITTED TO: CITY OF LAS CRUCES

SUBMITTED BY: STANTEC CONSULTING SERVICES INC.

SUBMITTAL DATE: SEPTEMBER 26, 2024



ATTACHMENT C – COST PROPOSAL FORM RFP 24-25-003 Landscape Architectural Design Services

(NOTE: This form shall not to be modified in any way)

Consulting Firm Stantec Consulting Services Inc.

ITEM	DIRECT LABOR / CLASSIFICATION	HOURLY RATE*
1	Principal	$ 282
2	Project Manager	$ 248
3	Senior Landscape Architect/Engineer	$ 248
4	Landscape Designer/Design Engineer	$ 220
5	Landscape Architect/Engineer Intern	$ 175
6	Landscape Architecture/Engineer Technician	$ 175
7	Drafting Technician	$ 163
8	Survey Crew**	$ 193 - 2-Man Field Party 252 - 3-Man Field Party 354 - 4-Man Field Party
9	Construction Inspector/Observer	$ 163
10	Administrative/Clerical	$ 157
11	Field Testing and Investigations	$ Case by Case Basis
		PERCENT MARKUP
12	Subcontractor Cost Markup	(%) 10

ITEM	MATERIALS / REIMBURSABLE EXPENSES	RATE
	Travel	
13	Per Diem (per day) – Pre-Approval Required	City of Las Cruces Rate
14	Vehicle Mileage Rate (per mile)	Current IRS Rate
	Reproduction Services	
15	Black and White Copies (per copy)	$ .06
16	Color Copies (per copy)	$ .19
17	Prints 24x36 (per sheet)	$ 2.43
18	Mylars 24x36 (per sheet)	$ 3.01
19	Photo Quality Plots (per plot)	$ 5.84
	Miscellaneous	
20	Any other costs incurred	Case by Case Basis

**Rates are to include all overhead costs and any and all assessment expenses*

***Survey Crew Rates are to include GPS and Total Station Equipment*

Notes: 1. Detailed man hour Estimates are required for T&M contracts and are to utilize corresponding rates

2. Rates in place at the time a project is contracted with the City will remain for the duration of the contract.

Stantec

STANTEC CONSULTING SERVICES INC.

3831 E LOHMAN AVENUE, SUITE 200
LAS CRUCES, NEW MEXICO 88011-8447



24-05-003
Landscape
Architectural
Design Services

ATTACHMENT A

PROJECT ASSIGNMENT AGREEMENT

CITY OF LAS CRUCES

PROJECT ASSIGNMENT AGREEMENT

RFP NO. 24-25-003 LANDSCAPE ARCHITECTURAL DESIGN SERVICES

PROJECT NAME

Pursuant to terms and conditions of City of Las Cruces (CITY) Contract No. 24-25-003 dated _____, 2025 between the CITY and Stantec Consulting Services, Inc., (CONTRACTOR), as amended and incorporated herein by reference, the City and Contractor hereby agree on this _____ day of _____, 20___, as follows:

1. In a satisfactory and proper manner, the CONTRACTOR shall perform SERVICES as proposed in response to the CITY's RFP No. 23-24-050 and CONTRACTOR's proposal as set forth in ATTACHMENT A attached hereto.

2. The estimated completion date is number days after a Notice to Proceed is issued by the CITY to the CONTRACTOR.

3. In consideration for the satisfactory completion of the work agreed to herein, compensation shall be made in the amount of $dollars.cents, plus NMGRT. Invoices issued by the CONTRACTOR shall be made monthly / upon completion of project with payment by the CITY being made within 30 days upon receipt of undisputed invoice.

STANTEC CONSULTING SERVICES, INC.	CITY OF LAS CRUCES
By:	By:
Signature Date	Signature Date
	Alicia Hernandez, Purchasing Manager
Print Name and Title	

Requisition No. XXXXXXXX

SAMPLE

ATTACHMENT A

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

5/1/2025

DATE (MM/DD/YYYY) 1/31/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Lockton Companies, LLC 444 W. 47th St., Ste. 900 Kansas City MO 64112-1906 (816) 960-9000 kcasu@lockton.com	**CONTACT NAME:** **PHONE (A/C, No, Ext):** **FAX (A/C, No):** **E-MAIL ADDRESS:**
INSURED 1415077 STANTEC ARCHITECTURE INC. 410 17TH STREET SUITE 1400 DENVER CO 80202-4427	**INSURER(S) AFFORDING COVERAGE** — **NAIC #** **INSURER A :** Travelers Property Casualty Company of America — 25674 **INSURER B :** Berkshire Hathaway Specialty Insurance Company — 22276 **INSURER C :** **INSURER D :** **INSURER E :** **INSURER F :**

COVERAGES **CERTIFICATE NUMBER:** 20609370 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
B	X COMMERCIAL GENERAL LIABILITY CLAIMS-MADE [X] OCCUR X CONTRACTUAL/CROSS X XCU COVERED GEN'L AGGREGATE LIMIT APPLIES PER: POLICY [X] PRO-JECT [X] LOC OTHER:	Y	Y	47 - GLO-307584-06	5/1/2024	5/1/2025	EACH OCCURRENCE DAMAGE TO RENTED PREMISES (Ea occurrence) MED EXP (Any one person) PERSONAL & ADV INJURY GENERAL AGGREGATE PRODUCTS - COMP/OP AGG $	$ 2,000,000 $ 1,000,000 $ 25,000 $ 2,000,000 $ 4,000,000 $ 2,000,000 $
A A	AUTOMOBILE LIABILITY X ANY AUTO OWNED AUTOS ONLY HIRED AUTOS ONLY SCHEDULED AUTOS NON-OWNED AUTOS ONLY	N	N	TC2J-CAP-8E086819-TIL-24 TJ - BAP - 8E086820-TIL-24	5/1/2024 5/1/2024	5/1/2025 5/1/2025	COMBINED SINGLE LIMIT (Ea accident) BODILY INJURY (Per person) BODILY INJURY (Per accident) PROPERTY DAMAGE (Per accident) $	$ 1,000,000 $ XXXXXXX $ XXXXXXX $ XXXXXXX $ XXXXXXX
B	X UMBRELLA LIAB [X] OCCUR EXCESS LIAB CLAIMS-MADE DED RETENTION $	N	N	47 - UMO-307585-06	5/1/2024	5/1/2025	EACH OCCURRENCE AGGREGATE $	$ 5,000,000 $ 5,000,000 $ XXXXXXX
A A A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? Y/N [N] (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below	N/A	Y	UB - 3P635310 -24-51-K(AOS) UB-3P533004-24-51-R (MA, WI) EXCEPT FOR OH ND WA WY	5/1/2024 5/1/2024	5/1/2025 5/1/2025	[X] PER STATUTE [ ] OTH-ER E.L. EACH ACCIDENT E.L. DISEASE - EA EMPLOYEE E.L. DISEASE - POLICY LIMIT	 $ 1,000,000 $ 1,000,000 $ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

RE: CITY OF LAS CRUCES GENERAL ENGINEERING SERVICES IS ADDITIONAL INSURED ON GENERAL LIABILITY, ON A PRIMARY, NON-CONTRIBUTORY BASIS, IF REQUIRED BY WRITTEN CONTRACT. WAIVER OF SUBROGATION IN FAVOR OF THE ADDITIONAL INSURED APPLIES ON GENERAL LIABILITY AND WORKERS COMPENSATION/EMPLOYER'S LIABILITY, IF REQUIRED BY WRITTEN CONTRACT AND WHERE ALLOWED BY LAW. COVERAGE IS SUBJECT TO THE TERMS AND CONDITIONS OF THE POLICY.

CERTIFICATE HOLDER	**CANCELLATION** See Attachments
20609370 CITY OF LAS CRUCES BOX 20000 LAS CRUCES NM 88004	**SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.** **AUTHORIZED REPRESENTATIVE** Joseph M Agnello

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POLICY NUMBER: 47 - GLO-307584-06

COMMERCIAL GENERAL LIABILITY
CG 20 10 04 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – SCHEDULED PERSON OR ORGANIZATION

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
ANY SUCH PERSON OR ORGANIZATION BUT ONLY TO THE EXTENT REQUIRED BY A WRITTEN CONTRACT EXECUTED PRIOR TO THE "OCCURRENCE" FOR OFFENSE.	ALL LOCATIONS COVERED UNDER THIS POLICY, FOR LIABILITIES ARISING OUT OF OUR NAMED INSURED'S ACTIVITIES ONLY.
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.

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C. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or

2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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POLICY NUMBER: 47 - GLO-307584-06

COMMERCIAL GENERAL LIABILITY
CG 20 37 04 13

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
ANY SUCH PERSON OR ORGANIZATION BUT ONLY TO THE EXTENT REQUIRED BY A WRITTEN CONTRACT EXECUTED PRIOR TO THE "OCCURRENCE" FOR OFFENSE.	ANY LOCATION OR PROJECT WHERE YOU ARE REQUIRED TO PROVIDE ADDITIONAL INSURED STATUS IN A WRITTEN CONTRACT OR WRITTEN AGREEMENT , EXCEPT WHERE SUCH CONTRACT OR AGREEMENT IS PROHIBITED BY LAW
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

A. **Section II – Who Is An Insured** is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

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ENDORSEMENT

This endorsement, effective 12:01 AM: **5/1/2024**
Forms a part of Policy No.: **47 - GLO-307584-06**
Issued to: **SEE ATTACHED CERTIFICATE**
By: **Berkshire Hathaway Insurance Company**

PRIMARY NONCONTRIBUTORY – OTHER INSURANCE PROVISION

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY POLICY
COMMERCIAL UMBRELLA LIABILITY POLICY
COMMERCIAL RETAINED LIMIT LIABILITY POLICY
FOLLOW FORM EXCESS LIABILITY POLICY
PRODUCTS/COMPLETED OPERATIONS LIABILITY POLICY

The following Condition is added to the policy:

Primary Noncontributory – Other Insurance

The insurance provided by this policy is primary, and will not seek contribution from any insurance available to an additional insured under this policy, provided that:

(a) The additional insured is a named insured under such other insurance; and

(a) Prior to an "occurrence" you agreed, in a fully executed written contract or agreement, that this insurance would be primary and would not seek contribution from any insurance available to that additional insured.

All other terms and conditions of this policy remain unchanged.

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BERKSHIRE HATHAWAY SPECIALTY INSURANCE

ENDORSEMENT

This endorsement, effective 12:01 AM: **5/1/2024**
Forms a part of Policy No.: **47 - GLO-307584-06**
Issued to: **SEE ATTACHED CERTIFICATE**
By: **Berkshire Hathaway Specialty Insurance Company**

WAIVER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY POLICY
COMMERCIAL UMBRELLA LIABILITY POLICY
COMMERCIAL RETAINED LIMIT LIABILITY POLICY
PRODUCTS/COMPLETED OPERATIONS LIABILITY POLICY

SCHEDULE

Name Of Person Or Organization:

Any person or organization that requires you to waive your rights of recovery, in a written and executed contract or agreement with you that is executed prior to the "occurrence" or "offense".

The following Condition is added to the policy:

We waive any right of recovery we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a written and executed contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above. The **Transfer of Rights of Recovery** condition in the policy is deleted to the extent of the waiver provided in this endorsement for the person or organization shown in the Schedule above.
All other terms and conditions of this policy remain unchanged.

WORKERS COMPENSATION AND EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 00 03 13 (00)

POLICY NUMBER: UB - 3P635310 -24-51-K(AOS); UB-3P533004-24-51-R (MA, WI)

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit any one not named in the Schedule.

SCHEDULE

ANY PERSON OR ORGANIZATION FOR WHICH THE INSURED HAS AGREED BY WRITTEN CONTRACT EXECUTED PRIOR TO LOSS TO FURNISH THIS WAIVER

Notification to Others of Cancellation

Policy No.	Eff. Date of Pol.	Exp. Date of Pol.	Eff. Date of End.	Producer No.	Add'l. Prem	Return Prem.
47 - GLO-307584-06	5/1/2024	5/1/2025				

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

This endorsement modifies insurance provided under the:

Commercial General Liability Coverage Part
Liquor Liability Coverage Part
Products/Completed Operations Liability Coverage Part

A. If we cancel this Coverage Part(s) by written notice to the first Named Insured for any reason other than nonpayment of premium, we will mail or deliver a copy of such written notice of cancellation:

1. To the name and address corresponding to each person or organization shown in the Schedule below; and
2. At least 10 days prior to the effective date of the cancellation, as advised in our notice to the first Named Insured, or the longer number of days notice if indicated in the Schedule below.

B. If we cancel this Coverage Part(s) by written notice to the first Named Insured for nonpayment of premium, we will mail or deliver a copy of such written notice of cancellation to the name and address corresponding to each person or organization shown in the Schedule below at least 10 days prior to the effective date of such cancellation.

C. If notice as described in Paragraphs **A.** or **B.** of this endorsement is mailed, proof of mailing will be sufficient proof of such notice.

SCHEDULE	
Name and Address of Other Person(s) / Organization(s):	**Number of Days Notice:**
Those persons and organizations as stated in a certificate of	30
Insurance, on file with the insurer, as of the date of	
Cancellation.	

All other terms and conditions of this policy remain unchanged.

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Attachment Code: D522107 Certificate ID: 20609370
POLICY NUMBER: TC2J-CAP-8E086819-TIL-24, TJ - BAP - 8E086820-TIL-24

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED PERSON OR ORGANIZATION – NOTICE OF CANCELLATION OR NONRENEWAL PROVIDED BY US

This endorsement modifies insurance provided under the following:

ALL COVERAGE PARTS INCLUDED IN THIS POLICY

SCHEDULE

CANCELLATION: **Number of Days Notice:** 30

WHEN WE DO NOT RENEW (Nonrenewal): **Number of Days Notice:** 30

PERSON OR ORGANIZATION:

ANY PERSON OR ORGANIZATION TO WHOM YOU HAVE AGREED IN A WRITTEN CONTRACT THAT NOTICE OF CANCELLATION OR NONRENEWAL OF THIS POLICY WILL BE GIVEN, BUT ONLY IF:
1. YOU SEE TO IT THAT WE RECEIVE A WRITTEN REQUEST TO PROVIDE SUCH NOTICE, INCLUDING THE NAME AND ADDRESS OF SUCH PERSON OR ORGANIZATION, AFTER THE FIRST NAMED INSURED RECEIVES NOTICE FROM US OF THE CANCELLATION OF THIS POLICY; AND
2. WE RECEIVE SUCH WRITTEN REQUEST AT LEAST 14 DAYS BEFORE THE BEGINNING OF THE APPLICABLE NUMBER OF DAYS SHOWN IN THIS ENDORSEMENT.

ADDRESS:

THE ADDRESS FOR THAT PERSON OR ORGANIZATION INCLUDED IN SUCH WRITTEN REQUEST FROM YOU TO US.

PROVISIONS

A. If we cancel this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for Cancellation in the Schedule above, we will mail notice of cancellation to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for Cancellation in such Schedule before the effective date of cancellation.

B. If we do not renew this policy for any legally permitted reason other than nonpayment of premium, and a number of days is shown for When We Do Not Renew (Nonrenewal) in the Schedule above, we will mail notice of nonrenewal to the person or organization shown in such Schedule. We will mail such notice to the address shown in the Schedule above at least the number of days shown for When We Do Not Renew (Nonrenewal) in such Schedule before the effective date of nonrenewal.

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WORKERS COMPENSATION
AND
EMPLOYERS LIABILITY POLICY

ENDORSEMENT WC 99 06 R3 (00)

POLICY NUMBER: UB - 3P635310 -24-51-K(AOS); UB-3P533004-24-51-R (MA, WI)

NOTICE OF CANCELLATION TO DESIGNATED PERSONS OR ORGANIZATIONS

The following is added to **PART SIX - CONDITIONS:**
Notice of Cancellation To Designated Persons Or Organizations

If we cancel this policy for any reason other than non-payment of premium by you, we will provide notice of such cancellation to each person or organization designated in the Schedule below. We will mail or deliver such notice to each person or organization at its listed address at least the number of days shown for that person or organization before the cancellation is to take effect.

You are responsible for providing us with the information necessary to accurately complete the Schedule below. If we cannot mail or deliver a notice of cancellation to a designated person or organization because the name or address of such designated person or organization provided to us is not accurate or complete, we have no responsibility to mail, delivery or otherwise notify such designated person or organization of the cancellation.

SCHEDULE

Name and Address of Designated Persons or Organizations:

Name: Any person or organization with whom you have agreed in a written contract that notice of cancellation of this policy will be given, but only if:

1. You see to it that we receive a written request to provide such notice, including the name and address of such person or organization, after the first Named Insured receives notice from us of the cancellation of this policy; and
2. We receive such written request at least 14 days before the beginning of the applicable number of days shown in this endorsement.

Address: The address for that person or organization included in such written request from you to us.

Number of Days Notice: 30

ALL OTHER TERMS AND CONDITIONS OF THIS POLICY REMAIN UNCHANGED.

ACORD®

CERTIFICATE OF LIABILITY INSURANCE

10/1/2025

DATE (MM/DD/YYYY) 1/31/2025

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Lockton Companies, LLC 444 W. 47th St., Ste. 900 Kansas City MO 64112-1906 (816) 960-9000 kcasu@lockton.com	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS:
INSURED 1414100 STANTEC ARCHITECTURE INC. 410 17TH STREET SUITE 1400 DENVER CO 80202-4427	INSURER(S) AFFORDING COVERAGE — NAIC # INSURER A : Berkshire Hathaway Specialty Insurance Company — 22276 INSURER B : AIG Specialty Insurance Company — 26883 INSURER C : INSURER D : INSURER E : INSURER F :

COVERAGES **CERTIFICATE NUMBER:** 20609393 **REVISION NUMBER:** XXXXXXX

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY			NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
	☐ CLAIMS-MADE ☐ OCCUR						DAMAGE TO RENTED PREMISES (Ea occurrence)	$ XXXXXXX
							MED EXP (Any one person)	$ XXXXXXX
							PERSONAL & ADV INJURY	$ XXXXXXX
	GEN'L AGGREGATE LIMIT APPLIES PER:						GENERAL AGGREGATE	$ XXXXXXX
	☐ POLICY ☐ PRO-JECT ☐ LOC						PRODUCTS - COMP/OP AGG	$ XXXXXXX
	☐ OTHER:							$
	AUTOMOBILE LIABILITY			NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident)	$ XXXXXXX
	☐ ANY AUTO						BODILY INJURY (Per person)	$ XXXXXXX
	☐ OWNED AUTOS ONLY ☐ SCHEDULED AUTOS						BODILY INJURY (Per accident)	$ XXXXXXX
	☐ HIRED AUTOS ONLY ☐ NON-OWNED AUTOS ONLY						PROPERTY DAMAGE (Per accident)	$ XXXXXXX
								$ XXXXXXX
	☐ UMBRELLA LIAB ☐ OCCUR			NOT APPLICABLE			EACH OCCURRENCE	$ XXXXXXX
	☐ EXCESS LIAB ☐ CLAIMS-MADE						AGGREGATE	$ XXXXXXX
	☐ DED ☐ RETENTION $							$ XXXXXXX
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY Y / N			NOT APPLICABLE			☐ PER STATUTE ☐ OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? ☐ N / A (Mandatory in NH)						E.L. EACH ACCIDENT	$ XXXXXXX
	If yes, describe under DESCRIPTION OF OPERATIONS below						E.L. DISEASE - EA EMPLOYEE	$ XXXXXXX
							E.L. DISEASE - POLICY LIMIT	$ XXXXXXX
A	Professional Liab	N	N	47-EPP-308810-06	10/1/2024	10/1/2025	$3,000,000 PER CLAIM/AGG	
A				NO RETROACTIVE DATE			INCLUSIVE OF COSTS	
B	Contractors Pollution Liab			CPO8085428	10/1/2023	10/1/2025	$3,000,000 PER LOSS/AGG	

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

CERTIFICATE HOLDER

20609393
CITY OF LAS CRUCES
BOX 20000
LAS CRUCES NM 88004

CANCELLATION See Attachments

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

Joseph M Agnello

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POLICY NUMBER: CPO8085428
NAMED INSURED: SEE ATTACHED CERTIFICATE

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

LIMITED ADVICE OF CANCELLATION TO ENTITIES OTHER THAN THE NAMED INSURED ENDORSEMENT

It is hereby agreed that:

1. The following is added to Section **V. CONDITIONS:**

In the event that the Company cancels this Policy for any reason other than nonpayment of premium, and

1. The cancellation effective date is prior to this Policy's expiration date;

2. The **First Named Insured** is under an existing contractual obligation to notify a certificate holder when this Policy is canceled (hereinafter, the "Certificate Holder(s)") and has provided to the **Insurer,** either directly or through its broker of record, either:

(a) the name of the entity shown on the certificate, a contact name at such entity and the mailing address of such entity; or

(b) the email address of the contact at such entity,and

(i) if the Company received this information before the **First Named Insured** receives notice of cancellation of this Policy, or

(ii) if the Company received this information after the **First Named Insured** receives notice of cancellation of this Policy at least 30 days prior to this Policy's cancellation effective date, via an electronic spreadsheet that is acceptable to the **Insurer**,

the Company will provide advice of cancellation (the "Advice") to such Certificate Holder(s).

Proof of the Company emailing or mailing of the Advice, using the information provided by the **First Named Insured,** will serve as proof that the Company has fully satisfied its obligations under this endorsement.

This Endorsement does not affect, in any way, coverage provided under this Policy or the cancellation of this Policy or the effective date thereof, nor shall this Endorsement invest any rights in any entity not insured under this Policy.

2. Solely with respect to this Endorsement, the following is added to Section **VI. DEFINITIONS:**

First Named Insured means the **Named Insured** first shown on the Declarations Page of this Policy.

All other terms, conditions, and exclusions shall remain the same.

Policy No: 47-EPP-308810-06 , NO RETROACTIVE DATE
Named Insured: See Attached Certificate

PROFESSIONAL LIABILITY
NOTICE OF CANCELLATION FOR THIRD PARTIES

This contract is amended as follows:
In consideration of the premium charged, it is hereby understood and agreed as follows:

(1) Underwriters authorize [Lockton Companies/BFI, Canada] the ("Certificate Issuer") to issue **Certificates of Insurance** at the request or direction of the Insured. It is expressly understood and agreed that, subject to Paragraph (2) below, any **Certificate of Insurance** so issued shall not confer any rights upon the Certificate Holder, create any obligation on the part of the Underwriters, or purport to, or be construed to, alter, extend, modify, amend, or otherwise change the terms or conditions of this Policy in any manner whatsoever. In the case of any conflict between the description of the terms and conditions of this Policy contained in any **Certificate of Insurance** on the one hand, and the terms and conditions of this Policy as set forth herein on the other, the terms and conditions of this Policy as set forth herein shall control.
(2) Notwithstanding Paragraph (1) above, such **Certificates of Insurance** as are authorized under this endorsement may provide that in the event the Underwriters cancel or non-renew this Policy or in the event of a **Material Change** to this Policy, Underwriters shall mail written notice of such cancellation, non-renewal, or **Material Change** to such Certificate Holder 30 days prior to the effective date of cancellation, non-renewal, or a **Material Change**, but 10 days prior to the effective date of cancellation in the event the Assured has failed to pay a premium when due. The Insured shall provide written notice to the Underwriters of all such Certificate Holders, if any, specified in each **Certificate of Insurance** (i) at inception of this Policy, (ii) 90 days prior to expiration of this Policy, or (iii) within 10 days of receipt of a written request from Underwriters. Underwriters' obligation to mail notice of cancellation, non-renewal, or a **Material Change** as provided in this paragraph shall apply solely to those Certificate Holders with respect to whom the Assured has provided the foregoing written notice to the Underwriters.
(3) It is further understood and agreed that Underwriters' authorization of the Certificate Issuer under this endorsement is limited solely to the issuance of **Certificates of Insurance** and does not authorize, empower, or appoint the Certificate Issuer to act as an agent for the Underwriters or bind the Underwriters for any other purpose. The Certificate Issuer shall be solely responsible for any errors or omissions in connection with the issuance of any **Certificate of Insurance** pursuant to this endorsement.
(4) As used in this endorsement:
(1) **Certificate of Insurance** means a document issued for informational purposes only as evidence of the existence and terms of this Policy in order to satisfy a contractual obligation of the Assured.
(2) **Material Change** means an endorsement to or amendment of this Policy after issuance of this Policy by the Underwriters that restricts the coverage afforded to the Assured.

All other terms and conditions remain unchanged.

25-122

Type of Action:
☒ Resolution
☐ Ordinance
☐ TIDD Resolution

City Council Action and Executive Summary

District:	**☐ 1 ☐ 2 ☐ 3 ☐ 4 ☐ 5 ☐ 6 ☒ N/A**		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	Richard Hanway	**Department:**	City Manager's Office
Program:	Fixed Route and Dial-a-Ride Programs	**Line of Business:**	Transit

Title: **A RESOLUTION APPROVING ROADRUNNER TRANSIT'S TRIENNIAL TITLE VI PROGRAM UPDATE.**

TYPE OF ACTION: **☒ Administrative** **☐ Legislative** **☐ Quasi-Judicial**

PURPOSE(S) OF ACTION:

To approve the RoadRUNNER Transit Title VI program update.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:

As a grantee of the Federal Transit Administration (FTA), the City of Las Cruces (City) Roadrunner Transit (Transit) is required to submit a Title VI Program update every three years. As a provider of a federally funded public transit service, the City is required to provide access to its service and its planning processes without discrimination on the basis of race, color, or national origin. This document outlines the City's methodology and practices for ensuring Title VI compliance with the Civil Right Act of 1964 for the next three-year period from April 1, 2025 to March 31, 2028. Other than updating the data in the document, there are no significant changes in practices or procedures that were described in the previous 3-year Title VI submission.

The FTA's Title VI Program compliance requirements are outlined in FTA Circular 4702.1B. One of these requirements is that a grantee's program must be approved by the grantee's governing body (City Council). There are nine components to this program that are required of small urban transit systems like Roadrunner Transit: (1) the "Notice to the Public" statement; (2) the process for registering a Title VI complaint; (3) the Title VI complaint form: (4) a summary of Title VI investigations, complaints, and lawsuits during the previous three years; (5) the Transit Section public comment and public participation policy; (6) a Limited English Proficiency (LEP) four-factor analysis; (7) the composition of the Transit Advisory Board on the basis of race, color, and national origin: (8) transit service standard; and (9) transit service policies. Failing to submit required Title VI program updates can delay the approval of new FTA grants.

The LEP four-factor analysis is a study, using current decennial census and American Community Survey data and transit employee input, that helps transit planners to understand the number of persons in the service area have limited proficiency in English, the numbers of LEP speakers, by language spoken at home, the degree of transit interaction with LEP speakers, and helps to identify census tracts in the service areas where there are relatively large numbers of LEP speakers. Because transportation is an essential human need, Title VI requires the City to make reasonable efforts to ensure significant populations of LEP individuals have access to information about transit, have equal access to transit services, and are afforded opportunities to be involved in transit planning. Based on the most current census data, only Spanish-language LEP speakers make up a

statistically significant population of LEP speakers, and this is the group that Roadrunner Transit focuses on with accommodations defined in the program.

In the Roadrunner Transit Title VI program, meeting these requirements include translating bus schedules and other critical materials into Spanish, encouraging minority participation on the transit advisory board, and providing Spanish-language interpreters at critical public input meetings.

SUPPORT INFORMATION:
Exhibit "A" - Las Cruces Title VI Program 2025 DRAFT

PLAN(S):
None

COMMITTEE/BOARD REVIEW:
Area Transit Advisory Board

DOES THIS AMEND THE BUDGET?:
☐ Yes
☒ No

Does this action amend the Capital Improvement Plan (CIP)?
☐ Yes
☒ No

Does this action align with Elevate Las Cruces?
☒ Yes
☐ No

OPTIONS / ALTERNATIVES:
1. Vote "Yes"; this will approve the Resolution and allow RoadRUNNER Transit to submit documentation of this approval to FTA and satisfy this compliance requirement.
2. Vote "No"; this will not approve the Resolution and cause the City to be out of compliance with FTA grant requirements and jeopardize continued FTA funding.
3. Vote to "Amend"; this could delay the City's compliance with FTA grant requirements and may delay future FTA grant approvals.
4. Vote to "Table"; this could delay the City's compliance with FTA grant requirements and may future FTA grant approvals.

RESOLUTION 25-122

A RESOLUTION APPROVING ROADRUNNER TRANSIT'S TRIENNIAL TITLE VI PROGRAM UPDATE.

The City Council is informed that:

WHEREAS, the City of Las Cruces (City) is a Federal Transit Administration (FTA) grantee; and

WHEREAS, the City, in accordance with FTA Circular 4702.1B is required to submit a Title VI Program update every three years; and

WHEREAS, the RoadRUNNER Transit Section is seeking City Council approval of the Title VI Program update.

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

(I)

THAT the RoadRUNNER Transit Section's Title VI Program update, attached hereto as Exhibit "A" and made a part of this Resolution is approved.

(II)

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

DONE AND APPROVED this day of

APPROVED

_____
Mayor

ATTEST:

_____
City Clerk

Moved by:

Seconded by:

AYES

NAYS

Exhibit “A”

City of Las Cruces - Roadrunner Transit Title VI Program

Prepared by Michael Bartholomew, Transit Director

In accordance with Federal Transit Authority (FTA) Circular 4702.1B, the City of Las Cruces (City) Roadrunner Transit submits its Title VI Program. Roadrunner Transit operates a fixed route service that has less than 50 fixed route vehicles in peak service and is in a census Urbanized Area (UZA) of less than 200,000 in population. Our requirement is to comply with FTA C 4702.1B Chapter III and Chapter IV. The City of Las Cruces has no subrecipients.

In summary, this document is divided into nine parts plus appendices. Each part addresses a point in the Title VI program.

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Part A

City of Las Cruces - Roadrunner Transit Title VI Program
Notice to the Public

The City of Las Cruces' Roadrunner Transit is committed to ensuring that no person is excluded from participation in or denied the benefits of its services based on race, color or national origin, as provided by Title VI of the Civil Rights Act of 1964, as amended. Toward this end, it is the City of Las Cruces Roadrunner Transit's objective to:

A. Ensure that the level and quality of transportation service is provided without regard to race, color, or national origin
B. Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations
C. Promote the full and fair participation of all affected populations in transportation decision making
D. Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations
E. Ensure meaningful access to programs and activities by persons with limited English proficiency (LEP)

The Roadrunner Transit system is committed to a policy of non-discrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes he or she has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with the City of Las Cruces.

For more information on the City of Las Cruces' civil rights program and the procedures to file a complaint, contact the Compliance Administrator at www.lascruces.gov/roadrunner or (575) 528-3227 or TTY 711.

A complaint may be filed directly with the Federal Transit Administration at:

Federal Transit Administration Office of Civil Rights
Attention: Complaint Team
1200 New Jersey Ave., SE
Washington, DC 20590
Web link: www.transit.dot.gov/regulations-and-guidance/civil-rights-ada/file-complaint-fta

Roadrunner Transit will publish notification of rights under Title VI in both English and Spanish (Appendix C) in the following locations:

- On all printed bus schedules and inside all Roadrunner Transit buses
- At the Mesilla Valley Intermodal Transit Terminal (MVITT) in both indoor and lobby bulletin boards
- In the public lobby space of the Roadrunner office
- On the Roadrunner Transit website.

Part B

City of Las Cruces - Roadrunner Transit Title VI Program
Complaint Procedures

The City of Las Cruces Roadrunner Transit is committed to a policy of non-discrimination in the conduct of its business, including its Title VI responsibilities, and to the delivery of equitable and accessible transportation services. Any person who believes that he or she has been subjected to discrimination under Title VI based on race, color or national origin may file a Title VI complaint with the City of Las Cruces Roadrunner Transit or the Federal Transit Administration (FTA). All complaints received by the City of Las Cruces will be referred to the City of Las Cruces Compliance Administrator for review and action.

To have the complaint considered under this procedure, the complainant must file the complaint no later than 180 days after:

1. The date of alleged act of discrimination; or
2. Where there has been a continuing course of conduct, the date on which that conduct was discontinued.

In either case, the City of Las Cruces may extend the time for filing or waive the time limit in the interest of justice, if the City specifies in writing the reason for so doing.

Complaints must be in writing and signed by the complainant and/or the complainant's representative before action can be taken. Complaint shall state, as fully as possible, the facts and circumstances surrounding the alleged discrimination. If a person makes a verbal complaint of discrimination to an officer or employee of the City of Las Cruces, the person shall be referred to and interviewed by the Compliance Administrator. If necessary, the Compliance Administrator will assist the person in converting the verbal complaint to writing and submit the written version of the complaint to the person for signature. The City of Las Cruces' representative will assist those with limited English proficiency (LEP) in filing a complaint. The complaint shall then be handled according to the City of Las Cruces' investigative procedures.

Within five (5) business days, the Compliance Administrator will acknowledge receipt of the allegation, inform the complainant of action taken or proposed action to process the allegation and advise the complainant of other avenues of redress available, such as submitting the complaint to the FTA.

The Compliance Administrator will advise FTA within ten (10) business days of receipt of the allegations. Generally, the following information will be included in every notification to the FTA:

1. Name, address and phone number of the complainant
2. Name(s) and address(es) of alleged discriminating official(s)
3. Basis of complaint (i.e. race, color or national origin)
4. Date of alleged discriminatory act(s)
5. Date complaint received by recipient
6. A statement of the complaint
7. Other agencies (state, local or Federal) where the complaint has been filed
8. An explanation of actions the City of Las Cruces has taken, or proposed, to resolve the issue stated in the complaint

Within forty-five (45) days, the Compliance Administrator will investigate the allegation and, based on the information obtained, will render a recommendation for action in a written report of findings to be reviewed by the City of Las Cruces Attorney. The complaint should be resolved by informal means whenever possible. Such informal attempts and their results will be summarized in the report of findings.

Within fourteen (14) business days of receipt of the report from the City of Las Cruces Compliance Administrator, the City of Las Cruces Attorney will review the report and issue a written determination as to whether discriminatory practice has occurred.

Within five (5) business days of the City of Las Cruces Attorney's written determination, the City of Las Cruces City Manager will forward the determination of the respondent's Department Director for appropriate action, if necessary. The City of Las Cruces City Manager shall forward a copy of the determination, along with the report to the City of Las Cruces Compliance Administrator who will also provide FTA with a copy of this decision and summary of finding upon completion of the investigation. The City of Las Cruces City Manager will notify the complainant in writing of the final decision reached, including the proposed disposition of the matter. The notification will advise the complainant of his/her appeal rights with FTA if they are dissatisfied with the final decision rendered by the City of Las Cruces.

Title VI contacts are:

City of Las Cruces
Attn: Compliance Administrator
700 N. Main St.
Las Cruces, NM 88001

Federal Transit Administration Office of Civil Rights
Attn: Title VI Program Coordinator
East Building, 5th Floor – TCR
1200 New Jersey Ave., SE
Washington, DC 20590

Part C

CITY OF LAS CRUCES

City of Las Cruces - Roadrunner Transit Title VI Program
Title VI Complaint Form
Forma de Queja para el Título VI

The City of Las Cruces / Roadrunner Transit is proud to serve you. If you believe that you have been denied Federal Title VI protections or benefits of Roadrunner Transit's services, on the basis of your race, color, or national origin, then a written complaint may be addressed as follows:
La Ciudad de Las Cruces/El Departamento Tránsito Público de Roadrunner se enorgullece de servir. Mas sin embargo, si usted cree que le han negado protección o beneficios del programa federal Titulo VI por medio de los servicios de Transporte Roadrunner, y este fue debido a su raza, color, o origen nacional, usted puede presentar una queja por escrito dirigida a:

Compliance Administrator
City of Las Cruces/Roadrunner Transit
PO Box 20000, Las Cruces, NM 88004
Phone: (575) 528-3227 / TTY 711 Fax: (575) 528-3020

Contact Information (*Información de Contacto*)

Name/Nombre:_____

Address/Dirección:_____

City/Ciudad: _____

State/Estado:_____ Zip Code/Código Postal:_____

Telephone Number/Número de Teléfono: (____)_____

Best time to call/*Mejor hora para llamar:* _____

Email/*Correo Electrónico*: _____

Were you discriminated against because of.../*¿Fue discriminado debido a su:*
☐ Race/*Raza?* ☐ National Origin/*Origen Nacional?* ☐ Color/*Color?*

Explain as clearly as possible what happened and how you were discriminated against. Tell who was involved. Be sure to include the names and contact information of any witnesses. If more space is needed, please attach additional sheets of paper.
Explicar lo más claramente posible lo que pasó y cómo fue discriminado. Decir quién estaba involucrado. Asegúrese de incluir los nombres y información de contacto de cualquier testigos. Si necesita más espacio, adjunte hojas adicionales.

_____
_____
_____
_____
_____

Have you filed this complaint with any other federal, state, or local agency; or with any federal or state court? *¿Ha presentado esta queja ante cualquier otra agencia (federal, estatal, o local), o otro tribunal federal o estatal?*

☐No ☐Yes/*Sí*

(If yes, check all that apply/*En caso afirmativo, marque lo que corresponda*)

Agency/*Agencia:* ☐ Federal ☐ State/*Estatal* ☐ Local
Court/*Tribunal:* ☐ Federal ☐ State/*Estatal* ☐ Local

Please provide information about a contact person at the agency/court where the complaint was filed. Proporcione información sobre una persona de contacto en la agencia/tribunal donde se presentó la queja.

Name/Nombre:_____

Address/Dirección:_____

City/Ciudad: _____

State/Estado:_____ Zip Code/Código Postal:_____

Telephone Number/Número de Teléfono: (____)_____

Please sign below. You may attach any written materials or other information that you think is relevant to your complaint. *Por favor firme abajo. Usted puede incluir cualquier material escrito o caulquier otra información que considere relevante para su queja.*

_____ _____
Signature/*Firma* Date/*Fecha*

Part D

City of Las Cruces - Roadrunner Transit Title VI Program
List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

	Date (Month, Day, Year)	Summary (Include basis of complaint: Race, Color, or National Origin)	Status	Action(s) Taken
Investigations	None			
Lawsuits	None			
Complaints	None			

January 1, 2022 to December 31, 2024
Confirmed by City of Las Cruces Compliance Administrator, Gail Estell.

Part E

City of Las Cruces - Roadrunner Transit Title VI Program
Public Comment and Public Participation - Title VI Policy

Transportation is an essential life function that contributes to the livability of our community. The City of Las Cruces (City)/Roadrunner Transit does not discriminate based on race, color, limited English proficiency (LEP) or national origin. Additionally, it is the City's policy to not discriminate based on age, religion, ancestry, sex, sexual orientation, gender identity, income, serious medical conditions, or disability. Furthermore, under Title VI of the Civil Rights Act of 1964 (42 U.S.C. Section 2000d), the City, which is the recipient of Federal Transit Administration (FTA) funds, must ensure that no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participating in, or be denied the benefits of, or be subject to discrimination under any program, or activity receiving federal financial assistance. The grantee must ensure that federally supported transit services and related benefits are distributed in an equitable manner.

The City of Las Cruces' Roadrunner Transit (Transit) has a public participation plan modeled after the Mesilla Valley Metropolitan Planning Organization's (MVMPO) Public Participation Plan (attached as Appendix C). Although the City of Las Cruces is the agent for the MVMPO and although the MVMPO conducts public meetings related to service planning on behalf of Transit, the policy outlined in the following paragraph's is the Title VI public participation process for Transit. Transit does conduct other types of public meetings that do not involve the MVMPO, for example meetings related to facility construction. Additionally, Roadrunner Transit has had a policy since 1994 (latest revision January 2020) outlining the process for receiving public comment on fare and service changes. Finally, Roadrunner Transit also offers a variety of public notification and access methods as required under the Americans with Disabilities Act (ADA).

This document outlines policies and procedures pertaining to public participation and public notification that the Roadrunner Transit observes to ensure compliance with Civil Rights Title VI regulations that are required by recipients of FTA funding.

Objectives of this Title VI Public Notification and Public Comment Policy

- Ensure that the level and quality of transportation service is provided without regard to race, color, or national origin
- Identify and address, as appropriate, disproportionately high and adverse human health and environmental effects, including social and economic effects of programs and activities on minority populations and low-income populations
- Promote the full and fair participation of all affected populations in transportation decision-making
- Prevent the denial, reduction, or delay in benefits related to programs and activities that benefit minority populations or low-income populations
- Ensure meaningful access to programs and activities by persons with limited English proficiency (LEP)

Promoting Inclusive Public Participation

To integrate into community outreach activities, considerations expressed in the Department of Transportation (DOT) Order on Environmental Justice, and the DOT LEP Guidance, the City of Las Cruces/Roadrunner Transit will seek out and consider the viewpoints of minority, low-income, and LEP populations while conducting public outreach and involvement activities. Roadrunner Transit shall offer early and continuous opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions.

Effective Practices for Fulfilling the Inclusive Public Participation Requirement

The FTA states that grant recipients have wide latitude to determine how, when, and how often specific public involvement measures should take place, and what specific measures are most appropriate. The FTA advises recipients to make these determinations based on the composition of the population affected by the recipient's action, the type of public involvement process planned by the recipient, and the resources available to the agency. Efforts to involve minority and low-income people and populations in public involvement activities can include both comprehensive measures, such as placing public notices at all stations and in all vehicles, and measures targeted to overcome linguistic, institutional, cultural, economic, historical, or other barriers that may prevent minority and low-income people and populations from effectively participating in a recipient's decision-making process. Effective practices include:

- Coordinating with individuals, institutions, or organizations and implementing community-based public involvement strategies to reach out to members in the affected minority and/or low-income communities
- Providing opportunities for public participation through means other than written communication, such as personal interviews, online meetings (such as Zoom) or use of audio or video recording devices to capture oral comments
- Using locations, facilities, and meeting times that are convenient and accessible to low-income and minority communities
- Using different meeting sizes or formats, or varying the type and number of news media used to announce public participation opportunities, so that communications are tailored to the community or population
- Implementing DOT's policy guidance concerning recipients' responsibilities to LEP persons to overcome barriers to public participation

Specific practices used by Roadrunner Transit are in the following section.

Providing Meaningful Access to Limited English Proficiency (LEP) Persons

In Las Cruces, an important consideration when inviting public participation is that a significant number of residents, and therefore potential users of public transit services, have Limited English Proficiency (LEP). Based on the Four Factor Analysis using guidelines provided by FTA, it has been determined that Spanish speakers who speak English "less than very well" make up a statistically significant portion of the population and of transit riders. Certain census tracts determined in the United States Census Bureau's American Community Survey (ACS) 2023 5-year average have higher proportions of LEP individuals and persons in those areas could require additional outreach techniques. The service areas with statistically significant populations of Spanish speakers who speak English "less than very well" are outlined in the

Four Factor Analysis document. There are no other language groups in the service area that have significant populations that speak English “less than very well”.

The census data also shows that although there are a high number of individuals in the service area who speak Spanish at home, many also speak English well. Many Spanish speakers in this community are fluently bilingual. This community characteristic is also reflected the Transit Department work force where most employees are bilingual.

To provide more meaningful access to populations of Spanish speaking individuals in the service area who speak English “less than well”, Roadrunner Transit, will take the following actions:

- Provide bus schedule and Vamonos (the City’s ADA paratransit service) information that is in both English and Spanish.
- Actively engage and provide accommodations for LEP populations in the short term by providing interpretative services, exploring appropriate locations for distribution of material on transit-related meetings and processes, using word of mouth, and training staff members to look for clues that members of the public cannot read or understand English. Because the Transit Department has many bilingual employees, customers that do not speak English well can almost always be referred immediately to an employee who speaks Spanish.
- When hiring driving staff Roadrunner Transit states that, the ability to communicate in English and Spanish is highly desirable; when hiring customer service representatives and paratransit schedulers, the ability to communicate in both English and Spanish is required.
- Every webpage on the City’s website has a Google Translate widget at the top of every page. This allows pages to be translated to a wide choice of languages, including Spanish. This Roadrunner Transit webpages are part of this website and would be translated as well.
- Will use social media, specifically Facebook, to reach out to transit users.
- When public meetings are held regarding transit planning, service changes, and fare changes, information in the notice will include, in Spanish, whether the meeting will have an interpreter available and if not how to request one.
- Locations for public meetings will be held is transit-accessible locations; and
- As noted in the Four Factor Analysis, when practical, churches and social services agencies will be contacted to help spread information about important public meetings.

Notification of Rights under Title VI

Roadrunner Transit will publish notification of people’s rights under Title VI in both English and Spanish (see Appendix B) in the following locations:

- On all printed bus schedules
- Inside all Transit Buses (drivers check daily using the vehicle inspection forms to ensure these notices are posted in the buses)
- At the Mesilla Valley Intermodal Transit Terminal (MVITT on exterior bulletin boards)
- In the reception area of the Mesilla Valley Intermodal Transit Terminal

- In the public meeting space of the Roadrunner office
- On the Transit website

Contents of the notification will include:

- A statement that the City operates programs without regard to race, color, and national origin.
- A description of the procedures that members of the public should follow to request additional information on City's nondiscrimination obligations.
- A description of the procedures that members of the public should follow to file a discrimination complaint against the City.

Process for Filing a Title VI Complaint (see Part B, Complaint Procedures)

- The City of Las Cruces' Compliance Administrator will receive and track complaints.
- A bilingual (Spanish/English) Title VI complaint form with instructions on how to submit the complaint is available at the Transit office and on the Transit Website.
- A response to the complaint will be provided by the City.

Process for Tracking Title VI Complaints

The City's Compliance Administrator shall prepare and maintain a list of any active investigations conducted by entities other than FTA, lawsuits, or complaints naming the City that allege discrimination based on race, color, or national origin. This list shall include the date of the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the City in response to the investigation, lawsuit, or complaint.

Title VI Considerations on Construction Projects

In order to integrate, into environmental analyses, considerations expressed in the Department of Transportation (DOT) Order on Environmental Justice, the City will integrate an environmental justice analysis into their National Environmental Policy Act (NEPA) documentation of construction projects in which NEPA documentation is required when preparing documentation for a categorical exclusion (CE) the City will meet this requirement by completing and submitting FTA's standard CE checklist, which includes a section on community disruption and environmental justice. When preparing an environmental assessment (EA) or environmental impact statement (EIS), the City will integrate into their documents the following components:

- A description of the low income and minority populations within the study area affected by the project, and a discussion of the method used to identify this population.
- A discussion of all adverse effects of the project both during and after construction that would affect the identified minority and low-income populations.
- A discussion of all positive effects that would affect the identified minority and low-income populations, such as an improvement in transit service, mobility, or accessibility.
- A description of all mitigation and environmental enhancement actions incorporated into the project to address the adverse effects

- A discussion of the remaining effects, if any, and why further mitigation is not proposed.
- For projects that traverse predominantly minority and low income and predominantly non-minority and non-low-income populations, a comparison of mitigation and environmental enhancement actions that affect predominantly low income and minority populations with mitigation implemented in predominantly non-minority or non-low-income populations. If the City should determine there is no basis for such a comparison, it will describe why that is so.

The City has completed construction of a new operations and maintenance facility on the west side of town in an industrial area. Construction began in October 2022 and final completion was March 2025. A Categorical Exclusion (CE) was granted by FTA for this project on February 14, 2019. Since the last Title VI update there have been no new construction projects planned or implemented. There are plans to add induction charging and a micro-grid at the existing intermodal facility as well as solar panels to the new maintenance and operations facility, but at this time these are unfunded plans.

Part F

City of Las Cruces - Roadrunner Transit Title VI Program
Limited English Proficiency (LEP) Four-Factor Analysis

1. The Number and Proportion of LEP Persons Service or Encountered in the Eligible Service Population.

a. Task 1, Step 1 – Examine prior experience with LEP individuals

In a recent survey, City of Las Cruces (City) Roadrunner Transit frontline employees who regularly interact with customers in person or over the phone were asked to estimate the percentage of Spanish-speaking customers they encountered who did not speak English very well. The responses varied, but 41% believed between 1-10% of their customer encounters were of LEP; 33% of employees believed it was between 10% and 50% of their customers; and 17% believed it was more than 50% of their encounters with customers. Employees noted that there were occasional contacts with LEP customers who speak a language other than Spanish, but the number of these contacts was infrequent. Of those employees responding to the survey, 72% said they felt comfortable providing information in both English and Spanish. This is not unexpected because the demographics of the Transit employees are reflective of the community demographics and in fact the percentage of Hispanic/Latino employees is higher than the general community demographics. Bilingual fluency in both English and Spanish is common in this community. (The paratransit scheduler/dispatchers and fixed route customer service representatives are required to be bilingual in English and Spanish.)

The language capabilities of customers are not formally tracked in any of the functions that transit performs. The responses were all based on the employee's observed estimate. Employees who responded represented all aspects of transit services including customer service, fixed-route employees, and paratransit employees. Maintenance and administrative employees were not surveyed because they infrequently interact with the general public.

b. Become familiar with the data from the U. S. Census and other sources

i. Identify the geographic service area

The City of Las Cruces Roadrunner Transit provides fixed-route service within the city limits, New Mexico State University (NMSU), a state-owned property not under the jurisdiction of the City, and parts of the Town of Mesilla. Currently there are no services into unincorporated areas of Doña Ana County although there are unincorporated county areas just outside the City limits from where some people walk or ride their bicycle to access Roadrunner Transit. The City also offers a paratransit service that serves all areas within the city limits and the NMSU campus; this latter area is noted as University Park in the census data.

University Park consists largely of students and student families that live on the New Mexico State University campus. In the Town of Mesilla, the paratransit service area is within ¾ - mile of the fixed route service. Residents from unincorporated urbanized areas around the city do come into the city to access transit services. The population within the service area is approximately 120,000.

Las Cruces has a long history with many families able to trace their roots to early Spanish settlers in the area. Census data also shows that there is a significant recent influx of Spanish speaking immigrants in Las Cruces. Many residents of the community are bilingual in English and Spanish.

ii. Obtain Census data on LEP populations

Census LEP data was examined from the 2023 ACS 5-Year Estimates for City of Las Cruces, the Town of Mesilla, and University Park. These tables were examined:

- B02001 – Race
- B03002 – Hispanic or Latino Origin by Race
- B08113 – Means of Transportation to Work by Language Spoken at Home and the Ability to Speak English.
- B08122 – Means of Transportation to work by Poverty Status in the Past 12 Months
- B16004 – Age by Language Spoken at Home by Ability to Speak English for The Population 5 Years and Over
- B16005 – Nativity by Language Spoken at Home by Ability to Speak English for The Population 5 Years and Over
- B16009 – Poverty Status in the Past 12 Months by Age by Language Spoken at for The Population 5 Years and Over
- S1601 – Language Spoken at Home
- S1602 – Limited English-Speaking Households
- S1701 – Poverty Status in the Past 12 months

Data was examined for the three census places served by Roadrunner Transit: The City of Las Cruces, the Town of Mesilla, and University Park (the New Mexico State University campus). Data was also examined by census tract in the Las Cruces area for language proficiency and areas of poverty.

iii. Analyze the data collected

The ACS data suggests that in the City of Las Cruces, about 30% of persons speak Spanish in the home. In the Town of Mesilla, it is 32% and in University Park it is 17%. Of those that Speak Spanish at home, the majority also speak English very well. However, there are significant numbers of individuals who speak Spanish at home and do not speak English very well. Of Spanish speakers, 21% in Las Cruces speak English “less than very well”, 11% in Mesilla, and 6% in University Park. In Las Cruces, almost 12% of Spanish-speaking households have LEP Spanish speakers and in Mesilla 7%. For University Park it was 37%, which is a bit of an anomaly given that the percentage of total Spanish speakers was only 17%. University Park is the NMSU campus, so that

population is exclusively university students and their families; some family members of the students may be less proficient in English.

The percentage of persons who speak Spanish at home and live below the poverty level is 7.4% in Las Cruces, 1.5% in Mesilla, and 3.6% in University Park (the latter is probably a reflection of student incomes).

In Las Cruces, 54.5% of public transit users are at or above 150% of the Poverty Level. In Mesilla this is 100% of transit users, although the sample of transit users is quite small. Six percent (6%) of transit users speak English less than “very well”. Because there are a significant number of Spanish speakers in Las Cruces who are also LEP, it might indicate that Spanish-speaking LEP populations may tend to have lower incomes and would potentially have greater needs for public transportation. The following table is a summary of the 2023 ACS 5-Year average discussed in this analysis.

Profile of Selected Social Characteristics: 2023 ACS 5-Year Estimates

Racial Groups (Table B02001)	Las Cruces	Mesilla	University Park
Total Population of service area	**112,612**	**1,850**	**2,699**
White Alone	60,980	1,327	1,362
Black or African American Alone	2,895	0	86
American Indian and Alaska Native Alone	1,616	0	78
Asian Alone	2,152	2	68
Native Hawaiian and Other Pacific Islander Alone	331	0	0
Some Other Race Alone	18,232	206	92
Identify as Two Races	22,609	251	962
Identify as Three or more Races	3,797	64	51
Ethnicity - Identify as Hipanic or Latino	66,913	767	1,394
% Hispanic/Latino Ethnicity (any race) (Table B03002)	59.4%	41.5%	51.6%
Race (Census Categories)* (Table B02001)			
% White	54.2%	71.7%	50.5%
% Black or African American	2.6%	0.0%	3.2%
% Native American	1.4%	0.0%	2.9%
% Asian	1.9%	0.1%	2.5%
% Hawaiian/Pacific Islander	0.3%	0.0%	0.0%
% Other	16.2%	11.1%	3.4%
Identify with 2 or more races	20.1%	13.6%	35.6%
Identify with 3 or more races	3.4%	3.5%	1.9%
Percent of population foreign born (Table B16005)	10.7%	4.2%	4.4%
Language Spoken at Home (%) (Table B16005,)			
English %	66.9%	66.6%	79.5%
Spanish %	29.9%	31.7%	16.6%
All other languages %	3.1%	1.6%	3.9%
% of total population who speak English "less than very well"	7.4%	3.5%	1.3%
Spanish speakers with Limited English Proficiency (LEP) as a percent of all persons who speak Spanish at home (Table B16004)			
% total Spanish-language population who speak English "less than very well"	21.2%	10.9%	5.9%
% Ages 5-17 who speak English "less than very well"	9.6%	0.0%	0.0%
% Ages 18-64 who speak English "less than very well"	19.7%	6.0%	5.9%
% Ages 65 and older who speak English "less than very well"	34.4%	19.3%	0.0%
Language proficiency by Household (Table S1602)			
Housing Units	46,661	803	151
# of Housing Units where Spanish is spoken at home	17,682	437	40
% of Spanish speaking households	37.9%	54.4%	26.5%
% Spanish-speaking households with Limited English Proficiency	12.2%	6.6%	37.5%
Poverty Status (Tables S1701 and B16009)			
% of General Population below Poverty Level	22.0%	5.4%	40.9%
% of Hispanic or Latino Population below Poverty Level	24.6%	3.5%	35.0%
% of total Population below Poverty Level that speak English only	13.0%	3.9%	36.0%
% of total Population below Poverty Level that speak Spanish at home	7.4%	1.5%	3.6%
Public Transit Use to get to work (Tables B08113 and B08122)			
% of population that use public transit to get to work	0.4%	2.7%	1.4%
% transit users who use transit to get to work and who speak English "less than very well"	6.2%	0.0%	0.0%
% transit users above 150% of Poverty Level	54.5%	100.0%	no data
Source: U.S. Census Bureau, 2023 American Community Survey 5-Year Estimates			

From ACS data one can estimate that, in the Roadrunner Transit service area, there are over 33,671 people that speak Spanish at home. Approximately 7,138 of those that speak Spanish at home could have Limited English Proficiency.

It is also important to note that there is a much higher percentage of Spanish-speaking LEP persons who are ages 65 and older in the City of Las Cruces and the Town of Mesilla. These are individuals more likely to use Vamonos, Roadrunner Transit's paratransit service. Vamonos schedulers and fixed route customer service representatives are required to be English/Spanish bilingual.

The fact that City Transit employees' perception that a much higher percentage of the persons they encounter have Limited English Proficiency, could indicate that (1) LEP populations are more likely to use transit services and therefore encounters between LEP persons and Transit Staff are more frequent and (2) LEP populations in the census data may be underreported. To reiterate, 72% of the Roadrunner Transit employees indicated that they are capable of conversing with customers in Spanish. This includes many employees who themselves regularly use Spanish at home. The demographics of our employees are reflective of the demographics of the city. Because of the bilingual capabilities of many customers and transit employees, it is possible both parties find it natural to converse in Spanish even if they are equally capable of having a conversation in English if required. This may make it more difficult to assess the true level of English proficiency of Roadrunner Transit customers based on employee perceptions. Interestingly, bilingual Transit employees estimated the number of LEP customers to be much higher than the estimates of employees who do not speak Spanish.

iv. Identify any concentrations of LEP persons within your service area

Census tracts in and/or adjacent to the Roadrunner Transit Service area, using the ACS 2023 5-year average data, were examined to identify areas with high concentrations of LEP individuals. First, the number individuals, by census tract, who speak Spanish at home and how many of those speak English less than "very well" were examined. In every census tract in the transit service area there are populations of people who speak Spanish at home. However, of the 41 census tracts in and surrounding the service area, there are 12 tracts where LEP Spanish speakers make up over 10% of the total population of the census tract. These areas are identified in the maps and table shown in Appendix A. Five (5) census tracts barely overlap the service area; however, there are individuals from these who walk or bicycle to points where they can access the service.

Of the 41 census tracts, there are 14 where 30% or more of the population identifying as Hispanic/Latino live below the poverty level. Also, many of these tracts are the same ones with higher populations of Spanish-speaking LEP residents. These areas are identified in the maps and table shown in Appendix B. Tract 13.14 lies just outside the service area on the northeast side of the city and has a high poverty level. It is not shown in Appendix B but can be seen on the map in Appendix A.

The census tracts identified in Appendices A and B merit additional outreach efforts when doing service planning.

v. Consult state and local sources of data

The City's Housing and Neighborhood Services Section (HNS) periodically conducts surveys to supplement decennial and ACS census data. In 2016 they updated its Analysis of Impediments to Fair Housing Choices, which identified language barriers as a significant barrier preventing many people access to information about fair housing. The City is an entitlement community as defined by HUD for the Community Development Block Grant (CDBG) Program and as a participating jurisdiction for the HOME Investment Partnerships (HOME) Program.

Surveys conducted since then have not assessed language barriers specifically, but it is recognized that problem continues. The Housing and Neighborhood Services Section does continually look at changing census data primarily provided through Housing and Urban Development resources such as the Affirmatively Furthering Fair Housing tool. However, the demographics noted earlier for this LEP analysis is using the most current decennial census and ACS data.

From 2018-2020, the City updated its long-range comprehensive plan, called Elevate, which includes, in part, action plans for addressing housing inequities in the community. The Analysis of Impediments to Fair Housing Choices report was updated in 2021 and one of the issues noted was a lack of multi-family housing sites near public transit and employment centers. This update was included in HNS's City's 2021 Consolidated Plan/Action Plan for 2021-2025, which includes short term actions items to address the Elevate action plan. One of the Elevate actions, CP-7.2.1, states:

Ensure that affordable housing, subsidized housing units, and supportive housing services are located in close proximity to public transit, behavioral health services, and other community destinations via active transportation facilities.

The Transit Department does coordinate with the Housing and Neighborhood Services Section to distribute fair housing information in the buses and at the intermodal center. Many of the transit customers are the very people that the City wishes to reach out to with information in both English and Spanish about fair housing.

vi. Identify and reach out to community organizations to get information about LEP individuals in the community.

As demonstrated, the demographics of this community, it is a known fact that Spanish speakers, including those that would be considered limited English proficient, exist in significant numbers throughout the community. Transit Department staff interact regularly with various social service agencies whose clients include LEP individuals, most notably the City's own Senior Services and Neighborhood Housing programs. The City also interacts regularly with the Community of Hope which is an organization that provides services to the homeless. Given LEP individuals, the lion's share being Spanish speakers, live in significant numbers throughout the service area, Roadrunner Transit strives to include these LEP populations as a matter of course when disseminating information about the service and with seeking public input.

2. The Frequency with Which LEP Individuals Come into Contact with Your Programs, Activities and Services.

a. *Review the relevant programs, activities, and services you provide:*

This is described in Section 1.b.i. above.

b. *Review the information obtained from community organizations:*

Las Cruces is a predominantly Hispanic/Latino community where is it is recognized that Spanish is a widely used language in all areas of the community. It is a given that Transit-related activity will require transmitting and receiving information in both English and Spanish to be accessible to Spanish speaking individuals.

c. *Consult directly with LEP persons:*

The City has not conducted specific focus groups with LEP persons, although employee experience with LEP persons noted in 1a shows that transit staff interact daily with many LEP persons.

3. The Importance to LEP Persons of Your Program, Activities and Services.

a. *Identify your agencies most critical services*

The City's most critical transit services are fixed route bus service and ADA paratransit service, which is also available to senior citizens aged 60 and older. Public transportation is critical for many city residents for medical purposes, food purchases, and work. An inability to communicate well in English regarding the transit services can affect the safety, health, and economic wellbeing of LEP residents.

b. *Review the input from community organizations and LEP persons*

It has long been recognized that there is a need to provide information in Spanish to transit users in Las Cruces as well as to create avenues for these same individuals to provide feedback regarding Transit activities. This is supported by prior LEP experiences noted in the Transit employee's survey referred to in section 1a and 1biii, which indicate that a significant number of customer contacts are with LEP persons. This information combined with census data, indicates that LEP persons are frequent transit users and contact is proportionally higher than the general population. While census data shows higher concentrations of Spanish speaking LEP persons in some census tracts, there is a measurable concentration of LEP persons throughout the community.

4. The Importance to LEP Persons of Your Program, Activities and Services.

a. *Inventory language assistance measures currently being provided, along with the associated costs:*

- There are a variety of measures by which Roadrunner Transit provides information in Spanish. The costs, generally minimal, shown below are estimates of the incremental difference from providing English only information.
- Printed bus schedules are in Spanish and English. This includes the Title VI advisements (No additional cost per printing).
- Printed informational brochures for the Vamonos service are in Spanish and English. ($100)
- Cautionary signage in revenue vehicles is in Spanish and English. ($0 – this is specified in original vehicle orders)
- Over 72% of Transit staff can converse with customers in Spanish. The ability to speak Spanish is not a job requirement for most Transit Department positions but is defined as a desirable skill when hiring drivers. The two job categories that do require employees who are English/Spanish bilingual are the Customer Service Representatives (who primarily provided fixed route information) and the paratransit schedulers. The high percentage of bilingual employees in the other

job classifications in the Transit Department reflects the overall high level of bilingualism in the local population. ($0)

- Meeting agenda notices includes that following information: *Este documento está disponsible en español llamando al teléfono de Roadrunner Transit: 541-2500 (voz) o 711 (TRS)* ($0)
- The Transit system has bus location capabilities. In February 2024, Roadrunner implemented real-time bus information using a service provided by Passio. Customers can access this information via an app or the website. Passio also allows for individual messages in both English and Spanish to be linked to specific routes and bus stops. The cost is included in the annual maintenance agreements with the provider. ($0 – no additional cost for messages in Spanish)
- The City's website, which includes Roadrunner Transit information, has a quick link to Google Transit to translate the web information to many languages, including Spanish. ($0)
- Information about holiday closures and route detours are also posted on the bus in English and Spanish. ($0)
- Radio promotional events are very rarely done but when they are done, we reach out to both English and Spanish language stations. ($350 for 2- week promotion)
- Relevant information is posted in both English and Spanish on the Roadrunner Transit Facebook page. ($0)
- The service has been zero fare since December 2022. Service changes are also very infrequent. Because of this, public meetings regarding fares or major service changes are not frequent. However, when these do occur, translation and interpretation services are made available. The availability of those interpreted services is included in Spanish in meeting announcements. Each year the City contracts with several translators/interpreters to be available for use by any Department of the City. Historically requests for such services are very rarely made. Also, because so many transit staff are bilingual, it is rarely necessary to use a professional interpreter. (Costs range from $200 - $400 per meeting for a professional interpreter.)

c. *Determine what, if any, additional services are needed to provide meaningful access.*

- Be more proactive at putting Spanish language notifications in the print media. There can be several days lag time in getting translations done.
  Promote the use of Google Translate with information put on the Transit system website. This will permit more immediate release of information that can be available to Spanish speakers and readers. Google Translate Spanish translations are becoming increasing sophisticated with the accuracy of the translations being reasonably good so that Spanish readers understand them. The additional advantage of using Google Translate is that is also a resource for LEP persons who speak languages other than English or Spanish even though those speakers do not make up a significant LEP population in this area.

d. *Analyze your budget*

The City Transit services have traditionally had extremely small budgets for all marketing and outreach, generally 0.1% - 0.2% of the total operating budget. Interpretive services are rarely requested so this does not impact the budget; if services are needed, these expenses would be paid with the systems “purchased services” line item. Measures to address LEP access are limited to a few small translations per year. With the advent of more sophisticated and free translation software and apps, bilingual communication is increasingly much easier to accomplish. Roadrunner Transit heavily relies on the bilingual skills of the majority of its staff for assisting with Spanish language translations.

e. *Strategies for cost effective practices for providing language services:*

Overall, for a small transit agency the City of Las Cruces Roadrunner Transit is reasonably effective in outreach to LEP persons, which in this community are primarily Spanish-speaking persons. There are no other significant populations of LEP speakers in the Roadrunner service area. LEP persons are offered numerous opportunities to receive assistance in Spanish through notices in the bus schedules and meeting notices. The high percentage of bilingual staff helps with communication with LEP individuals; in most cases, the employees who are English only speakers have ready access to other staff members who are bilingual. Few changes from current practices are necessary.

Part G

City of Las Cruces - Roadrunner Transit Title VI Program
Table Depicting Minority Representation on Committees and Councils
Selected by the Recipient (March 2025)

Minority Representation on the Transit Advisory Board*

Body	White / non-Latino	Latino of any race	African American	Asian American	Native American
Population (Las Cruces)	33.4%	59.4%	2.6%	1.9%	1.4%
Las Cruces City Council	57.1%	42.9%	0%	0%	0%
Transit Advisory Board	71.4%	28.6%	0%	0%	0%

* The percentage is based on seven (7) positions

The Transit Advisory Board (TAB) is one of many City advisory boards created by ordinance. The Ordinance defines how each of seven positions is represented. The ordinance also defines the purpose of the TAB is to provide support to the Transit Administrator in providing input into various transit actions, to advocate for their constituencies. The TAB holds public meetings and can recommend various actions. Some actions are recommendations to City Council to take formal action on items requiring City Council approval, for example, approval of this Title VI plan.

The TAB consists of seven volunteer members appointed by the Mayor with the advice and consent of the City of Las Cruces Council and each can be appointed for up to three (3) 4-year terms. Per City Ordinance, Board members represent various segments within the Transit user community: New Mexico State University (NMSU), Doña Ana Community College (DACC), the disabled community, senior citizens, the business community, and two general citizen representatives. NMSU and DACC select their own representative, whose name is then submitted to the Mayor for consideration.

Las Cruces has a strong Manager – Council form of government. City Council consists of six (6) Councilors, each elected by voters within their district. The mayor is the seventh (7) position on Council and is elected in a citywide vote. The City Manager is the only employee of Council.

When vacancies do occur, City Council and the Mayor are notified and encouraged to seek applicants. If Council does not forward names for consideration, the Transit Department also will advertise in the paper and post notices on the Roadrunner Facebook page.

Part H

City of Las Cruces - Roadrunner Transit Title VI Program
Service Standards

Vehicle Load – City of Las Cruces Roadrunner Transit has three (3) different vehicles that may be assigned to the fixed route system. Peak and off-peak times do not apply to any of the routes in the system. The vehicle load capacities are: 35 seats plus 11 standing, 32 seats plus 10 standing and 13 seats plus four (4) standing. The vehicle load ratio for each vehicle type is 1.3.

Vehicle Headway – Vehicle headway for Roadrunner Transit routes servicing areas other than New Mexico State University is thirty (30) or sixty (60) minutes, depending upon the route. Routes 2 and 5 have 30-minute headways because they serve higher ridership corridors. Routes 1, 3, 4, 6, 7, and 8 are on 60-minute headways, although routes 6 and 7 run the same path but in opposite directions. The vehicle headway for routes operating on New Mexico State University is twenty (20) minutes.

On-Time Performance – A vehicle is considered on time if it departs a scheduled time point no more than five (5) minutes late. The City of Las Cruces Roadrunner Transit's on-time performance objective is 90% or greater. Roadrunner Transit will monitor on-time performance system wide. Results from monitoring will be compiled and available for review on a quarterly basis. Sampling will occur monthly. In February 2024, Roadrunner Transit implemented the CAD/AVL service provided by Passio and on-time performance is one of the metrics included with this service.

Service Availability – The route distribution standard used by Roadrunner Transit is distance between stops. The standard distance between stops is 1/3 mile. Due to right-of-way, easement, terrain, and fixed object issues this isn't an absolute; however, Roadrunner Transit makes every attempt to hold to this standard.

There is no population density standard established for service planning. Routes serve most parts of the City with ¾ mile of any location; however, there are some exceptions on the far northeast side of town where the population is less dense, and road infrastructure is insufficient for robust transit service. The City's Vamonos service goes anywhere in the city limits, but it is limited to those qualifying individuals who have disabilities or are age 60 and over.

Part I

City of Las Cruces - Roadrunner Transit Title VI Program
Service Policies

Transit Amenities – City of Las Cruces Roadrunner Transit does not have complete decision-making authority over the siting of Transit amenities such as bus shelters. Roadrunner Transit has installed and continues to install shelters as jurisdictions and private entities allow. The shelters include canopies, benches and trash receptacles. Additionally, all route stops include signage at each of the bus stop locations. Due to funding limitations, the City does try to target bus shelter locations where the greatest number of people board; however, site constraints created by the inability to acquire right-of-way or easements from private property owners, safety concerns, terrain and fixed objects have a greater influence in locating bus stops.

The number of boarding at individual bus stops is analyzed using automated passenger counter samples. Those with a higher number of boardings will be included in the initial consideration for placement of bus shelter. There are no established guidelines for waiving considerations of placing bus shelters near special populations such as senior centers and senior housing, but such requests are considered on a case-by-case basis.

Occasionally a private entity will approach Roadrunner about installing shelters at locations they own. Given the difficulty finding suitable sites for shelters, these requests are acted on if appropriate.

Vehicle Assignment – Vehicles are assigned based on availability. Every attempt is made to rotate each vehicle to all routes to even out mileage throughout the fleet. Currently the vehicle fleet is very uniform, so in terms of accommodations the vehicles are very consistent.

In August 2024, the first 5 battery electric buses (BEBs) were put into service. Another 6 BEBs are anticipated to be delivered before the end of 2025. These buses will be rotated among most of our routes. These buses do not have the daily range of the older diesel buses and need to be swapped out during the day with diesel buses to be re-charged. The charging infrastructure is built at the new Operations and Maintenance Facility. When funding is identified there are plans to install induction charging at the Mesilla Valley Intermodal Transit Terminal. This will all opportunity charging on the BEBs so they will be able to serve a full daily duty cycle.

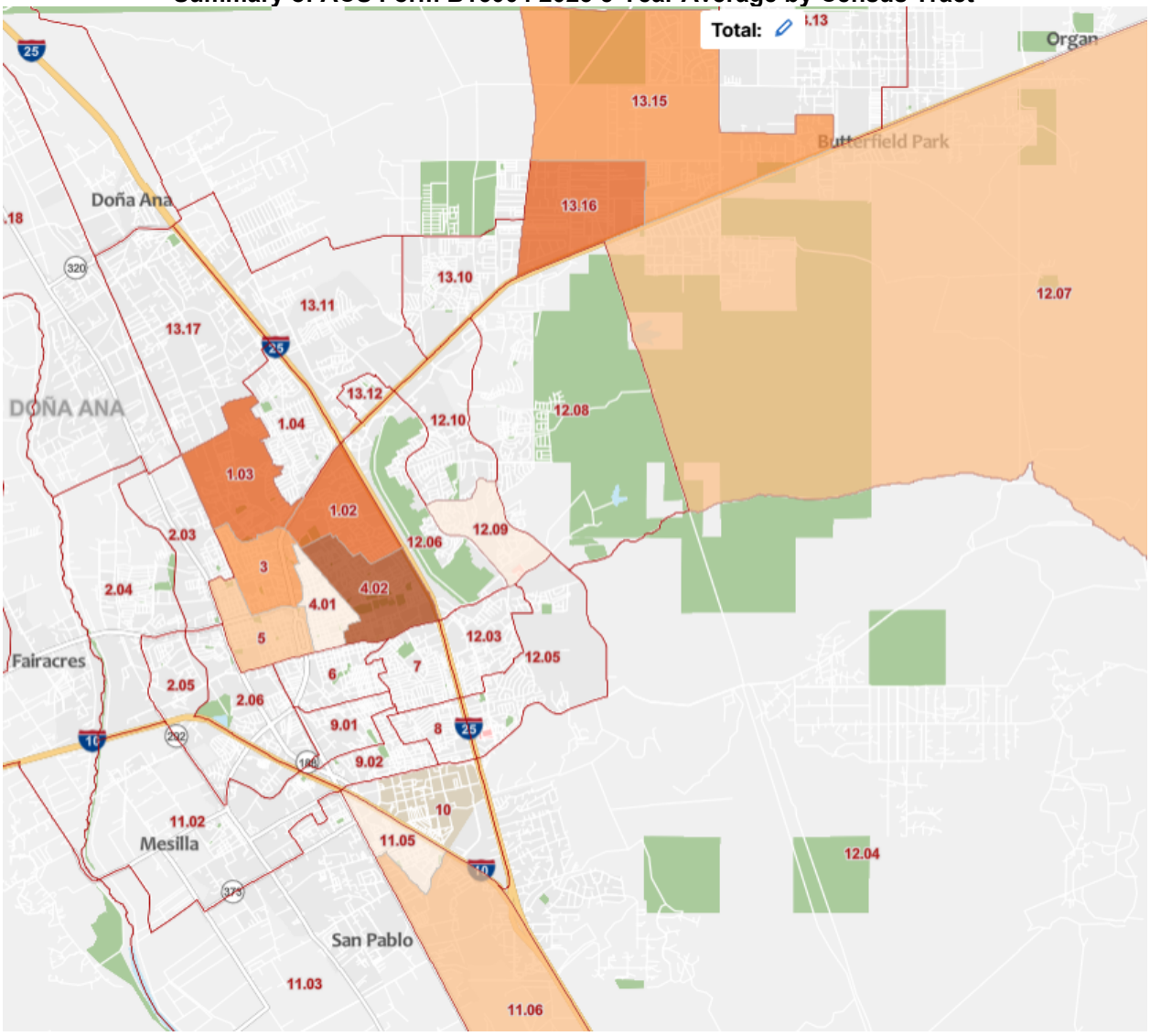
APPENDIX A

Census Tracts With a High Percentage of LEP Spanish Speakers

Summary of ACS Table B16004 2023 5-year Average by Census Tract
Where 10% or More of Population Are LEP Spanish-Speaking Persons

Census Tract -->	1.02	1.03	3	4.01	4.02	5	11.05	11.06	12.07	12.09	13.15	13.16
Total Estimated Population	4,643	4,195	3,168	2,249	5,160	2,399	1,980	2,599	2,643	2,076	3,366	4,489
# That Speak Only English At Home	2713	2054	1746	730	2105	1448	1042	1655	1403	1470	1512	2410
% That Speak Only English At Home	58%	49%	55%	32%	41%	60%	53%	64%	53%	71%	45%	54%
# That Speak Spanish At Home	1766	2122	1325	1349	3048	951	767	899	1145	595	1830	2042
% of Total That Speak Spanish At Home	38%	51%	42%	60%	59%	40%	39%	35%	43%	29%	54%	45%
# Of Spanish Speakers Speaking English Less Than Very Well	482	489	344	298	502	383	193	323	429	242	689	445
% O Total Of Spanish Speakers Speaking English Less Than Very Well	10%	12%	11%	13%	10%	16%	10%	12%	16%	12%	20%	10%

Summary of ACS Form B16004 2023 5-Year Average by Census Tract

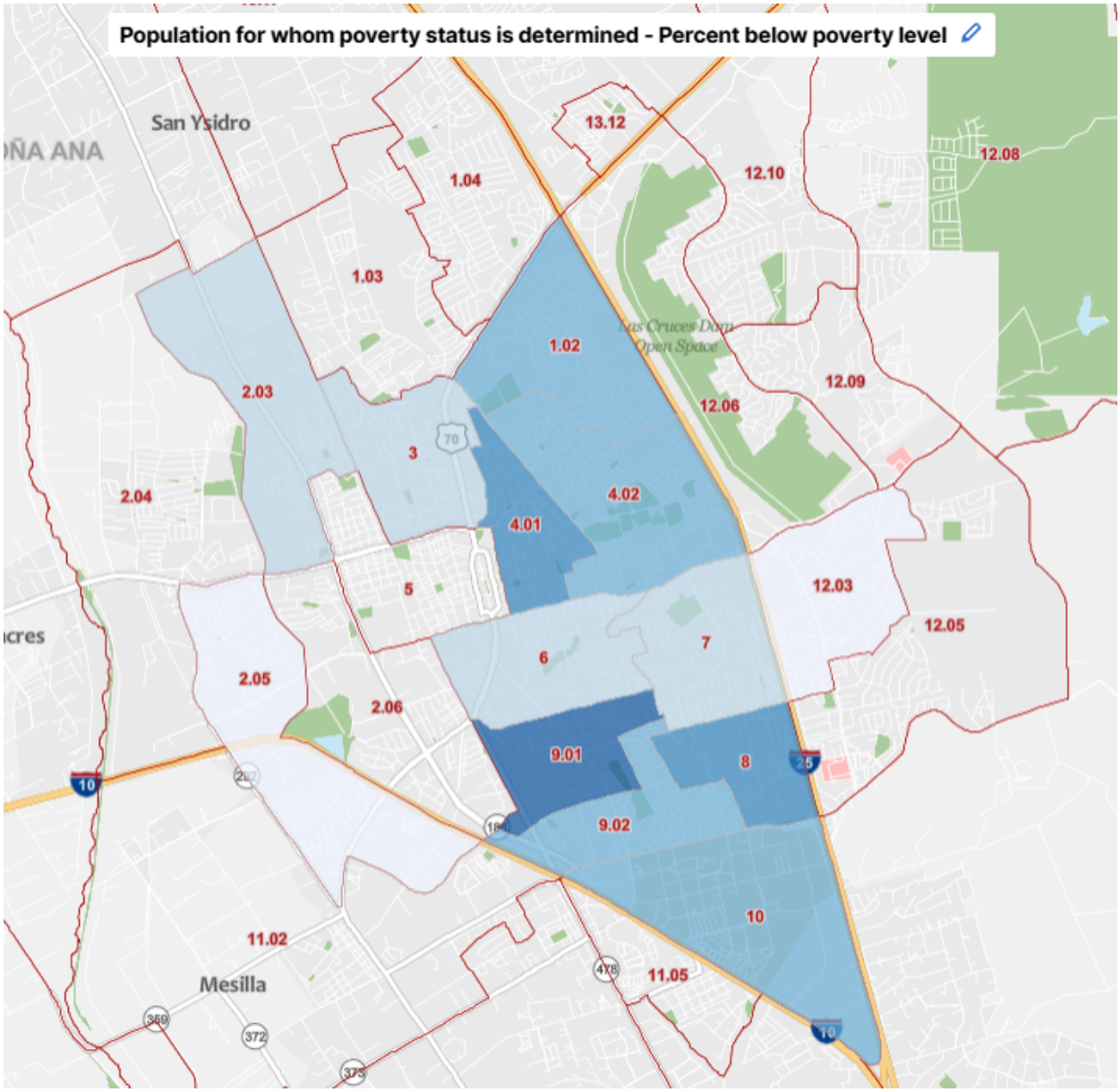


*highlighted in orange shades where 10% or more of population are LEP Spanish-speaking persons

APPENDIX B - Census Tracts with a High Percentage of Population Below the Poverty Level

Summary of ACS FormS1701 2023 5-year Average by Census Tract Where 30% or More of Population Live Below the Poverty Level

CENSUS TRACT -->	1.02	2.03	2.05	3	4.01	4.02	6	7	8	9.01	9.02	10	12.03	13.14
Population for whom poverty status is determined	39.7%	31.7%	18.5%	30.3%	47.7%	36.1%	34.3%	30.4%	44.2%	57.7%	37.8%	40.9%	24.3%	31.4%
Hispanic or Latino origin (of any race)	43.2%	35.0%	31.9%	35.2%	55.9%	37.9%	38.2%	31.4%	52.0%	48.0%	27.5%	35.0%	34.6%	34.9%



Appendix C

Title VI Notice to the Public
Roadrunner Transit

- Roadrunner Transit operates its programs and services without regard to race, color, and national origin in accordance with Title VI of the Civil Rights Act. Any person who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with Roadrunner Transit.
- For more information on the Roadrunner Transit's civil rights program and the procedures to file a complaint, contact (575) 528-3227, (575) 541-2500, TTY 711, or visit our administrative office at 300 W Lohman, Las Cruces, New Mexico 88005. For more information, visit lascruces.gov/roadrunner.
- A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, D.C. 20590.
- If information is needed in another language, contact (575) 541-2500 / TTY 711.

Título VI Aviso al Público
El Tránsito Roadrunner

- El Tránsito Roadrunner opera sus programas y servicios, sin distinción de raza, color y origen nacional, de conformidad con el Título VI del Acta de Derechos Civiles. Cualquier persona que cree o que ha sido perjudicada por una práctica discriminatoria ilegal bajo el Título VI puede presentar una queja en El Tránsito Roadrunner.
- Para obtener más información sobre el programa de la ciudad de los derechos civiles de Las Cruces y los procedimientos para presentar una queja visite Roadrunner.las-cruces.org, comuníquese con (575) 528-3227 o (575) 541-2500 o TTY 711, o visite nuestra oficina administrativa en el 300 W Lohman en Las Cruces, nuevo México 88005. Para obtener más información, visite lascruces.gov/roadrunner.
- Un demandante puede presentar una queja directamente con la Administración Federal de Tránsito mediante la presentación de una queja ante la Oficina de Derechos Civiles, Atención: Coordinador del Título VI del Programa, East Building, 5th Floor-TCR, 1200 New Jersey Ave, SE, Washington, D.C. 20590.
- Si se necesita información en otro idioma, póngase en contacto con (575) 541-2500 / TTY 711.

25-123

Type of Action:
☒ Resolution
☐ Ordinance
☐ TIDD Resolution

City Council Action and Executive Summary

District:	**☒ 1 ☒ 2 ☒ 3 ☒ 4 ☒ 5 ☒ 6 ☐ N/A**		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	Vanessa Perez	**Department:**	Financial Services
Program:	Budget	**Line of Business:**	Fiscal Management

Title: **A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES (CITY) TO ACCEPT THIRD QUARTER BUDGET ADJUSTMENTS FOR VARIOUS CITY DEPARTMENTS THROUGH AN AMENDMENT TO THE CITY'S ADOPTED FISCAL YEAR (FY) 2024-25 BUDGET.**

TYPE OF ACTION: **☒ Administrative** **☐ Legislative** **☐ Quasi-Judicial**

PURPOSE(S) OF ACTION:
To amend the FY2025 budget through various adjustments.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:
City of Las Cruces (City) staff will prepare budget adjustments for the fiscal year starting July 1, 2024 through June 30, 2025. Adjustments include funding for supplies, services, equipment, and projects to meet the demands of a growing community and to align budgets for effective and efficient City operations.

The budget adjustments proposed within this Resolution will not deplete the City's 2/12ths reserve requirement for the General Fund.

SUPPORT INFORMATION:
Exhibit "A" - Fund Summaries
Attachment "A" - Budget Adjustment Summary

PLAN(S):
None

COMMITTEE/BOARD REVIEW:
None

DOES THIS AMEND THE BUDGET?:
☒ Yes
☐ No

BUDGET / FISCAL IMPACT:

BUDGETED AMOUNT: Various **AVAILABLE AMOUNT:** Various **EXPENDITURE AMOUNT:** Various

Funding Source(s):
Various

Overall Budget Impact:
Please refer to Exhibit "A" Fund Summaries

Does this action amend the Capital Improvement Plan (CIP)?
☒ Yes
☐ No

Does this action align with Elevate Las Cruces?
☒ Yes
☐ No

OPTIONS / ALTERNATIVES:
1. Vote “Yes”; this will approve the Resolution and accept the budget adjustments as presented, and will adjust the City’s FY2024-25 budget.
2. Vote “No”; this will not approve the Resolution nor accept the budget adjustments as presented, and will not adjust the City’s FY2024-25 budget.
3. Vote to “Amend”; this will delay the process of spending the funds within the predetermined funding schedule and require direction to staff.
4. Vote to “Table”; this will impact the City’s ability to utilize funds and may impact programs and services.

REFERENCE INFORMATION:
Attachment "A" Budget Adjustment Summary

RESOLUTION 25-123

A RESOLUTION AUTHORIZING THE CITY OF LAS CRUCES (CITY) TO ACCEPT THIRD QUARTER BUDGET ADJUSTMENTS FOR VARIOUS CITY DEPARTMENTS THROUGH AN AMENDMENT TO THE CITY'S ADOPTED FISCAL YEAR (FY) 2024-25 BUDGET.

The City Council is informed that:

WHEREAS, City of Las Cruces (City) staff members have prepared a quarterly budget adjustment for the fiscal year starting July 1, 2024 through June 30, 2025; and

WHEREAS, the quarterly budget adjustment includes funding for supplies, services, equipment, and projects to meet the demands of a growing community and to align budgets for effective and efficient City operations; and

WHEREAS, this adjustment will not deplete the General Fund 2/12ths reserve requirement.

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

(I)

THAT the FY2025 Third Quarter budget adjustments as indicated in Exhibit "A", attached hereto and made a part of this Resolution, are hereby approved.

(II)

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

DONE AND APPROVED this day of

APPROVED

_____

ATTEST:

_____

Moved by:

Seconded by:

AYES

NAYS

CITY OF LAS CRUCES *Exhibit "A"*

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	1000 GENERAL FUND 2024-25			
	Original Budget	**Amended Budget**	**Req. Adjustment**	**Adjusted Budget**
RESOURCES				
Beginning Balance	$ 64,632,176	71,866,072	0	71,866,072
Revenues				
Municipal Gross Receipts Tax	55,085,239	55,085,239	0	55,085,239
Public Safety Gross Receipts Tax	4,880,700	4,880,700	0	4,880,700
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	47,825,436	50,825,436	0	50,825,436
Environmental Gross Receipts Tax	2,259,525	2,259,525	0	2,259,525
County Environmental Gross Receipts Tax	16,489,171	16,489,171	0	16,489,171
Internet Sales Gross Receipts Tax	21,000	21,000	0	21,000
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	825,000	825,000	0	825,000
Lodgers Tax	0	0	0	0
Property Taxes	13,655,649	13,655,649	0	13,655,649
Payment In Lieu of Property Tax	936,002	936,002	0	936,002
Franchise Fees	2,979,240	2,979,240	0	2,979,240
Payment In Lieu of Franchise Fees	1,709,054	1,709,054	0	1,709,054
Licenses, Fees & Permits	3,289,510	3,289,510	19,000	3,308,510
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	151,180	151,180	0	151,180
Charges For Services	6,635,316	8,003,816	3,000	8,006,816
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	5,579,985	5,579,985	0	5,579,985
Investment Income	0	0	0	0
Miscellaneous Revenues	140,112	140,112	0	140,112
Federal Grants	0	0	0	0
State Grants	0	0	0	0
Local Grants	0	0	0	0
Debt Service	0	0	0	0
Total Revenues	**162,462,119**	**166,830,619**	**22,000**	**166,852,619**
TOTAL RESOURCES	**$ 227,094,295**	**238,696,691**	**22,000**	**238,718,691**
Expenditures				
General Government	5,224,507	5,224,507	171,952	5,396,459
Legislative	1,041,479	1,121,391	0	1,121,391
Municipal Court	2,343,330	2,343,330	0	2,343,330
Chief Administrative Officer	338,302	338,302	0	338,302
City Manager	7,542,094	8,042,565	(5,750)	8,036,815
Legal	2,432,755	2,432,755	0	2,432,755
Las Cruces Police Department	38,153,777	38,157,777	0	38,157,777
Las Cruces Fire Department	26,683,389	28,900,624	0	28,900,624
Utilities	0	0	0	0
Economic Development	6,768,274	7,225,976	0	7,225,976
Internal Audit	0	0	0	0
Assistant City Manager-400	0	0	0	0
Human Resources	3,680,618	3,689,106	0	3,689,106
Financial Services	8,143,181	8,128,249	0	8,128,249
Information Technology	6,666,026	6,666,027	22,381	6,688,408
Fleet	0	0	0	0
Assistant City Manager-500	9,293,424	9,418,424	0	9,418,424
Parks & Recreation	20,841,864	20,595,118	0	20,595,118
Community Development	5,438,271	5,438,271	(22,381)	5,415,890
Quality of Life	10,225,836	10,204,834	5,750	10,210,584
Public Works	11,093,284	11,248,769	22,052	11,270,821
Legislative Reserve	0	0	0	0
Total Expenditures	**$ 165,910,411**	**169,176,025**	**194,004**	**169,370,029**
Other Resources				
Operating Transfers In	0	307,429	0	307,429
Operating Transfers Out	(29,971,049)	(32,800,749)	(562,785)	(33,363,534)
Total Other Resources	**$ (29,971,049)**	**(32,493,320)**	**(562,785)**	**(33,056,105)**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ 31,212,835**	**37,027,346**	**(734,789)**	**36,292,557**
Required Reserve:				
State Required 1/12th	13,825,868	14,098,003	16,167	14,114,170
Local CLC 1/12th	13,825,868	14,098,003	16,167	14,114,170
AVAILABLE BALANCE	**$ 3,561,099**	**8,831,340**	**(767,123)**	**8,064,217**

CITY OF LAS CRUCES *Exhibit "A"*

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	2100 SPECIAL REVENUE REIMB GRANTS 2024-25			
	Original Budget	**Amended Budget**	**Req. Adjustment**	**Adjusted Budget**
RESOURCES				
Beginning Balance	$ 270,735	249,231	0	249,231
Revenues				
Municipal Gross Receipts Tax	0	0	0	0
Public Safety Gross Receipts Tax	0	0	0	0
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	0	0	0	0
Environmental Gross Receipts Tax	0	0	0	0
County Environmental Gross Receipts Tax	0	0	0	0
Internet Sales Gross Receipts Tax	0	0	0	0
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	0	0	0	0
Lodgers Tax	0	0	0	0
Property Taxes	0	0	0	0
Payment In Lieu of Property Tax	0	0	0	0
Franchise Fees	0	0	0	0
Payment In Lieu of Franchise Fees	0	0	0	0
Licenses, Fees & Permits	0	0	0	0
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	0	0	0	0
Charges For Services	0	0	0	0
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	0	0	0	0
Investment Income	0	0	0	0
Miscellaneous Revenues	185,500	185,500	20,000	205,500
Federal Grants	15,245,266	18,312,500	0	18,312,500
State Grants	7,421,065	8,225,039	202,306	8,427,345
Local Grants	0	3,856	0	3,856
Debt Service	0	0	0	0
Total Revenues	**22,851,831**	**26,726,895**	**222,306**	**26,949,201**
TOTAL RESOURCES	**$ 23,122,566**	**26,976,126**	**222,306**	**27,198,432**
Expenditures				
General Government	0	0	0	0
Legislative	0	0	0	0
Municipal Court	0	0	0	0
Chief Administrative Officer	0	0	0	0
City Manager	9,300,103	11,160,103	0	11,160,103
Legal	0	0	0	0
Las Cruces Police Department	4,248,063	4,854,117	0	4,854,117
Las Cruces Fire Department	1,415,683	1,251,218	0	1,251,218
Utilities	378,926	385,367	0	385,367
Economic Development	5,800,889	4,309,028	0	4,309,028
Internal Audit	0	0	0	0
Assistant City Manager-400	148,183	305,337	0	305,337
Human Resources	0	0	0	0
Financial Services	366,296	298,255	0	298,255
Information Technology	0	0	0	0
Fleet	0	0	0	0
Assistant City Manager-500	150,000	860,190	0	860,190
Parks & Recreation	0	803,635	0	803,635
Community Development	277,223	277,223	0	277,223
Quality of Life	1,479,056	2,310,513	20,000	2,330,513
Public Works	230,196	51,638	0	51,638
Legislative Reserve	0	0	0	0
Total Expenditures	**$ 23,794,618**	**26,866,624**	**20,000**	**26,886,624**
Other Resources				
Operating Transfers In	0	0	0	0
Operating Transfers Out	0	0	0	0
Total Other Resources	**$ 0**	**0**	**0**	**0**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ (672,052)**	**109,502**	**202,306**	**311,808**

CITY OF LAS CRUCES *Exhibit "A"*

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	3275 2010A MGRT STREET DS 2024-25			
	Original Budget	**Amended Budget**	**Req. Adjustment**	**Adjusted Budget**
RESOURCES				
Beginning Balance	$ 16,149	0	0	0
Revenues				
Municipal Gross Receipts Tax	0	0	0	0
Public Safety Gross Receipts Tax	0	0	0	0
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	0	0	0	0
Environmental Gross Receipts Tax	0	0	0	0
County Environmental Gross Receipts Tax	0	0	0	0
Internet Sales Gross Receipts Tax	0	0	0	0
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	0	0	0	0
Lodgers Tax	0	0	0	0
Property Taxes	0	0	0	0
Payment In Lieu of Property Tax	0	0	0	0
Franchise Fees	0	0	0	0
Payment In Lieu of Franchise Fees	0	0	0	0
Licenses, Fees & Permits	0	0	0	0
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	0	0	0	0
Charges For Services	0	0	0	0
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	0	0	0	0
Investment Income	0	0	0	0
Miscellaneous Revenues	0	0	0	0
Federal Grants	0	0	0	0
State Grants	0	0	0	0
Local Grants	0	0	0	0
Debt Service	0	0	235	235
Total Revenues	**0**	**0**	**235**	**235**
TOTAL RESOURCES	**$ 16,149**	**0**	**235**	**235**
Expenditures				
General Government	0	0	433,952	433,952
Legislative	0	0	0	0
Municipal Court	0	0	0	0
Chief Administrative Officer	0	0	0	0
City Manager	0	0	0	0
Legal	0	0	0	0
Las Cruces Police Department	0	0	0	0
Las Cruces Fire Department	0	0	0	0
Utilities	0	0	0	0
Economic Development	0	0	0	0
Internal Audit	0	0	0	0
Assistant City Manager-400	0	0	0	0
Human Resources	0	0	0	0
Financial Services	0	0	0	0
Information Technology	0	0	0	0
Fleet	0	0	0	0
Assistant City Manager-500	0	0	0	0
Parks & Recreation	0	0	0	0
Community Development	0	0	0	0
Quality of Life	0	0	0	0
Public Works	0	0	0	0
Legislative Reserve	0	0	0	0
Total Expenditures	**$ 0**	**0**	**433,952**	**433,952**
Other Resources				
Operating Transfers In	0	0	562,785	562,785
Operating Transfers Out	0	0	0	0
Total Other Resources	**$ 0**	**0**	**562,785**	**562,785**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ 16,149**	**0**	**129,068**	**129,068**

CITY OF LAS CRUCES

Exhibit "A"

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	4028 2023 SSGRT 2024-25			
	Original Budget	**Amended Budget**	**Req. Adjustment**	**Adjusted Budget**
RESOURCES				
Beginning Balance	$ 12,707,481	13,216,992	0	13,216,992
Revenues				
Municipal Gross Receipts Tax	0	0	0	0
Public Safety Gross Receipts Tax	0	0	0	0
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	0	0	0	0
Environmental Gross Receipts Tax	0	0	0	0
County Environmental Gross Receipts Tax	0	0	0	0
Internet Sales Gross Receipts Tax	0	0	0	0
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	0	0	0	0
Lodgers Tax	0	0	0	0
Property Taxes	0	0	0	0
Payment In Lieu of Property Tax	0	0	0	0
Franchise Fees	0	0	0	0
Payment In Lieu of Franchise Fees	0	0	0	0
Licenses, Fees & Permits	0	0	0	0
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	0	0	0	0
Charges For Services	0	0	0	0
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	0	0	0	0
Investment Income	0	350,000	0	350,000
Miscellaneous Revenues	0	0	0	0
Federal Grants	0	0	0	0
State Grants	0	0	0	0
Local Grants	0	0	0	0
Debt Service	0	0	0	0
Total Revenues	**0**	**350,000**	**0**	**350,000**
TOTAL RESOURCES	**$ 12,707,481**	**13,566,992**	**0**	**13,566,992**
Expenditures				
General Government	0	0	0	0
Legislative	0	0	0	0
Municipal Court	0	0	0	0
Chief Administrative Officer	0	0	0	0
City Manager	0	0	0	0
Legal	0	0	0	0
Las Cruces Police Department	0	0	0	0
Las Cruces Fire Department	0	0	0	0
Utilities	0	0	0	0
Economic Development	0	0	0	0
Internal Audit	0	0	0	0
Assistant City Manager-400	0	0	0	0
Human Resources	0	0	0	0
Financial Services	0	0	0	0
Information Technology	0	0	0	0
Fleet	0	0	0	0
Assistant City Manager-500	0	0	0	0
Parks & Recreation	0	0	0	0
Community Development	0	0	0	0
Quality of Life	0	0	0	0
Public Works	12,700,000	13,566,992	0	13,566,992
Legislative Reserve	0	0	0	0
Total Expenditures	**$ 12,700,000**	**13,566,992**	**0**	**13,566,992**
Other Resources				
Operating Transfers In	0	0	0	0
Operating Transfers Out	0	0	0	0
Total Other Resources	**$ 0**	**0**	**0**	**0**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ 7,481**	**0**	**0**	**0**

CITY OF LAS CRUCES *Exhibit "A"*

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	4100 CAPITAL PROJECTS REIMB GRANTS 2024-25			
	Original Budget	**Amended Budget**	**Req. Adjustment**	**Adjusted Budget**
RESOURCES				
Beginning Balance	$ 0	(0)	0	(0)
Revenues				
Municipal Gross Receipts Tax	0	0	0	0
Public Safety Gross Receipts Tax	0	0	0	0
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	0	0	0	0
Environmental Gross Receipts Tax	0	0	0	0
County Environmental Gross Receipts Tax	0	0	0	0
Internet Sales Gross Receipts Tax	0	0	0	0
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	0	0	0	0
Lodgers Tax	0	0	0	0
Property Taxes	0	0	0	0
Payment In Lieu of Property Tax	0	0	0	0
Franchise Fees	0	0	0	0
Payment In Lieu of Franchise Fees	0	0	0	0
Licenses, Fees & Permits	0	0	0	0
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	0	0	0	0
Charges For Services	0	0	0	0
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	0	0	0	0
Investment Income	0	0	0	0
Miscellaneous Revenues	0	0	0	0
Federal Grants	3,719,299	5,558,776	0	5,558,776
State Grants	16,008,103	32,540,512	(110,326)	32,430,186
Local Grants	799,144	329,755	0	329,755
Debt Service	0	0	0	0
Total Revenues	**20,526,546**	**38,429,043**	**(110,326)**	**38,318,717**
TOTAL RESOURCES	**$ 20,526,546**	**38,429,043**	**(110,326)**	**38,318,717**
Expenditures				
General Government	0	0	0	0
Legislative	0	0	0	0
Municipal Court	0	0	0	0
Chief Administrative Officer	0	0	0	0
City Manager	0	7,415,250	0	7,415,250
Legal	0	0	0	0
Las Cruces Police Department	0	650,000	0	650,000
Las Cruces Fire Department	400,000	221,242	(17,666)	203,576
Utilities	0	0	0	0
Economic Development	2,103,908	3,527,034	(92,660)	3,434,374
Internal Audit	0	0	0	0
Assistant City Manager-400	0	0	0	0
Human Resources	0	0	0	0
Financial Services	0	0	0	0
Information Technology	370,000	370,000	(370,000)	0
Fleet	0	0	0	0
Assistant City Manager-500	0	0	0	0
Parks & Recreation	2,636,377	6,401,016	0	6,401,016
Community Development	0	0	0	0
Quality of Life	690,746	690,746	0	690,746
Public Works	14,325,515	19,153,755	0	19,153,755
Legislative Reserve	0	0	0	0
Total Expenditures	**$ 20,526,546**	**38,429,043**	**(480,326)**	**37,948,717**
Other Resources				
Operating Transfers In	0	0	0	0
Operating Transfers Out	0	0	0	0
Total Other Resources	**$ 0**	**0**	**0**	**0**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ 0**	**(0)**	**370,000**	**370,000**

CITY OF LAS CRUCES *Exhibit "A"*

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	4270 TIDD PROJECTS 2024-25			
	Original Budget	**Amended Budget**	**Req. Adjustment**	**Adjusted Budget**
RESOURCES				
Beginning Balance	$ 10,512,151	11,358,646	0	11,358,646
Revenues				
Municipal Gross Receipts Tax	0	0	0	0
Public Safety Gross Receipts Tax	0	0	0	0
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	0	0	0	0
Environmental Gross Receipts Tax	0	0	0	0
County Environmental Gross Receipts Tax	0	0	0	0
Internet Sales Gross Receipts Tax	0	0	0	0
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	0	0	0	0
Lodgers Tax	0	0	0	0
Property Taxes	0	0	0	0
Payment In Lieu of Property Tax	0	0	0	0
Franchise Fees	0	0	0	0
Payment In Lieu of Franchise Fees	0	0	0	0
Licenses, Fees & Permits	0	0	0	0
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	0	0	0	0
Charges For Services	0	0	0	0
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	0	0	0	0
Investment Income	1,550	1,550	0	1,550
Miscellaneous Revenues	0	0	0	0
Federal Grants	0	0	0	0
State Grants	0	0	0	0
Local Grants	0	0	0	0
Debt Service	0	0	0	0
Total Revenues	**1,550**	**1,550**	**0**	**1,550**
TOTAL RESOURCES	**$ 10,513,701**	**11,360,196**	**0**	**11,360,196**
Expenditures				
General Government	0	0	0	0
Legislative	0	0	0	0
Municipal Court	0	0	0	0
Chief Administrative Officer	0	0	0	0
City Manager	0	0	0	0
Legal	0	0	0	0
Las Cruces Police Department	0	0	0	0
Las Cruces Fire Department	0	0	0	0
Utilities	0	0	0	0
Economic Development	7,314,397	11,864,397	(209,582)	11,654,815
Internal Audit	0	0	0	0
Assistant City Manager-400	0	0	0	0
Human Resources	0	0	0	0
Financial Services	0	0	0	0
Information Technology	0	0	0	0
Fleet	0	0	0	0
Assistant City Manager-500	0	0	0	0
Parks & Recreation	0	0	0	0
Community Development	0	0	0	0
Quality of Life	0	0	0	0
Public Works	6,801,599	6,769,290	(24,613)	6,744,677
Legislative Reserve	0	0	0	0
Total Expenditures	**$ 14,115,996**	**18,633,687**	**(234,195)**	**18,399,492**
Other Resources				
Operating Transfers In	8,515,501	8,515,501	0	8,515,501
Operating Transfers Out	0	0	0	0
Total Other Resources	**$ 8,515,501**	**8,515,501**	**0**	**8,515,501**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ 4,913,206**	**1,242,010**	**234,195**	**1,476,205**

CITY OF LAS CRUCES *Exhibit "A"*

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	6340 LIABILITY CLAIMS 2024-25			
	Original Budget	**Amended Budget**	**Req. Adjustment**	**Adjusted Budget**
RESOURCES				
Beginning Balance	$ 4,750,924	(14,102,981)	0	(14,102,981)
Revenues				
Municipal Gross Receipts Tax	0	0	0	0
Public Safety Gross Receipts Tax	0	0	0	0
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	0	0	0	0
Environmental Gross Receipts Tax	0	0	0	0
County Environmental Gross Receipts Tax	0	0	0	0
Internet Sales Gross Receipts Tax	0	0	0	0
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	0	0	0	0
Lodgers Tax	0	0	0	0
Property Taxes	0	0	0	0
Payment In Lieu of Property Tax	0	0	0	0
Franchise Fees	0	0	0	0
Payment In Lieu of Franchise Fees	0	0	0	0
Licenses, Fees & Permits	0	0	0	0
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	0	0	0	0
Charges For Services	0	0	0	0
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	0	255,143	0	255,143
Investment Income	0	0	0	0
Miscellaneous Revenues	0	0	0	0
Federal Grants	0	0	0	0
State Grants	0	0	0	0
Local Grants	0	0	0	0
Debt Service	0	18,185,000	69,765	18,254,765
Total Revenues	**0**	**18,440,143**	**69,765**	**18,509,908**
TOTAL RESOURCES	**$ 4,750,924**	**4,337,162**	**69,765**	**4,406,927**
Expenditures				
General Government	0	0	254,765	254,765
Legislative	0	0	0	0
Municipal Court	0	0	0	0
Chief Administrative Officer	0	0	0	0
City Manager	0	0	0	0
Legal	8,393,609	8,393,609	0	8,393,609
Las Cruces Police Department	0	0	0	0
Las Cruces Fire Department	0	0	0	0
Utilities	0	0	0	0
Economic Development	0	0	0	0
Internal Audit	0	0	0	0
Assistant City Manager-400	0	0	0	0
Human Resources	0	0	0	0
Financial Services	0	0	0	0
Information Technology	0	0	0	0
Fleet	0	0	0	0
Assistant City Manager-500	0	0	0	0
Parks & Recreation	0	0	0	0
Community Development	0	0	0	0
Quality of Life	0	0	0	0
Public Works	0	0	0	0
Legislative Reserve	0	0	0	0
Total Expenditures	**$ 8,393,609**	**8,393,609**	**254,765**	**8,648,374**
Other Resources				
Operating Transfers In	4,300,000	4,300,000	0	4,300,000
Operating Transfers Out	0	0	0	0
Total Other Resources	**$ 4,300,000**	**4,300,000**	**0**	**4,300,000**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ 657,315**	**243,553**	**(185,000)**	**58,553**

CITY OF LAS CRUCES *Exhibit "A"*

BUDGET ADJUSTMENT REQUEST

BUDGET FISCAL YEAR 2024-25

	7410 MV REGIONAL DISPATCH AUTHORITY 2024-25			
	Original Budget	Amended Budget	Req. Adjustment	Adjusted Budget
RESOURCES				
Beginning Balance	$ 976,962	1,522,297	0	1,522,297
Revenues				
Municipal Gross Receipts Tax	0	0	0	0
Public Safety Gross Receipts Tax	0	0	0	0
Hold Harmless Replacement GRT	0	0	0	0
State-Shared Gross Receipts Tax	0	0	0	0
Environmental Gross Receipts Tax	0	0	0	0
County Environmental Gross Receipts Tax	0	0	0	0
Internet Sales Gross Receipts Tax	0	0	0	0
Gasoline Tax	0	0	0	0
Cannabis Excise Tax	0	0	0	0
Lodgers Tax	0	0	0	0
Property Taxes	0	0	0	0
Payment In Lieu of Property Tax	0	0	0	0
Franchise Fees	0	0	0	0
Payment In Lieu of Franchise Fees	0	0	0	0
Licenses, Fees & Permits	0	0	0	0
Convention Center Fee	0	0	0	0
Auto License - State Shared	0	0	0	0
Fines & Forfeitures	0	0	0	0
Charges For Services	5,599,841	5,599,841	435,330	6,035,171
Natural Gas Sales - Commodity	0	0	0	0
Motor Pool Maintenances Charges	0	0	0	0
Fuel Charges	0	0	0	0
Intergovernmental	0	0	0	0
Investment Income	0	0	0	0
Miscellaneous Revenues	0	0	0	0
Federal Grants	0	0	0	0
State Grants	20,000	20,000	10,000	30,000
Local Grants	0	0	0	0
Debt Service	0	0	0	0
Total Revenues	**5,619,841**	**5,619,841**	**445,330**	**6,065,171**
TOTAL RESOURCES	**$ 6,596,803**	**7,142,138**	**445,330**	**7,587,468**
Expenditures				
General Government	0	0	0	0
Legislative	0	0	0	0
Municipal Court	0	0	0	0
Chief Administrative Officer	0	0	0	0
City Manager	0	0	0	0
Legal	0	0	0	0
Las Cruces Police Department	0	0	0	0
Las Cruces Fire Department	0	0	0	0
Utilities	0	0	0	0
Economic Development	0	0	0	0
Internal Audit	0	0	0	0
Assistant City Manager-400	0	0	0	0
Human Resources	0	0	0	0
Financial Services	0	0	0	0
Information Technology	0	0	0	0
Fleet	0	0	0	0
Assistant City Manager-500	0	0	0	0
Parks & Recreation	0	0	0	0
Community Development	0	0	0	0
Quality of Life	0	0	0	0
Public Works	0	0	0	0
MVRDA	6,365,171	6,365,171	0	6,365,171
Total Expenditures	**$ 6,365,171**	**6,365,171**	**0**	**6,365,171**
Other Resources				
Operating Transfers In	0	0	0	0
Operating Transfers Out	0	0	0	0
Total Other Resources	**$ 0**	**0**	**0**	**0**
Accrual Adjustments	0	0	0	0
ENDING BALANCE	**$ 231,632**	**776,967**	**445,330**	**1,222,297**

ATTACHMENT "A"

BUDGET ADJUSTMENT SUMMARY

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	City Manager's Office
PROGRAM:	Communications
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$(5,750)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Moving funds from Communications to Quality of Life to cover a pay rate increase for a Graphic Designer.	

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$171,952
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to reflect accurate fiscal agent contributions.	

ATTACHMENT "A"

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Community Development
PROGRAM:	Geographic Information
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$(22,381)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Moving operational budget tied to two positions: 1 Geographic Information Systems (GIS) Administrator and 1 GIS Analyst that were reallocated from Community Development to Information Technology.	

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Information Technology
PROGRAM:	Information Technology Applications
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$22,381
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Moving operational budget tied to two positions: 1 Geographic Information Systems (GIS) Administrator and 1 GIS Analyst that were reallocated from Community Development to Information Technology.	

ATTACHMENT "A"

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Transfer Out
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$562,785.16
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Transferring funds from General Fund to 2010 MGRT Street DS Fund to cover the debt service payment.	

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Public Works
PROGRAM:	Traffic Management
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$22,052.25
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: To establish the initial cost paid by Public Works for a Traffic Calming Measures pilot program (such as speed cushions at various locations). The first of these locations will be Canyon Point.	

ATTACHMENT "A"

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Quality of Life
PROGRAM:	Marketing
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$5,750
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Moving funds from Communications to Quality of Life to cover a pay rate increase for a Graphic Designer.	

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Revenue
DEPARTMENT:	Quality of Life
PROGRAM:	Museum Education
REVENUE ADJ AMOUNT	$19,000
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjustment needed to reflect a more accurate projection of program revenues.	

ATTACHMENT "A"

FUND NO.	1000
FUND TITLE:	General Fund
TYPE OF ADJUSTMENT:	Revenue
DEPARTMENT:	Quality of Life
PROGRAM:	Senior Recreation
REVENUE ADJ AMOUNT	$3,000
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjustment requested to reflect a more accurate projection of revenue coming from Scenario Recreation programs and activities.	

FUND NO.	2100
FUND TITLE:	Special Revenue Reimbursement Grants
TYPE OF ADJUSTMENT:	Revenue
DEPARTMENT:	Parks & Recreation
PROGRAM:	Youth Development & Diversion
REVENUE ADJ AMOUNT	$202,306.34
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to reflect an accurate available balance.	

ATTACHMENT "A"

FUND NO.	2100
FUND TITLE:	Special Revenue Reimbursement Grants
TYPE OF ADJUSTMENT:	Revenue & Expense
DEPARTMENT:	Quality of Life
PROGRAM:	Senior Nutrition
REVENUE ADJ AMOUNT	$20,000
EXPENDITURE ADJ AMOUNT	$20,000
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: To adjust program revenue and expenditures from Senior Nutrition's Congregate Meals related to Title III-B grant. The adjustment will reflect a more accurate revenue.	

FUND NO.	3275
FUND TITLE:	2010A MGRT Street DS
TYPE OF ADJUSTMENT:	Revenue
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$235.09
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to accurately reflect 2025 MGRT Proceeds.	

ATTACHMENT "A"

FUND NO.	3275
FUND TITLE:	2010A MGRT STREET DS
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$433,951.78
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjustment requested to budget for the Fiscal Year 2025 principal and interest payments.	

FUND NO.	3275
FUND TITLE:	2010A MGRT Street DS
TYPE OF ADJUSTMENT:	
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$562,785.16
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to account for the transfer needed for the debt service payment.	

ATTACHMENT "A"

FUND NO.	4028
FUND TITLE:	2023 SSGRT
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Public Works
PROGRAM:	Engineering & Surveying
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$0
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	Yes
REASON FOR ADJUSTMENT: For the repair and replacement of the traffic signal on Bataan Memorial/ Rinconada Blvd. We are requesting to reallocate $750,218.01 within fund 4028 to fund the project. There is no net increase to the FY25 budget, but rather a shift in the accounts used to track the project.	

FUND NO.	4100
FUND TITLE:	Capital Reimbursement Grants
TYPE OF ADJUSTMENT:	Revenue & Expense
DEPARTMENT:	Economic Development
PROGRAM:	Destination Downtown
REVENUE ADJ AMOUNT	$(92,659.48)
EXPENDITURE ADJ AMOUNT	$(92,659.48)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to reflect accurate available balance.	

ATTACHMENT "A"

FUND NO.	4100
FUND TITLE:	Capital Reimbursement Grants
TYPE OF ADJUSTMENT:	Revenue & Expense
DEPARTMENT:	Economic Development
PROGRAM:	Destination Downtown
REVENUE ADJ AMOUNT	$(0.57)
EXPENDITURE ADJ AMOUNT	$(0.57)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: A budget decrease is requested to reflect an accurate available balance for the Art & Cultural District Improvements project.	

FUND NO.	4100
FUND TITLE:	Capital Reimbursement Grants
TYPE OF ADJUSTMENT:	Revenue & Expense
DEPARTMENT:	Fire & Emergency Services
PROGRAM:	Chief's Executive Office
REVENUE ADJ AMOUNT	$(17,665.90)
EXPENDITURE ADJ AMOUNT	$(17,665.90)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: A budget decrease is requested to reflect the actual FY25 available funds for Fire Station No. 9 project.	

ATTACHMENT "A"

FUND NO.	4100
FUND TITLE:	Capital Reimbursement Grants
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Information Technology
PROGRAM:	Radio / Communications
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$(370,000)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: The budget was allocated to purchase P-25 compliant radios. The requested adjustment would remove the budget as the radios were purchased in FY2024 and funds are not needed in FY2025.	

FUND NO.	4270
FUND TITLE:	TIDD Projects
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Economic Development
PROGRAM:	Destination Downtown
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$(209,582.44)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to reflect accurate available balance.	

ATTACHMENT "A"

FUND NO.	4270
FUND TITLE:	TIDD Projects
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Public Works
PROGRAM:	Construction Management
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$(24,613.24)
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to reflect accurate available balance.	

FUND NO.	6340
FUND TITLE:	Liability Claims
TYPE OF ADJUSTMENT:	Revenue
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$69,764.91
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to reflect actual 2025 MGRT proceeds.	

ATTACHMENT "A"

FUND NO.	6340
FUND TITLE:	Liability Claims
TYPE OF ADJUSTMENT:	Expense
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$
EXPENDITURE ADJ AMOUNT	$254,764.91
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting budget to account for the cost of the 2025 MGRT issuance.	

FUND NO.	7410
FUND TITLE:	MV Regional Dispatch Authority
TYPE OF ADJUSTMENT:	Revenue
DEPARTMENT:	MV Regional Dispatch Authority
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$(15,000)
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting revenue to reflect MVRDA's FY2025 adopted budget amount.	

ATTACHMENT "A"

FUND NO.	7410
FUND TITLE:	MV Regional Dispatch Authority
TYPE OF ADJUSTMENT:	Revenue
DEPARTMENT:	Non – Department
PROGRAM:	Non – Subsection
REVENUE ADJ AMOUNT	$460,330
EXPENDITURE ADJ AMOUNT	$
TRANSFER ADJ AMOUNT	$
CIP PROJECT AMENDMENT NEEDED:	
REASON FOR ADJUSTMENT: Adjusting revenue to reflect MVRDA's FY2025 adopted budget amount.	

25-124

Type of Action:
☒ Resolution
☐ Ordinance
☐ TIDD Resolution

City Council Action and Executive Summary

District:	☒ 1 ☒ 2 ☒ 3 ☒ 4 ☒ 5 ☒ 6 ☐ N/A		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	Cynthia Alamillo	**Department:**	City Manager's Office
Program:	Capital Improvements Program	**Line of Business:**	Planning and Implementation

Title: **A RESOLUTION AMENDING THE FY2025-2030 CAPITAL IMPROVEMENTS PROGRAM.**

TYPE OF ACTION: ☒ **Administrative** ☐ **Legislative** ☐ **Quasi-Judicial**

PURPOSE(S) OF ACTION:
To amend the Capital Improvements Program (CIP) for Fiscal Year (FY) 2025 through 2030.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:
The City Council adopted the FY2025-2030 Capital Improvements Program (CIP) on May 20, 2024. During the fiscal year, project information, such as funding sources and amount, changes as projects progress. As such, amendments to the CIP document are needed to reflect those changes. City Council approves amendments.

The proposed amendments are to adjust project budgets to match and reflect recently approved grants and budget adjustments.

SUPPORT INFORMATION:
Exhibit "A" - FY2025-2030 CIP
Attachment "A" - CIP Amendment Descriptions

COMMITTEE/BOARD REVIEW:
None

DOES THIS AMEND THE BUDGET?:
☐ Yes
☒ No

Does this action amend the Capital Improvement Plan (CIP)?
☒ Yes
☐ No

Does this action align with Elevate Las Cruces?
☒ Yes

☐ No

OPTIONS / ALTERNATIVES:

1. Vote "Yes"; this will amend the City of Las Cruces FY2025 through FY2030 CIP.
2. Vote "No"; this will not amend the City of Las Cruces FY2025 through FY2030 CIP.
3. Vote to "Amend"; this could potentially amend the City of Las Cruces FY2025 through FY2030 CIP, requiring pages in the program document be added, deleted, or modified.
4. Vote to "Table"; this will delay the use of funds for amended projects.

RESOLUTION 25-124

A RESOLUTION AMENDING THE FY2025-2030 CAPITAL IMPROVEMENTS PROGRAM.

The City Council is informed that:

WHEREAS, the Capital Improvements Program (CIP) is a six-year program that identifies capital projects which address capital needs to build, replace, expand, and improve infrastructure and systems; and

WHEREAS, in accordance with the provisions of Article VI. Section 6.03 of the City Charter, the financing and location of capital improvements is guided by the City's Comprehensive Plan, Elevate Las Cruces; and

WHEREAS, pursuant to Article V. Section 5.08 of the City Charter, Council may supplement, reduce or transfer appropriations.

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

(I)

THAT the Capital Improvements Program for FY2025 through FY2030, attached hereto and made part of this Resolution as Exhibit "A", is hereby approved.

(II)

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

DONE AND APPROVED this day of

APPROVED

_____

ATTEST:

_____

Moved by:

Seconded by:

AYES

NAYS

Exhibit "A"

City of Las Cruces
Capital Improvements Program
FY 2025-2030

Amended: 4/21/2025

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
ACTIVE TRANSPORTATION		**7,438,893**	**370,000**	**809,000**	**635,000**	**635,000**	**635,000**	
Active Transportation - Newly Funded		**500,000**	**-**	**-**	**-**	**-**	**-**	
Trails +	Parks and Recreation	500,000						**Grants**
Active Transportation - Carryover Projects		**6,938,893**	**370,000**	**635,000**	**635,000**	**635,000**	**635,000**	
Active Transportation Program		6,141,843	(130,000)	135,000	135,000	135,000	135,000	**Bonds, Grants, Taxes**
Active Transportation Projects	Public Works	2,321,304						**Bonds, Grants**
Pending Design Approval			*(265,000)*					
Madrid Ave Extension	Public Works	2,083,802						**Bonds**
Pedestrian Safety Improvements	Public Works	736,737	135,000	135,000	135,000	135,000	135,000	**Taxes**
South Main St	Public Works	1,000,000						**Bonds**
Dona Ana Move Trail	Parks and Recreation	631,446						**Grants,** Taxes
Trail Renovations	Parks and Recreation	100,000	500,000	500,000	500,000	500,000	500,000	**Grants**, Taxes
Tortugas Trail	Parks and Recreation	65,604						**Grants**
Active Transportation - Future Projects		**-**	**-**	**174,000**	**-**	**-**	**-**	
Green Cool Corridors for Bicycles	Sustainability		-	174,000				Grants, Taxes
Las Cruces Lateral RTP Trail	Parks and Recreation	-						**Grants**
Pending New Agreement			*467,422*					
AIRPORT		**4,588,754**	**20,697,903**	**15,020,000**	**3,600,000**	**2,700,000**	**24,320,000**	
Airport - Carryover Projects		**4,311,254**	**2,000,000**	**-**	**-**	**-**	**-**	
LRU Airport Infrastructure Improvements	Las Cruces Airport	859,459						**Grants**
LRU Runway Improvements	Las Cruces Airport	3,344,491						**Grants,** Taxes
LRU Runway 4/22 Rehabilitation	Las Cruces Airport	2,699,500	2,000,000					**Grants,** Taxes
LRU Runway Blast Pads	Las Cruces Airport	644,991						**Grants, Taxes**
LRU Taxilane Improvements	Las Cruces Airport	107,305						**Grants**
Airport - Annual Projects		**277,500**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**	
LRU Pavement Maintenance Program	Las Cruces Airport	64,800	125,000	125,000	125,000	125,000	125,000	**Taxes**
LRU Pavement Striping/Marking Maintenance Program	Las Cruces Airport	212,700	75,000	75,000	75,000	75,000	75,000	**Taxes**
Airport - Future Projects		**-**	**18,497,903**	**14,820,000**	**3,400,000**	**2,500,000**	**24,120,000**	
LRU Airport Rotating Beacon	Las Cruces Airport		170,000					Grants, Taxes
LRU Airport Automated Weather Observation System (AWOS)	Las Cruces Airport		415,000					Grants
LRU Maintenance Facility Design and Construction	Las Cruces Airport		500,000					Grants
LRU Airline Ground Support Equipment Facility Design & Construction	Las Cruces Airport							Grants
LRU Airport Maintenance Equipment	Las Cruces Airport		850,000					Grants, Taxes
LRU Commercial Hangar Design and Construction	Las Cruces Airport		2,800,000					Grants, Taxes
LRU Runway Improvements	Las Cruces Airport	-	13,762,903	-	-	-	12,850,000	Grants
LRU Runway 12/30 Extension	Las Cruces Airport		13,500,000					Grants
2024 Legislative Appropriations (R)			*262,903*					
Runway 8/26 Extension	Las Cruces Airport						12,850,000	Grants, Taxes
LRU ARFF (Airport Rescue & Fire Fighting) Index B Equip Upgrades	Las Cruces Airport			1,600,000				Grants, Taxes
LRU Passenger Terminal Parking Design and Construction	Las Cruces Airport			1,600,000				Grants, Taxes
LRU Fuel Farm Relocation and Expansion	Las Cruces Airport			1,900,000				Grants
LRU Infrastructure Extensions/Improvements	Las Cruces Airport			4,500,000				Grants
LRU Passenger Terminal Design and Construction	Las Cruces Airport	-		5,220,000				Grants, Taxes

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
LRU Taxi Lane Extensions/Improvements	Las Cruces Airport				3,400,000			Grants
LRU Multi-Modal Public Passenger Transit Facility	Las Cruces Airport					2,500,000		Grants
LRU Apron West Rehabilitation	Las Cruces Airport						70,000	Grants, Taxes
LRU East Road Extensions/Improvements	Las Cruces Airport						11,200,000	Grants
ATTAINABLE/AFFORDABLE HOUSING		**19,552,584**	**4,000,000**	**4,000,000**	**4,000,000**	**4,000,000**	**4,000,000**	
Attainable/Affordable Housing - Newly Funded Projects		**5,872,334**	**-**	**-**	**-**	**-**	**-**	
GO Bond 2024 - Affordable Housing Development	Neighborhood Housing	5,872,334						**Bonds**
Attainable/Affordable Housing - Carryover Projects		**13,680,250**	**-**	**-**	**-**	**-**	**-**	
MV Community of Hope - Campus Extension (Amador Crossing)	Neighborhood Housing	13,680,250						**Grants, Taxes, Telshor**
Attainable/Affordable Housing - Future Projects		**-**	**4,000,000**	**4,000,000**	**4,000,000**	**4,000,000**	**4,000,000**	
MV Community of Hope - Master Plan Implementation	Neighborhood Housing		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	Grants, Taxes
Paseos Verdes	Neighborhood Housing		2,000,000	2,000,000	2,000,000	2,000,000	2,000,000	Grants, Bonds, Taxes
CITY OPERATIONAL FACILITIES		**346,000**	**8,039,500**	**505,500**	**505,500**	**505,500**	**505,500**	
City Operational Facilities - Newly Funded		**346,000**	**-**	**-**	**-**	**-**	**-**	
Well Monitoring	Public Works	346,000						**Telshor**
City Operational Facilities - Annual Projects		**-**	**255,500**	**255,500**	**255,500**	**255,500**	**255,500**	
Safety, Health, Environmental & Emergency	Facilities Management	-	255,500	255,500	255,500	255,500	255,500	Taxes
Safety, Health, Environmental, & Emergency	Facilities Management		255,500	255,500	255,500	255,500	255,500	Taxes
City Operational Facilities - Future Projects		**-**	**7,784,000**	**250,000**	**250,000**	**250,000**	**250,000**	
General Facilities Improvements		-	7,500,000	-	-	-	-	Bonds, Taxes
City Hall Expansion	Facilities Management		7,500,000					Bonds, Taxes
HVAC Upgrade Program		-	200,000	200,000	200,000	200,000	200,000	Taxes
HVAC Upgrade Program	Facilities Management		200,000	200,000	200,000	200,000	200,000	Taxes
Refuse & Recycling Buffer Program		-	84,000	50,000	50,000	50,000	50,000	Taxes
Refuse & Recycling Buffer Program	Facilities Management		84,000	50,000	50,000	50,000	50,000	Taxes
EQUIPMENT & IT		**32,163**	**104,837**	**92,000**	**92,000**	**-**	**-**	
Equipment & IT - Newly Funded Projects		**32,163**	**104,837**	**92,000**	**92,000**	**-**	**-**	
Audio and Visual Equipment Upgrades for City Hall	Facilities Management	32,163	104,837	92,000	92,000			**Taxes**
NON-PROFIT		**10,190,338**	**13,330,000**	**800,000**	**-**	**-**	**-**	
Non-Profit - Newly Funded		**301,000**	**14,140,000**	**-**	**-**	**-**	**-**	
La Casa, Inc. Improvements (Flooring, Painting, Shade Structure)	Non-Profit	301,000						**Grants**
Non-Profit - Carryover Projects		**10,190,338**	**12,330,000**	**-**	**-**	**-**	**-**	
Arts and Cultural District Improvements	Non-Profit	2,502,034						**Grants**
Children's Museum Facility	Quality of Life	690,746						**Grants**
La Casa, Inc. Safety and Security Improvements	Non-Profit	574,200	-					**Grants**
MV Community of Hope - Building 1, Solar Project	Non-Profit	400,000	600,000					**Grants**
MV Community of Hope - Expansion Remodel	Non-Profit	1,724,729	400,000					**Grants**
MV Community of Hope Flooring	Non-Profit	9,797						**Grants**
MV Community of HopeHealth Facility	Non-Profit	164,832	330,000	-	-	-	-	**Grants**
MVCoH Health Facility Improvements	Non-Profit	164,832	330,000					**Grants**
MV Community of Hope - Jardin de los Niños Re-Roof	Non-Profit	850,000	150,000					**Grants, Taxes**
MVCoH Restroom Showers & Mechanical Room Rehabilitation	Non-Profit	269,000						**Telshor**
MV Community of Hope - The Kitchens	Non-Profit	3,005,000	10,850,000					**Grants**
Non-Profit - Future Projects		**-**	**1,000,000**	**800,000**	**-**	**-**	**-**	
MVCoH Patio to Office Remodel	Non-Profit		1,000,000					Grants
MV Community of Hope - Jardin de los Niños Security Improvements	Non-Profit			200,000				Grants
MVCoH Solar Parking Structure	Non-Profit			600,000				Grants

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
OTHER		**5,132,566**	**8,455,000**	**1,755,000**	**1,755,000**	**1,755,000**	**1,755,000**	
Other - Newly Funded Projects		**250,000**	**-**	**-**	**-**	**-**	**-**	
Gateway Entry Signs	Economic Development	250,000						**Taxes**
Other - Carryover Projects		**4,882,566**	**1,280,000**	**280,000**	**280,000**	**280,000**	**280,000**	
Downtown Shade Structures	Economic Development	2,700,000						**TIDD**
Callecitas Shade	Economic Development	2,700,000						**TIDD**
Plaza Shade	Economic Development	-	1,000,000					Bonds, TIDD
Mesquite Historical District Renovations	Public Works	1,025,000						**Grants**
Senior Program Equipment and Rolling Stock	Quality of Life	362,409	280,000	280,000	280,000	280,000	280,000	**Grants, Taxes**
Other - Future Projects		**-**	**7,175,000**	**1,475,000**	**1,475,000**	**1,475,000**	**1,475,000**	
Quality of Life Bookmobile	Quality of Life		220,000					Grants
General Facilities Improvements		-	145,000	-	-	-	-	Grants, Taxes
Senior Programs Master Plan	Quality of Life		145,000					Grants, Taxes
LCIIP Gateway Signage & Pocket Park	Economic Development	-	335,000					Bonds, Grants, Taxes
LCIIP Infrastructure Improvements	Economic Development		5,000,000					Other
Safety, Health, Environmental & Emergency		-	1,475,000	1,475,000	1,475,000	1,475,000	1,475,000	Taxes
City Vacant /Abandoned Lots	Facilities Management		825,000	825,000	825,000	825,000	825,000	Taxes
Rehabilitation and Demolition of Vacant/Condemned Buildings	Facilities Management		650,000	650,000	650,000	650,000	650,000	Taxes
PARK IMPROVEMENTS		**17,613,065**	**10,128,401**	**67,575,000**	**4,100,000**	**4,101,000**	**4,101,000**	
Park Improvements - Newly Funded		**5,184,599**	**5,490,401**	**4,225,000**	**4,075,000**	**4,075,000**	**4,075,000**	
Benavidez Community Center Park Improvements	Parks and Recreation	734,599	1,265,401					Bonds, **Grants**, **PIF,** Taxes
Park Construction/Enhancements	Parks and Recreation	400,000						**Telshor**
Playground Renovations	Parks and Recreation	1,500,000	1,825,000	1,825,000	1,825,000	1,825,000	1,825,000	Grants, **Telshor**
Legacy Park Renovations	Parks and Recreation	2,550,000	2,400,000	2,400,000	2,250,000	2,250,000	2,250,000	ARPA, Bonds, Grants, PIF, Taxes,**Telshor**
Park Improvements - Carryover Projects		**12,405,216**	**1,784,000**	**3,325,000**	**-**	**-**	**-**	
A. Fielder Memorial Safe Haven Renovations	Parks and Recreation	51,298						**Taxes**
Apodaca Park Aquatic Playground and Multi-Use Path	Parks and Recreation	2,045,990						**Grants,Taxes, PIF**
Ballfield/Multi-Use Field Renovations & Upgrades	Parks and Recreation	623,818	144,000	3,200,000				ARPA, Bonds, **Grants,** Taxes
Chandler Tank Park	Parks and Recreation	1,579,203						**Bonds, Taxes, PIF**
Gallagher Park Improvements	Parks and Recreation	26,377						Other, **Taxes**
Park & Sport Field Improvements & Additions	Public Works	30,874						Bonds**, Taxes**
GO Bond 2022- Parks Improvements	Public Works	2,044,620						**Bonds**
Walking, Jogging, Biking Trails Improvements & Additions	Public Works	4,413						Bonds, **Taxes**
Highland Park	Parks and Recreation	2,025,467						Bonds, **Taxes,** Other**, PIF**
Klein Park Improvements	Parks and Recreation	208,098						**Grants,** PIF
Parks and Recreational Facilities Structural Renovations (+Lift Up Leg. App)	Parks and Recreation	397,000	585,000	125,000				**Grants,** Taxes
Park Drinking Fountains	Parks and Recreation	635,699	55,000					**Telshor**
Pioneer Women's Park Improvements	Parks and Recreation	1,017,888						**Grants**
Skate Park Renovation & Improvements	Parks and Recreation	671,813						**Grants, PIF**
Veteran's Memorial Park Enhancements	Parks and Recreation	247,500	1,000,000					ARPA, Bonds, **Grants,** Taxes
Villa Mora Dam Park	Parks and Recreation	795,157						Bonds, **Taxes, Grants, PIF**

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
Park Improvements - Annual Projects		**23,250**	**24,000**	**25,000**	**25,000**	**26,000**	**26,000**	
Parks Shade Structures		23,250	24,000	25,000	25,000	26,000	26,000	**Taxes**
Park Structure Replacement	Parks and Recreation	23,250	24,000	25,000	25,000	26,000	26,000	**Taxes**
Park Improvements - Future Projects		**-**	**2,830,000**	**60,000,000**	**-**	**-**	**-**	
Albert Johnson Park Electrical Improvements	Parks and Recreation		70,000					Taxes, Grants
Light Poles at Hadley	Facilities Management		1,010,000					Bonds, Grants, Taxes
Soldados Field Lighting	Parks and Recreation		1,200,000					Grants, Bonds, PIF, Taxes
Soldados Field Restroom	Parks and Recreation		550,000					Grants, Bonds, PIF, Taxes
Multi-Use Recreation Center	Parks and Recreation			60,000,000				Bonds, Grants, Taxes
PARKS - NEW		**7,547,981**	**16,900,000**	**8,355,000**	**1,000,000**	**2,200,000**	**1,000,000**	
Parks - New - Carryover Projects		**6,405,867**	**14,700,000**	**500,000**	**500,000**	**500,000**	**500,000**	
GO Bond 2022- East Mesa Public Recreational Complex	Public Works	1,356,492						**Bonds**
East Mesa Public Recreational Complex	Public Works	4,676,540	14,200,000.00					**Bonds, Grants, PIF**
East Mesa Public Safety Area Park	Parks and Recreation	96,221						**PIF**
Metro Verde Neighborhood Parks	Parks and Recreation	276,614	500,000	500,000	500,000	500,000	500,000	**PIF**
Parks - New - Annual Projects		**1,142,114**	**500,000**	**500,000**	**500,000**	**500,000**	**500,000**	
Land Acquisition, Planning, and Design for Parks	Parks and Recreation	1,300,000	500,000	500,000	500,000	500,000	500,000	Taxes, **PIF**
Neighborhood Parks		611,273	500,000	500,000	500,000	500,000	500,000	
Neighborhood Parks	Parks and Recreation	611,273	500,000	500,000	500,000	500,000	500,000	**Taxes, PIF**
New Skate Park- Plan and Design	Parks and Recreation	530,841						**Grants**
Parks - New - Future Projects		**-**	**1,700,000**	**7,355,000**	**-**	**1,200,000**	**-**	
Bike Park/Trail	Parks and Recreation		1,700,000	1,400,000				ARPA, Bonds, Grants, PIF
Four Field Baseball/Softball Complex	Parks and Recreation			5,955,000				Grants, Taxes
Waterfalls Park	Parks and Recreation					1,200,000		Grants, Bonds, PIF, Taxes
PUBLIC FACILITIES		**21,673,497**	**32,696,760**	**32,287,326**	**12,230,926**	**38,836,926**	**13,225,926**	
Public Facilities - Newly Funded		**4,367,149**	**9,618,226**	**6,618,226**	**6,598,226**	**6,598,226**	**6,598,226**	
Municipal Court Rehabilitiation	Facilities Management	155,156	6,618,226	6,618,226	6,598,226	6,598,226	6,598,226	**Bonds**, Grants, Taxes
Public Facilities - Carryover Projects		**2,453,779**	**3,000,000**	**-**	**-**	**-**	**-**	
Branigan Cultural Center Improvements	Quality of Life	1,275,233						**Grants, Taxes, TIDD**
New Animal Shelter Facility	Public Works	54,143						**Bonds, Taxes,** Grants
Public Art Program	Quality of Life	88,837						Grants, **Taxes**
Go Bond 2022 - Public Art	Quality of Life	340,000						**Bonds**
Regional Rec & Aquatic Cntr - Ph II - Community Pool Construction	Parks and Recreation	86,440						**Bonds**
Various Park Restroom Replacement/Repairs & Upgrades	Parks and Recreation	609,127	3,000,000					Grants**, PIF**
Public Facilities - Annual Projects		**14,852,569**	**7,922,234**	**18,639,700**	**2,054,700**	**6,039,700**	**6,039,700**	
ADA Compliance	Facilities Management	-	101,200	101,200	101,200	101,200	101,200	**Taxes**
Convention Center FF&E	Facilities Management	75,000	75,000	75,000	75,000	75,000	75,000	**Taxes**
Downtown Parking Lots Renovation	Facilities Management	99,404	280,500	280,500	280,500	280,500	280,500	**TIDD**
Downtown Parking Lot Program	Facilities Management	99,404	280,500	280,500	280,500	280,500	280,500	**TIDD**

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
Roof Replacement Program	Facilities Management	1,849,626	438,000	-	-	-	-	**Other**
Meerscheidt Center Re-roof	Facilities Management	369,665						**Bonds**
Municipal Court Re-roof	Facilities Management	147,996						**Bonds**
Railroad Museum Re-roof	Facilities Management	116,965						**Bonds,** Grants, Taxes
Rio Grande Theater Re-roof	Facilities Management	400,000	118,000					**TIDD**
Museum of Art and Museum of Nature and Science Re-roof	Facilities Management	815,000						**TIDD**
Roof Inspections	Facilities Management	-	100,000					Taxes
Police Department Main Building - Re-roof	Facilities Management		110,000					Taxes
Police Department Academy - Re-roof	Facilities Management		110,000					Taxes
Parks Parking Lots		1,651,265	-	-	-	-	-	**Grants, Taxes**
BMX Track Parking Lot & ADA Improvements	Parks and Recreation	-	-	-	-	-	-	Grants, Taxes
Paz Ball Field Parking Lot Improvements	Parks and Recreation	-						Taxes
Tony Gomez Park Parking Lot Improvements	Parks and Recreation	-						Grants
Veterans' Park Parking Lot	Parks and Recreation	1,651,265						**Bonds, Grants, Taxes**
Safety, Health, Environmental & Emergency		387,773	1,015,500	330,500	345,500	330,500	330,500	**Grants, Taxes**
City Hall Security Upgrades	Facilities Management	24,559	270,500	255,500	270,500	255,500	255,500	**Taxes**
HR Remodel	Facilities Management	110,000						**Taxes**
Surveillance and Access Controls (Key Cards)	Facilities Management	153,214						**Taxes**
Downtown Security Cameras	Economic Development	100,000						**TIDD**
Parks Sidewalk Replacement	Facilities Management	-	75,000	75,000	75,000	75,000	75,000	Grants, Taxes
Fire Alarm & Security Upgrades	Facilities Management		670,000					Taxes
General Facilities Improvements Program		10,789,501	5,104,534	17,100,000	1,000,000	5,000,000	5,000,000	**Bonds, Grants, Taxes, Telshor**
General Facilities Improvements	Facilities Management	102,301						**Telshor, Taxes**
Amador Hotel Renovation	Quality of Life	4,063,187	1,000,000	1,000,000	1,000,000	5,000,000	5,000,000	**Taxes, TIDD, Grants**
Benavidez Center Renovations	Quality of Life	126,225	-					**Grants,** Taxes
Branigan Library - Expansion Phase II	Quality of Life	1,125,333	1,750,000	15,750,000				Grants, Taxes, **TIDD, Other**
Communication and Cashier Offices Construction	Facilities Management	466,353						**Taxes**
Frank O'Brien Papen Center Dining Room Floor	Quality of Life	35,000						**Grants**
Meerscheidt Center	Facilities Management	2,215,000						**Bonds**
Meerscheidt Recreation Center Improvements	Parks and Recreation	157,678						**Taxes**
Munson Senior Center Renovations	Quality of Life	2,243,611						**Grants**, Taxes
Museum of Nature and Science - Improvements	Quality of Life	254,813	75,000	175,000	-	-	-	**Grants, TIDD**
Atrium Redesign	Quality of Life	44,813						**Grants**
Technology Improvements	Quality of Life	210,000						**TIDD**
Nature Center Redesign	Quality of Life		75,000	175,000				Grants, Taxes
Sage Café Expansion	Quality of Life	-	2,204,534					Taxes
2024 Legislative Appropriations (R)			*840,119*					
Public Facilities - Future Projects		**-**	**12,156,300**	**7,029,400**	**3,578,000**	**26,199,000**	**588,000**	
Generator Buffer Program	Facilities Management	-	50,000	15,000	15,000	15,000	15,000	Taxes
Generator Buffer Program	Facilities Management		50,000	15,000	15,000	15,000	15,000	Taxes
Veterans Memorial Park Restroom Plumbing Repairs and Upgrades	Parks and Recreation		134,000					Grants, Taxes
HVAC Upgrade Program	Facilities Management		200,000	200,000	200,000	200,000	200,000	Taxes
Generator Replacement Program	Facilities Management	-	40,500	463,000	40,500	40,500	40,500	Taxes
Generator Replacement Program	Facilities Management		40,500	40,500	40,500	40,500	40,500	Taxes
Sage Café Backup Generator	Quality of Life			422,500				Grants, Taxes

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
Parks and Recreational Facilities Structural Renovations	Parks and Recreation		685,000	125,000				Other
Eastside Senior Center Purchase and Renovation	Quality of Life		775,000	1,000,000				Grants
General Facilities Improvements		-	6,664,300	4,473,900	3,030,000	25,691,000	80,000	Grants, Bonds, Taxes
City Hall Furnishings	Facilities Management	-	80,000	80,000	80,000	80,000	80,000	Taxes
Museum of Art Improvements	Quality of Life		130,000	485,000	200,000			Grants, Taxes
Frank O'Brien Papen Community Center	Facilities Management		224,400	224,400				Taxes
WIA Rehabilitation	Facilities Management		700,000					Taxes
Railroad Museum Exterior Improvements	Quality of Life		249,900					Grants, Taxes
Hadley Ave Complex Recreation Rehabilitation	Parks and Recreation		315,000	3,185,000				Grants, Other
Munson Center Floor	Quality of Life		750,000					Grants, Taxes
Plugged in for Good Community Energy Center	Sustainability		1,215,000					Grants
Museum of Art/MoNaS Remodel	Quality of Life		3,000,000			15,000,000		Grants, Bonds, Taxes
Branigan Library Renovation	Facilities Management			249,500	2,750,000	1,111,000		Grants, Bonds, Taxes
Munson Center Bathrooms	Quality of Life			250,000				Grants, Taxes
Museum Collections Storage Facility	Quality of Life					9,500,000		Bonds, Grants, Taxes
Facility Parking Lot Program	Facilities Management		907,500	752,500	252,500	252,500	252,500	Taxes
Facility Parking Lot Program	Facilities Management		907,500	752,500	252,500	252,500	252,500	Taxes
Solar Array	RoadRunner Transit		2,700,000					Grants
New Sand Volleyball Courts	Parks and Recreation				40,000			Grants, Taxes
PUBLIC SAFETY		**18,149,715**	**14,086,000**	**1,340,000**	**14,925,000**	**57,000,000**	**-**	
Public Safety - Newly Funded Projects		**509,500**	**-**	**-**	**-**	**-**	**-**	
Police Shooting Range		509,500	-					**Taxes**
Public Safety - Carryover Projects		**17,640,215**	**9,000,500**	**-**	**-**	**-**	**-**	
Fire Station Maintance and Improvements	Fire Department	470,324	950,000	-	-	-	-	**Grants**
Fire Dept. Administration Building Improvements	Fire Department	82,689						**Grants**
Fire Station 2 Bay Remodel	Fire Department	120,000						**Grants**
Fire Station 6 Repairs	Fire Department	145,000						**Grants**
Fire Station 5	Fire Department	122,635						**Grants**
Fire Department CIT and MIH Building	Fire Department	2,576,138	800,000					**ARPA**, **Grants**
2024 Federal Legislative Appropriations			*3,000,000*					
Fire Station 9	Fire Department	12,735,114	1,100,000					**Bonds, Grants, Telshor**
GO Bond 2022 - New Fire Station	Fire Department	10,413,872						**Bonds**
Fire Station No. 3 Building	Fire Department	19,407						Bonds, **Taxes**
Police Department Building Renovation	Police Department	4,298	400,000					**Grants,** Taxes
Police Department Equipment	Police Department	84,934	500,500	-	-	-	-	**Grants**
Public Safety Regional Radio Communication System	Police Department	84,934	500,500					**Grants, Taxes**
Safety, Health, Environmental & Emergency		1,750,000	2,250,000	-	-	-	-	**Grants, Telshor**
Real Time Crime Center (RTCC)	Police Department	1,750,000	2,250,000					**Grants, Telshor**
Public Safety - Annual Projects		**-**	**1,340,000**	**1,340,000**	**240,000**	**-**	**-**	
Fire Department Vehicles and Equipment	Fire Department		1,100,000	1,100,000				Bonds
Fire Station equipment	Fire Department		240,000	240,000	240,000			Grants
Public Safety - Future Projects		**-**	**3,745,500**	**-**	**14,685,000**	**57,000,000**	**-**	
Police North Parking Lot Fencing	Police Department		20,000					Taxes
Solar Canopy protective screen	Police Department		20,000					Taxes
Police Parking Lot Resurfacing	Police Department		25,000					Taxes
Public Safety Vehicle SWAT Command Vehicle	Police Department		100,000					Grants
Public Safety Vehicles - Bearcat	Police Department		350,000					Grants
Public Safety Vehicle - Rook	Police Department		450,000					Grants

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
Police Department Mobile Operation Command Vehicle	Police Department		750,000					Grants
Police Department Equipment	Police Department	-	800,500	-	2,100,000	-	-	Grants, PSIF, Taxes
Technology Equipment	Police Department		100,000					Grants, Taxes
Police Department Equipment - Mobile Data Terminals	Police Department		500,500					Grants
Police/Fire Training Facility - Furniture, Fixtures, and Equipment	Police Department				2,100,000			Grants, PSIF, Taxes
Public Safety Smart Technology	Police Department		200,000					Grants
Police Emergency Vehicles	Police Department		1,230,000					Grants, PSIF, Taxes
Police/Fire Training Facility - Design/Construct	Police Department				6,900,000			Bonds, Grants, PSIF, Taxes
Southwest Station Build	Fire Department				5,685,000			Other
Downtown Public Safety Complex	Police Department					57,000,000		Bonds, Taxes
PUBLIC TRANSIT		**7,745,642**	**5,421,800**	**3,340,000**	**70,000**	**70,000**	**70,000**	
Public Transit - Newly Funded		**333,192**	**-**	**-**	**-**	**-**	**-**	**Grants**
Transit Facilities FF&E	RoadRunner Transit	333,192						**Grants**
Public Transit - Carryover Projects		**7,372,450**	**-**	**-**	**-**	**-**	**-**	
Active Transportation		7,372,450	-	-	-	-	-	**Grants,** Taxes, **Bonds**
Municipal Service Center - Transit	RoadRunner Transit	7,372,450						**Grants,** Taxes, **Bonds**
Public Transit - Annual Projects		**40,000**	**75,000**	**190,000**	**70,000**	**70,000**	**70,000**	
Active Transportation		40,000	75,000	190,000	70,000	70,000	70,000	**Grants**
Transit Facilities Improvement Program	RoadRunner Transit	40,000	75,000	190,000	70,000	70,000	70,000	Grants, **Taxes**
Public Transit - Future Projects		**-**	**5,346,800**	**3,150,000**	**-**	**-**	**-**	
Resiliency		-	5,346,800	3,150,000	-	-	-	Grants
Battery Storage	RoadRunner Transit			3,150,000				Grants
MVITT Inductive Charging	RoadRunner Transit		5,346,800					Grants
RESILIENCY		**6,648,337**	**1,000,000**	**500,000**	**500,000**	**500,000**	**500,000**	
Resiliency - Carryover Projects		**324,962**	**-**	**-**	**-**	**-**	**-**	
Fleet Electric Vehicle Chargers	Facilities Management	110,809	-	-	-	-	-	**Taxes**
Resiliency		214,153	-	-	-	-	-	Bonds, **Taxes**
Solar Energy Photo Voltaic Projects	Sustainability	214,153						Bonds, **Taxes**
Resiliency - Annual Projects		**6,323,375**	**600,000**	**500,000**	**500,000**	**500,000**	**500,000**	
Resiliency Program		6,323,375	600,000	500,000	500,000	500,000	500,000	**Other, Taxes, Bonds**
Resiliency Projects	P&I	1,570,000						**Bonds**
Drainage Infrastructure Improvements	Public Works	3,143,375	500,000	500,000	500,000	500,000	500,000	Other, **Taxes**
Storm Water System Mapping	Public Works	-	100,000					Other, Taxes
Casa Linda Acres Reconstruction	Public Works	650,000						**Bonds**
East Mesa Roads and Drainage (Cortez Rd)	Public Works	960,000						**Bonds**
Resiliency - Future Projects		**-**	**400,000**	**-**	**-**	**-**	**-**	
DC Fast Chargers for Electric Vehicles	Sustainability		200,000					Grants, Taxes
Public Electric Vehicle Chargers	Sustainability		200,000					Grants, Taxes
STREETS - NEW		**-**	**40,424,000**	**8,424,000**	**-**	**-**	**-**	
Streets - New - Future Projects		**-**	**40,424,000**	**8,424,000**	**-**	**-**	**-**	
High Mesa Road	Economic Development		32,000,000					Grants, Bonds, Taxes
Transit Loop Road	Economic Development		8,424,000	8,424,000				Grants, Bonds, Taxes

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
STREETS IMPROVEMENTS		**45,940,772**	**34,643,591**	**29,318,200**	**28,019,000**	**27,825,000**	**36,115,000**	
Streets Improvements - Newly Funded		**4,960,111**	**-**	**-**	**-**	**-**	**-**	
Johnson St - Rouault Ave to Topley Dr	Public Works	810,111	901,889					Bonds, **Taxes**
S Alameda Blvd-W Amador Ave to W Las Cruces Ave	Public Works	750,000						**TIDD**
Sports Field Lighting	Public Works	3,400,000						**Bonds**
Streets Improvements - Carryover Projects		**19,249,776**	**480,000**	**-**	**-**	**2,200,000**	**-**	
Casa Linda Acres Reconstruction	Public Works	4,248,562						**ARPA, Taxes, Grants**
Downtown Street Improvements		6,842,370	-	-	-	-	-	**TIDD**
Campo Street Design and Reconstruct	Public Works	6,842,370	-					**TIDD**
Madrid Ave Extension - Evelyn St to N Triviz Dr (+AT Funds)	Public Works	2,832,250						Bonds, **Grants, Taxes**
South Main St - Avenida de Mesilla to Boutz (+AT & CS Funds)	Public Works	2,455,220				2,200,000		**Bonds, Grants, Taxes**
Telshor Spruce Intersection Improvements	Public Works	1,041,159						**Grants,** Bonds, **Taxes**
University Ave. Complete Street Improvements-Design	Public Works	385,770	480,000					**Grants**
Unpaved Roads	Public Works	-						**Taxes**
Voluntary Assessment District Phase II	Public Works	629,381						**Bonds**
Streets Improvements - Annual Projects		**21,730,884**	**16,661,167**	**17,715,000**	**17,715,000**	**13,215,000**	**13,215,000**	
Complete Streets Program		4,270,992	2,479,500	4,500,000	4,500,000	-	-	**Bonds**
Complete Streets Projects	CMO	1,235,149						**Bonds**
East Mesa Roads and Drainage (Cortez Dr)	Public Works	1,699,406						**Bonds**
South Main St - Avenida de Mesilla to Boutz	Public Works	1,100,000						**Bonds,** Taxes
University Area Complete Streets- Design Study	Public Works	236,437	500,000	4,500,000	4,500,000			Grants, **Bonds,** Taxes
Idaho Ave.	Public Works							Grants, Bonds, Taxes
El Paseo Rd.	Public Works							Grants, Bonds, Taxes
Melendres Ave - Hadley to Picacho	Public Works							Bonds, Taxes
Pending Design Approval			*1,979,500*					
East Mesa Roads and Drainage (Cortez Dr)	Public Works	1,393,327	500,000	500,000	500,000	500,000	500,000	**Grants,** Bonds, **Taxes**
2024 Legislative Appropriations (R)			*292,052*					
Lift Up Las Cruces - Streets Improvements	Public Works	567,774	600,000	600,000	600,000	600,000	600,000	**Bonds, Taxes, Grants**
M.A.P. Match	Public Works	31,667	150,000	150,000	150,000	150,000	150,000	**Taxes**
Materials Testing	Public Works	240,000	240,000	240,000	240,000	240,000	240,000	**Taxes**
CO-OP Match	Public Works	15,450	80,000	80,000	80,000	80,000	80,000	**Taxes**
Land Acquisition - Public Works	Public Works	250,000	200,000	200,000	200,000	200,000	200,000	**Taxes**
Flood Control	Public Works	100,000	100,000	100,000	100,000	100,000	100,000	**Taxes**
Rights of Way	Public Works	150,000	100,000	100,000	100,000	100,000	100,000	**Taxes**
Median Landscaping	Parks and Recreation	1,127,844	1,120,000	1,120,000	1,120,000	1,120,000	1,120,000	**Grants, Taxes**
Median Improvements	Parks and Recreation	802,956						**Taxes**
Lohman Ave & Roadrunner Parkway Medians	Parks and Recreation	324,888	-	-	-	-	-	**Grants**

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
Neighborhood Traffic Calming Program	Public Works	60,000	60,000	60,000	60,000	60,000	60,000	**Taxes**
Neighborhood Traffic Calming Program	Public Works	60,000	60,000	60,000	60,000	60,000	60,000	**Taxes**
Pavement Condition Index Improvements	Public Works	7,374,144	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	**Taxes**
Pavement Condition Index Improvements	Public Works	7,374,144	6,300,000	6,300,000	6,300,000	6,300,000	6,300,000	**Grants, Taxes**
Pavement Marking Program	Public Works	169,000	169,000	169,000	169,000	169,000	169,000	**Taxes**
Pavement Marking Program	Public Works	169,000	169,000	169,000	169,000	169,000	169,000	**Taxes**
Roadway Maintenance Program	Public Works	1,705,119	1,846,000	1,846,000	1,846,000	1,846,000	1,846,000	**Taxes**
Chip Seal Program	Public Works	220,000	220,000	220,000	220,000	220,000	220,000	**Taxes**
Roadway Maintenance Program	Public Works	1,267,569	1,500,000	1,500,000	1,500,000	1,500,000	1,500,000	**Taxes**
Weed Control & Maintenance Program	Public Works	217,550	126,000	126,000	126,000	126,000	126,000	**Taxes**
Street Lighting & Traffic Signal Maintenance Program	Public Works	1,096,291	500,000	500,000	500,000	500,000	500,000	Grants, **Taxes**
Street Lighting and Traffic Signal Maintenance	Public Works	1,096,291	500,000	500,000	500,000	500,000	500,000	**Taxes**
Traffic Signal Program		1,798,398	1,416,667	450,000	450,000	450,000	450,000	**Grants, Taxes**
Lohman at Walnut and Walton Signal Improvement	Public Works	533,333	966,667					**Grants, Taxes**
Traffic Signal	Public Works	450,000	450,000	450,000	450,000	450,000	450,000	**Taxes**
Bataan Memorial at Rinconada	Public Works	815,065						**Bonds, Taxes**
Transportation System Modernization ITS	Public Works	1,630,878	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000	**Taxes**
Streets Improvements - Future Projects			**17,502,424**	**11,603,200**	**10,304,000**	**12,410,000**	**22,900,000**	
McClure Rd & Carlyle Dr	Public Works		300,000	1,800,000	2,700,000	1,500,000		Taxes
Advancement Ave Expansion	Economic Development		516,384					Taxes
Armijo St - W Picacho Ave to Parker Rd	Public Works		684,000					Bonds, Taxes
Venture Blvd Expansion	Economic Development		900,000					Grants, Taxes
Ethel Ave/Houma St- N Miranda St to N Alameda Blvd	Public Works		718,250					Bonds, Taxes
Active Transportation			*325,000*					
Mountain Vista Parkway Expansion	Public Works		1,200,474					Grants, Taxes
Mountain Ave - Melendres St to Armijo St	Public Works		1,368,000					Bonds, Taxes
Evelyn St - Madrid Ave to Ash Ave	Public Works		1,710,000					Bonds, Grants, Taxes
Sacramento St - Poplar Ave to Oasis Ave	Public Works		1,500,000					Grants, Bonds, Taxes
Med Park Ave - Idaho to Perkins Ave	Public Works		1,824,000					Bonds, Taxes
Rocket Drive Expansion	Economic Development		5,956,316					Bonds, Grants, Taxes
Sixth St- Hayner Ave to W. Hadley Ave	Public Works			484,000				Bonds, Taxes
La Fonda Dr - Idaho Ave to E.O.P.	Public Works			726,000				Bonds, Taxes
Poplar Ave - Mesquite St to Santa Fe St	Public Works			871,200				Bonds, Taxes
Armijo St - W Organ Ave to W Mountain Ave	Public Works			1,331,000				Bonds, Taxes
Kilmer St - Spruce Ave to Ash Ave	Public Works			1,391,000				Bonds, Taxes
Scoggins Ave-Sixth St to Sweet St	Public Works				652,800			Bonds, Taxes
Mountain Ave - Water St to Alameda Blvd	Public Works				640,000			Bonds, Taxes
Rigsby Rd - Barker to Valley Dr	Public Works				768,000			Bonds, Taxes
Miranda Ave - Picacho Ave to Court Ave	Public Works				1,664,000			Bonds, Taxes
South Valley Dr Reconstruction - Avenida de Mesilla to Boutz	Public Works				3,379,200			Bonds, Taxes
Street Lighting & Traffic Signal Maintenance Program	Public Works		500,000	5,000,000	500,000	5,050,000	5,000,000	Bonds, Taxes
Street Lighting Management System	Public Works		500,000	5,000,000	500,000	5,000,000	5,000,000	Taxes
Targeted Road and Lighting Improvements - Design	Public Works					50,000		Bonds, Taxes
Sweet St- Hayner Ave to W. Hadley Ave	Public Works					568,000		Bonds, Taxes
Parkview Dr - Espina St to E.O.P	Public Works					972,000		Bonds, Taxes
Westgate St - Amador Ave to Cul de Sac	Public Works					1,350,000		Bonds, Taxes
Aspen Ave-Sequioa Ave to S Valley Dr	Public Works					2,970,000		Bonds, Taxes
Elm St from Aspen Ave to Sequoia Ave	Public Works						1,300,000	Bonds, Taxes
Tamarack St from Aspen Ave to Sequoia Ave	Public Works						1,600,000	Bonds, Taxes
Solano Dr- Missouri to Lohman	Public Works						15,000,000	Bonds, Taxes

Projects	Department	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	FY 2030	Funding Source(s)
UTILITIES		**55,629,981**	**104,307,123**	**27,939,881**	**3,130,000**	**3,340,000**	**2,770,000**	
Utilities - Newly Funded Projects		**25,211,000**	**-**	**-**	**-**	**-**	**-**	
Gas PHMSA	Utilities	10,000,000						**Bonds**
Water 2025 Projects	Utilities	15,211,000						**Bonds**
Utilities - Carryover Projects		**30,418,981**	**49,961,814**	**27,939,881**	**3,130,000**	**3,340,000**	**2,770,000**	
2020A Wastewater Bond Projects	Utilities	22,221						**Bonds**
2020A Water Utilities Projects	Utilities	1,635,201						**Bonds**
2020B Wastewater Bond Projects	Utilities	449,966	5,181,394	11,232,265				**Bonds**
Gas Admin Building Improvements	Utilities	683,333	549,750	673,998	125,000	125,000	125,000	**Other, Fees**
Gas Development	Utilities	46,055	780,455	1,468,364	300,000	300,000	300,000	**Other**
Gas Miscellaneous	Utilities	274,284	361,748	175,000	175,000	175,000	175,000	**Other, Fees**
Gas Rehabilitation	Utilities	1,906,857	6,135,724	3,463,396	360,000			**Other, Fees**
Solid Waste Building Improvements	Utilities	903,333	1,990,478	2,173,998				**Other**
Wastewater Building Improvements	Utilities	121,252	424,750	548,998	50,000	50,000	50,000	**Other**
Wastewater Development	Utilities	656,000	100,000	100,000	100,000	100,000	100,000	**WWIF**
Wastewater Miscellaneous	Utilities	5,349	396,569	230,000	230,000	230,000	230,000	**Other**
Wastewater Rehab	Utilities	564,890	6,290,463	760,000	510,000	760,000	510,000	**Other**
Wastewater Septic Systems (WW Dev)	Utilities	1,670,042						**Other, Grants**
Wastewater Street Utility Rehabilitation	Utilities	1,732,898	4,017,628	400,000	200,000	400,000	200,000	**Other**
Water Building Improvements	Utilities	128,333	549,750	673,998	125,000	125,000	125,000	**Other**
Water Development	Utilities	76,724						**WIF**
Water Miscellaneous	Utilities	75,000	744,461	125,000	105,000	125,000	105,000	**Other**
Water Rehab	Utilities	2,699,309	22,438,644	5,914,864	850,000	950,000	850,000	**Other**
WW23 Projects	Utilities	16,767,934						**Bonds**
Utilities - Future Projects		**-**	**54,345,309**	**-**	**-**	**-**	**-**	
Belt Filter Press Drainage Improvement	Utilities		93,000					Grants, Other
Primary Digester Sludge Pump Upgrade	Utilities		93,000					Grants, Other
Lift Station Stationary Generator Installation	Utilities		100,000					Grants, Other
Pressure Reducing Valve Rehabilitation	Utilities		100,000					Grants, Other
Water Valve Replacements	Utilities		120,000					Grants, Other
Elevated Airport Water Storage Tank Rehab	Utilities		3,000,000					Bonds
Transite Pipe Identification & Replacement	Utilities		5,000,000					Bonds
Wastewater Treatment Plant	Economic Development		45,839,309					Bonds, Grants, Taxes
ALL DEPARTMENTS								
Total Annual Projects		**44,389,692**	**27,577,901**	**39,365,200**	**21,560,200**	**20,806,200**	**20,806,200**	
Total Carryover Projects		**136,274,548**	**94,906,314**	**32,679,881**	**4,545,000**	**6,955,000**	**4,185,000**	
Total Future Projects		**-**	**177,012,073**	**119,172,600**	**37,784,000**	**105,034,000**	**53,333,000**	
Total Newly Funded Projects		**43,198,899**						
GRAND TOTAL		**223,863,139.25**	**299,496,287**	**191,217,681**	**63,889,200**	**132,795,200**	**78,324,200**	

Abbreviations:

ARPA - American Rescue Plan Act
Bonds - Includes Bonds and Loans
Grants - Includes Local, State, Federal, or private entity
Other - Includes Fees, State Entitlements, Leases, Developer Contributions, and Donations
PIF - Park Impact Fees
PSIF - Public Safety Impact Fees
Telshor - Telshor Fund
TIDD - Tax Increment Development District
WIF - Water Impact Fees
WWIF - Wastewater Impact Fees

Notes

Indicates a Change

Pending funding noted in italic
(R) Leg. Appropriations Reauthorizations

Current funding sources noted in bold

CAPITAL IMPROVEMENTS PROGRAM (CIP)
Amendments
City Council Meeting - April 21, 2025

Attchment "A"

Project Name	Category	Department	Fund	Org	Object	Project Number	Program	Current Balance	Increase	Decrease	Ending Balance	Remarks	CIP Page
Complete Streets Projects	Street Improvements	CMO	4028	40255030	802000	-	Complete Streets	$1,735,149.00	-	($500,000.00)		Funds will be reallocated to the Bataan Memorial at Rinconada project.	8
								$1,735,149.00	-	($500,000.00)	$1,235,149.00		
Railroad Museum Re-roof	Public Facilities	Facilities	4028	40255030	801000	-	-	$150,000.00	-	($33,035.00)		Adjustment to reflect revised project cost based on quote. Remaining funds will be allocated to the Bataan Memorial at Rinconada project.	5
								$150,000.00	-	($33,035.00)	$116,965.00		
Meerscheidt Re-roof	Public Facilities	Facilities	4028	40255030	801000	-	-	$540,000.00	-	($170,335.00)		Adjustment to reflect revised project cost based on quote. Remaining funds will be allocated to the Bataan Memorial at Rinconada project.	5
								$540,000.00	-	($170,335.00)	$369,665.00		
Municipal Court Re-roof	Public Facilities	Facilities	4028	40255030	801000	-	-	$350,000.00	-	($202,004.00)		Adjustment to reflect revised project cost based on quote. Remaining funds will be allocated to the Bataan Memorial project and the Municipal Court Rehabilitation Project.	5
								$350,000.00	-	($202,004.00)	$147,996.00		
Bataan Memorial at Rinconada	Street Improvements	Public Works	4202	40355003	721080	12121	-	$64,847.00	-	-			9
			4202	40355003	721080	12121	-	$878.23	-	($878.23)		Adjustment to rellocate funding as it belongs to the TSI project	
			4028	40255030	721080	12121	-	-	$750,218.01	-		Additional funds from remaining funds from the Complete Street program and of the re-roof projects remainders.	
								$65,725.23	$750,218.01	($878.23)	$815,065.01		

CAPITAL IMPROVEMENTS PROGRAM (CIP)
Amendments
City Council Meeting - April 21, 2025

Project Name	Category	Department	Fund	Org	Object	Project Number	Program	Current Balance	Increase	Decrease	Ending Balance	Remarks	CIP Page
Transportation System Modernization ITS			4202	40355003	802000	-		$1,000,000.00	-	-			9
			4620	40355004	802000	11984		$630,000.00	-	-			
			4202	40355003	721080	12121	-	-	$878.23	-		Adjustment to rellocate funding from the Bataan Memorial at Rincon Project	
								$1,630,000.00	$878.23	$0.00	$1,630,878.23		
Municipal Court Rehabilitation	Public Facilities	Facilities	4028	40255030	801000	-	-	-	$155,155.99	-	$155,155.99	Newly funded project from the remaining funds of the re-roof projects.	4
									$155,155.99	-	$155,155.99		
MV Community of Hope - Campus Extension (Amador Crossing)	Attainable/Affordable Housing	Neighborhood Housing	4100	40430001	804000	25508	-		$1,500,000.00	-	$1,500,000.00	Grant approved by City Council on 4/7/25	2
			1000	10430001	721070	-	-	$265,000.00	-	-	$265,000.00		
			2705	20430051	801000	24935	-	$6,000,000.00	-	-	$6,000,000.00		
			4100	40430001	804000	24935	-	$5,915,250.00	-	-	$5,915,250.00		
								$12,180,250.00	$1,500,000.00	$13,680,250.00	$13,680,250.00		
Pioneer Women's Park improvements	Park Improvement	Parks & Recreat	4100	40245004	805000	25521	-	-	$249,668.05	-	$249,668.05	Grant approved by City Council on 4/7/25	3
			4100	40255005	805000	23989	-	$592,551.85	-	-	$592,551.85		
			4100	40245004	805000	24077	-	$175,668.43	-	-	$175,668.43		
								$768,220.28	$249,668.05	-	$1,017,888.33		

25-125

Type of Action:
☒ **Resolution**
☐ **Ordinance**
☐ **TIDD Resolution**

City Council Action and Executive Summary

District:	☐ 1 ☐ 2 ☐ 3 ☒ 4 ☐ 5 ☐ 6 ☐ N/A		
1st Reading:		**Adopted:**	April 21, 2025
Drafter:	Andy Hume	**Department:**	City Manager's Office
Program:	Airport	**Line of Business:**	Airport
Title:	**A RESOLUTION ADOPTING THE 2024 LAS CRUCES INTERNATIONAL AIRPORT MASTER PLAN AND THE LAS CRUCES AIRPORT LAYOUT PLAN.**		

TYPE OF ACTION: ☒ **Administrative** ☐ **Legislative** ☐ **Quasi-Judicial**

PURPOSE(S) OF ACTION:
Adopt Airport Master and Layout Plans.

BACKGROUND / KEY ISSUES / CONTRIBUTING FACTORS:
The 2024 Las Cruces International Airport Master Plan establishes a bold new Vision for the airport based on a robust public engagement process spanning many months. The eight Guiding Principles place emphasis on safety, economic and job development, and playing a critical role for the people of our region. That role includes supporting general aviation services, providing commercial air service, attracting commercial aerospace companies, and growing our partnerships with NMSU and the Las Cruces Innovation and Industrial Park. The FAA approved the Master Plan forecast and Airport Layout Plan. The Layout Plan is used to prioritize projects for the Capital Improvement Program and pursue funding. The Airport Advisory Board recommended approval of the Master Plan unanimously at their meeting held on December 12, 2024.

SUPPORT INFORMATION:
Exhibit "A" Las Cruces Airport Master Plan
Exhibit "B" Las Cruces Airport Layout Plan

COMMITTEE/BOARD REVIEW:
Airport

DOES THIS AMEND THE BUDGET?:
☐ Yes
☒ No

Does this action amend the Capital Improvement Plan (CIP)?
☐ Yes
☒ No

Does this action align with Elevate Las Cruces?

☒ Yes
☐ No

OPTIONS / ALTERNATIVES:

1. Vote " Yes"; this will adopt the 2024 Las Cruces International Airport Master Plan and the Las Cruces Airport Layout Plan.
2. Vote " No"; this will not adopt the 2024 Las Cruces International Airport Master Plan and the Las Cruces Airport Layout Plan.
3. Vote to " Amend"; this will require staff to make changes to the proposed 2024 Las Cruces International Airport Master Plan and the Las Cruces Airport Layout Plan.
4. Vote to " Table"; this will require staff to bring back proposed changes to the 2024 Las Cruces International Airport Master Plan and the Las Cruces Airport Layout Plan at a future meeting.

REFERENCE INFORMATION:

CL-10.1.2 WORK WITH THE PRIVATE SECTOR, MVMPO, AND STATE AND FEDERAL AGENCIES TO MAKE FACILITY IMPROVEMENTS TO THE LAS CRUCES AIRPORT TO INCREASE UTILIZATION.

RESOLUTION 25-125

A RESOLUTION ADOPTING THE 2024 LAS CRUCES INTERNATIONAL AIRPORT MASTER PLAN AND THE LAS CRUCES AIRPORT LAYOUT PLAN.

The City Council is informed that:

WHEREAS, the new Master Plan establishes a bold new Vision for the airport based on a robust public engagement process; and

WHEREAS, the new Master Plan emphasizes safety, economic and job development, and playing a critical role for the people of our region; and

WHEREAS, the Airport administration followed the FAA-proscribed master planning process; and

WHEREAS, the Airport Advisory Board recommended approval of the Master Plan unanimously at their meeting held on December 12, 2024.

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

(I)

THAT the 2024 Las Cruces International Airport Master Plan is adopted as shown in Exhibit "A" and attached hereto.

(II)

THAT the Las Cruces International Airport Layout Plan is adopted as shown in Exhibit "B" and attached hereto.

(III)

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

DONE AND APPROVED this day of

APPROVED

_____

ATTEST:

_____

Moved by:

Seconded by:

AYES

NAYS



Las Cruces International Airport

Master Plan 2024

LAS CRUCES INTERNATIONAL AIRPORT



AIRPORT MASTER PLAN

for

LAS CRUCES INTERNATIONAL AIRPORT

Las Cruces, New Mexico

August 2024

Prepared by

DuBois & King inc.

Vision and Purpose 1
A Vision for Las Cruces International Airport (LRU) 1
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Vision and Purpose of Plan

A Vision for Las Cruces International Airport (LRU)

The Las Cruces Master Plan process is built on eight guiding ideas that have been used to develop the overall vision for what LRU will be in the next ten years. Through the implementation of this plan, LRU will be:

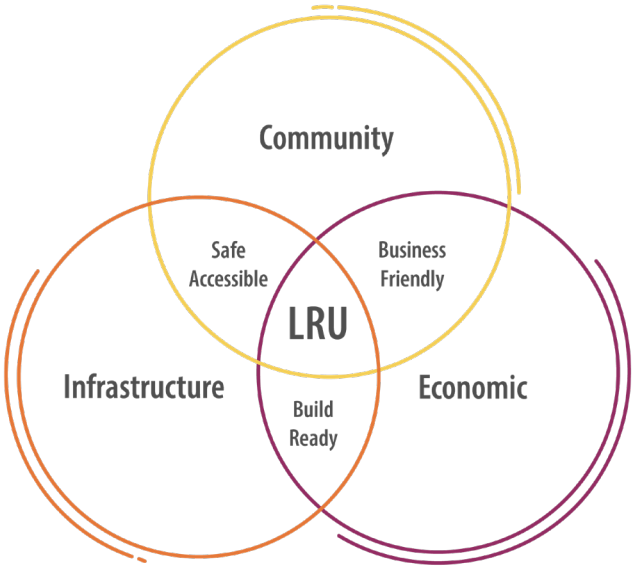
- Safe for all users
- Welcoming and supportive of business
- A hub for regional, national, and international tourism
- A center of education and job development
- Supported by the City
- In position to be an economic development engine
- Supportive of Aviation and Commercial Aerospace
- Important to the people of the Las Cruces region

LRU Vision

"Las Cruces International Airport is a thriving well-connected aviation and commercial aerospace gateway to the City of Las Cruces, the region and beyond, providing access and economic opportunity."

These guiding principles are distilled into a core vision statement that, at its heart, sees LRU as having a key role in the community, providing the infrastructure that airport users and businesses need to grow, and to be an important part of the local and regional economy.

Las Cruces International Airport is in a strong position to achieve this vision. It lies in a central geographic location that serves the city, the region, and a wide range of users. There are opportunities to grow these connections to include commercial air service. The growth of the Commercial Aerospace Industry, driven regionally by the presence of Spaceport America and its tenants, presents an opportunity for LRU to actively encourage economic growth in and around the airfield which will benefit the community and the region.



Master Plan Purpose

Broadly, this Master Plan will serve as a tool to implement the Plan's vision. Through a process of analysis and assessment, the Plan has several recommended improvements, actions, and policy changes that (when implemented) will move LRU toward the vision. Essential to Plan implementation is understanding the level of need, potential costs and impacts so that the City can adequately plan for future investments.

The Federal Aviation Administration (FAA) anticipates that an Airport Master Plan, the Aviation Forecast, and mandatory Airport Layout Plan clearly outline planned infrastructure investments over a ten- to twenty-year period. These investments are incorporated into the Airport's Capital Improvement Plan and are used to apply for funding for improvements from the FAA. To ensure appropriate access to FAA funding, this Plan includes the required components per the FAA for an Airport Master Plan.

The Master Plan objectives are to:

- Provide an effective graphic representation of the development of the airport and the anticipated land uses in the vicinity of the airport;
- Provide the necessary Airport Layout Plan (ALP) drawing set;
- Identify and document the strengths, opportunities, weaknesses, and threats that the proposed development will improve, correct, or mitigate;

- Support proposed development with technical, economic, and environmental investigation of conceptual layouts and alternatives;
- Propose a realistic, integrated schedule for the implementation of the short-term development proposed;
- Provide sufficient project scope and detail for future environmental evaluations that may be required before the project is approved;
- Provide a plan that addresses the issues and satisfies local, state, and federal regulations;
- Document policies and future aeronautical demand to support municipal or local deliberations on land use controls, spending, debt, and other policies necessary to preserve the integrity of the airport and its surroundings;
- Establish the framework for continued planning.

Relationship to Other Plans

If LRU is to be a place that serves the city and the region, it is vital that the Master Plan be considered in the context of the many other planning initiatives that have taken place in the City and the Region. Of relevance are the Elevate Las Cruces Comprehensive Plan (2020), which focuses on a "place based" approach to future growth that is built on community health, prosperity and livability, and the Las Cruces Innovation and Industrial Park Master Plan (2021), which lays out a framework for developing the area immediately adjacent to LRU.

Throughout this document, these plans have been considered and, in areas where there are clear connections between the Airport Master Plan, these connections have been clearly called out.



Chapter One: Introduction

1-1 Introduction

An Airport Master Plan is a comprehensive study of an airport that describes short-, medium-, and long-term development plans to meet future aviation demand. The elements of the master planning process will vary in the level of detail and complexity depending upon the size, function, and problems of the individual airport. The LRU MP guides and reinforces the continued modernization and expansion of the Airport and presents a framework to cost-effectively satisfy aviation demand while considering the potential environmental and socioeconomic impacts. The Federal Aviation Administration (FAA) does not approve Master Plans, rather they accept them. However, the FAA does approve aviation forecasts and airport layout plans once they find them acceptable. The LRU MP will deliver an updated aviation forecast and an Airport Layout Plan. The Aviation forecast was submitted to the FAA approval prior to the development of Chapter Four, Facility Needs. The Airport Layout Plan was reviewed by the FAA as part of the master planning process and uploaded into the FAA Obstruction Evaluation / Airport Airspace Analysis (OE/AAA) system. Once conditionally approved, projects identified will be eligible for FAA funding and may be constructed after proper environmental review.

1-2 Purpose and Need

The purpose and need statements set the stage for the identification and evaluation of reasonable project alternatives and ultimately the selection of preferred alternatives. In addition to the vision and goals of this Plan, purpose and needs statements are essential to the process of identifying future investments at LRU.

1-2-1 Purpose

The purpose of the Las Cruces International Airport Master Plan (LRU MP) is to recognize the significant accomplishments and changes that have taken place since the 2017 Airport Action Plan and develop a Master Plan that provides a clear path for making investments that further the Vision of LRU. To accomplish this, a detailed study will be completed that identifies, evaluates, and documents specific areas in need of improvement at the airport. Areas identified through the update process will then be addressed through proposed development plans.

1-2-2 Need

LRU is uniquely located among, and is home to, some private and government sponsored aviation and aerospace activities. The Airport is also located between restricted airspace and along a major interstate, I-10, that stretches from the east coast to the west coast of the US. It is critical that investments be made to the infrastructure, facilities, and runways at LRU to achieve the City's goals of providing commercial air service out of LRU; attracting commercial aviation and aerospace businesses; supporting existing tenants; being the airport of choice for NMSU, locals, visitors, the Spaceport, and others; and providing additional economic development to the City of Las Cruces.

1-3 Changes Since the 2017 Airport Action Plan

The implementation plan of the 2017 Airport Action Plan outlined projects to be accomplished and provided guidance on how to implement the preferred development recommendations from the Plan. Each project was sequenced to balance demand, schedule, other projects, environmental/agency approval, funding, and financial constraints. The project plan is designed to allow for flexibility as changes may occur over time to react to changing conditions so that the airport can reprioritize projects based on actual demand. The implementation plan was divided into three phases with projects to be completed between 2017 and 2036. Out of the 26 projects identified, 10 have been completed and an additional 8 are moving forward at present. This Plan will evaluate the remaining projects and determine their status based on the direction provided.

1-3-1 Air Service

Air carrier service at LRU dates to 1948 when the first service was provided by Pioneer Airlines with flights to Amarillo and El Paso. However, the availability and extent of scheduled air carrier and commuter service has been sporadic for many years, and currently LRU does not have scheduled air service. Las Cruces City Council has expressed the desire to reestablish air service stating that by 2022 "the airport terminal will be renovated to accommodate 20,000 enplanements per year". To achieve this goal, the airport began a concerted and strategic approach to reestablishing commercial passenger air service. As of January 2023 air service from LRU to ABQ is provided by Advance Air.

1-3-2 Commercial Aerospace

With 13 licensed Spaceports, 21 launch licenses in the US, and the growing commercial aerospace industry there exists unique opportunities for LRU to be an airport of multiple uses including the aerospace industry and its supporting businesses. LRU is in a prime location nestled between Spaceport America to the north (which houses Virgin Galactic, Up Aerospace, Exos Aerospace and others), Blue Origins to the southeast and the Midland Spaceport to the east. In addition to the private commercial aerospace industry, White Sands Missile Range, NASA, Holloman Air Force Base, and Fort Bliss are all located within approximately 60 miles of LRU. Their restricted airspace drives most of the air traffic in the southern part of the region over or near LRU attracting businesses and experts to the area.

Commercial Aerospace Development

The primary objective of commercial aerospace development at LRU is to increase Las Cruces's attractiveness as a home base for commercial aerospace companies. The metric of success is how many companies in the commercial aerospace industry relocate to, start up in, or are retained in the Las Cruces area and generate jobs, business activity, and tax revenue. Based on others' experience, the ability of aerospace developers and operators to locate research and development activities on or near a flight line; conduct gradual and iterative test operations on site or in proximity; and have access to passenger air service are major factors in location decisions. This Master Plan will examine what measures might be taken to enable these capabilities and what the triggers are to activate the sequential elements (termed Phases in this document) of the Concept of Operations (ConOps) as discussed in the next section.

Spaceport America

The development of Spaceport America, an FAA-licensed spaceport located 45 miles north of Las Cruces, has made LRU a key element in considering how future international (and perhaps intergalactic) travelers will access future low earth orbit flights from the spaceport. When traffic to this futuristic facility reaches expectations, there will be a significant number of travelers and spaceport staff flying into the region prior to boarding spacecraft at the Spaceport. This anticipated future makes planning for the future of LRU facilities and the resumption of air service at this airport particularly important.

1-3-3 Las Cruces Innovation and Industrial Park (LCIIP)

The Las Cruces Innovation and Industrial Park (LCIIP) is located adjacent to the airport to the south. Originally established in 1982, the Park comprises 1,820 acres with 1,418 acres undeveloped. Approximately 900 city-owned acres are available for sale or lease as of this writing. Zoned predominantly for manufacturing, warehousing, distribution, aerospace, aviation and defense, there are 19 businesses currently operating within the Park.
On July 19, 2021, the Las Cruces City Council unanimously adopted an updated master plan for the marketing and development of the City's Innovation and Industrial Park (LCIIP). Based on the strengths, opportunities, weaknesses, and constraints discovered as part of the LCIIP master planning process, a developed Strategic Goal is to integrate the LCIIP with the Airport. To do so, a high priority industry would be targeted for future development and that includes Aviation, Aerospace, and Defense (primarily Unmanned Aerial Systems (UAS).

1-3-4 New Mexico State University

New Mexico State University (NMSU) is a public land-grant research university with its main campus in Las Cruces. Many of the 5,000 staff members travel on behalf of the University. Through its wide range of programs, including a highly respected Aerospace Engineering program, there are over 20,000 students enrolled with a high percentage of out of state students. NMSU brings significant potential for economic development. The ability to offer air service and have runways adequate to allow for larger aircraft, will encourage further use of the airport, allow for PSL and other businesses to grow, and allow for team athletics to fly into and out of LRU as noted below.

Physcial Science Lab

Physical Science Lab (PSL) was the first of only 7 recognized Unmanned Aerial Test Site (UAS) Locations in the US designated by the FAA. PSL has a 15,000 square foot hangar at LRU and often tests their UAVs at the airport. Founded in 1946, PSL is a unique national resource that supports the development and application of new and existing technologies. This multidisciplined organization provides expertise in suborbital platforms, information modeling for predictive decision making, specialized intelligence community support, advanced NASA scientific exploration and experimentation, homeland security sensing and detection technologies,

and advanced weapons and countermeasures development and testing designed to strengthen our national security. PSL will provide additional economic development by attracting companies to work with the community.

Athletics

According to NMSU, it is not uncommon for NMSU teams to drive and park at the airport, board ground transportation such as a bus to El Paso for an away game, and then return to Las Cruces via a chartered aircraft. This is due to the current runway lengths at LRU. Longer runways will enable NMSU to operate fully loaded charter aircraft without limitations. NMSU also stated that ultimately, scheduled commercial air service would be preferred allowing for competing players and the fan base to travel to and from Las Cruces without limitations.



1-4 Regional Public Participation/ Engagement

Public input is highly encouraged during the Master Plan process and has its greatest impact during the early stages of the planning process. The LRU MP included a robust public involvement program which was given serious consideration during the program development. To be as transparent and effective as possible, public involvement included numerous parties such as aircraft owners, hangar tenants, staff of the airport and businesses on airport property, public officials, governmental agencies, and the public.



Public involvement program was facilitated by DuBois & King in close consultation with the LRU Airport Advisory Board. The program included multiple strategies, such as forming the LRU MP Coordination Committee (CC) of key stakeholders, local citizens, and decision makers. The CC provided insight and input into issues that arose throughout the process, as well as provided general information.

Additional public input has been collected as part of the Air Alliance, a coalition of nonprofit and business organizations that is focused on bringing intra and interstate air service development to LRU. Organizations involved include the Greater Las Cruces Chambers of Commerce, MVEDA, Virgin Galactic, NMSU, and other members of the local business community.

Other public involvement elements that were utilized included public meetings and workshops, a project website, and various written materials. These elements were used to inform the public about the status of the airport and the planning process and gather ideas about the future of the airport. To date, local, county and state government, state and federal lawmakers, airport and civilian businesses, educational institutions, and the Federal Aviation Administration (FAA) have met with the Airport and discussed the prospects of the Master Plan Update.

1-5 LRU Master Plan Elements

The required contents of this Master Plan are set out in FAA Advisory Circular 150/5070-6B, Airport Master Plans. Effective airport plans are based on the analysis of significant quantities of data and narrative that explains key study results. The LRU Master Plan is organized as follows:

Chapter One – Introduction: Overview, purpose, and need for the Master Plan.

Chapter Two – Inventory of Existing Facilities: Provides an inventory of facilities and conditions that currently exist at LRU. These baseline conditions allow evaluation of existing facility performance against anticipated future needs.

Chapter Three - Aviation Forecasts: Analyzes current and future airport activity at LRU. Forecasting provides an airport with a realistic estimate of future changes; fluctuations in activity anticipated over the forecast period; and the basis to determine existing and planned future facility needs.

Chapter Four – Facility Requirements: Identifies airside and landside facility requirements anticipated through the planning horizon based on industry standards and FAA guidelines. The capacity of existing facilities is assessed against aviation demand projections developed under Chapter Three. Supplemental analysis will include current and future Aerospace facilities.

Chapter Five – Alternatives: Process of developing alternative layouts for airside and landside facilities to meet growth projections and address Master Plan goals. The layouts are assessed for expected aeronautical utility, fiscal feasibility, and operational performance. A preferred alternative will be chosen during the development of this Chapter.

Chapter Six – Airport Layout Plan (ALP): Presents a selected alternative in a graphic format, essential to receiving FAA approval in accordance with the Fort Worth Region ALP checklist directives and uploaded into the OE/AAA system. The ALP set contains the following sheets:

1. **Cover Sheet -** Listing of sheets that comprise the ALP set, location and vicinity maps, and City of Las Cruces, FAA and NMDOT project numbers.

2. **Existing Airport Layout -** A drawing depicting the current airport layout.

3. **Ultimate Airport Layout Plan -** Depicts the recommended development identified in Chapter Five and all pertinent data blocks.

4. **Terminal Area Plan -** Indicates existing conditions that support the current airport uses.

5. **Airport Airspace Plan -** Plan for all FAA Part 77 imaginary surfaces, including approach slopes and any height or slope protection established by local zoning ordinance.

6. **Inner Portion of the Approach Surface Drawing -** An inner approach surface and runway protection zone control including a plan and profile of the ultimate runway protection zones and inner approach surface areas showing the controlling obstructions therein, top elevations, and proposed disposition.

Chapter Seven – Financial/Implementation Plan: Capital and implementation plan that identifies potential funding sources and outlines the timing and cost of implementation.

Chapter Two: Inventory of Existing Conditions

2-1 General

This Chapter describes existing facilities of the Las Cruces International Airport. This information will be used as a baseline for the development of the Master Plan.

2-1-1 Location and Setting

Constructed in 1942, the Las Cruces International Airport (LRU) is located on a mesa overlooking the Mesilla Valley eight (8) miles west of Las Cruces, New Mexico. The Airport sits on approximately 3,470 acres with an additional 1,120 acres of City-owned land as a buffer on the Airport's northwest corner. LRU is adjacent to various classifications of airspace. The Contiguous United States Air Defense Identification Zone (ADIZ) resides 30 nautical miles to the south. The White Sands Missile Range (WSMR) is located south, east, and northeast of the Airport along with numerous, embedded Military Operating Areas (MOA) to the east and north.

2-1-2 Climate

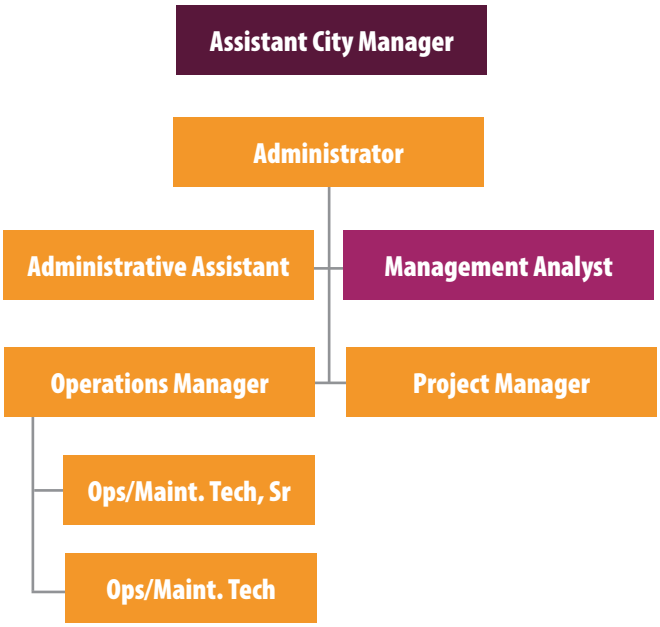
LRU is on the north edge of the Chihuahuan Desert with an Airport elevation of 4,457 feet. The climate of Las Cruces is characteristic of an arid desert climate, with large diurnal (day-night) and moderate annual temperature ranges, variable precipitation (42 days/year), low relative humidity, and abundant sunshine (294 days/year, more than 80% of an average year). With only 42 days of annual precipitation, LRU predominantly operates under Visual Flight Rules (VFR) conditions.

In the winter the weather is moderate with temperatures in the winter months (December to February) ranging from a monthly average low of 29°F to a monthly average high of 59°F. Temperatures can fall below 0°F. The Airport experiences freezing conditions approximately 84 days per year creating conditions conducive to frost on air foils. During the summer the weather is hot and partly cloudy with an average temperature in July of 95°F and rarely above 103°F.

Humidity in Las Cruces is generally quite low and comfortable, and there are a few days during the summer where humidity is close to 57%. The rainiest season is summer when it rains 41% of the time and thunderstorms occur throughout the area. July and August are the rainiest months with each averaging more than 8 days of rain. Spring is the driest season with only a 13% chance of rain. April is the driest month with only 1.5 rainy days. Las Cruces does not see any significant snowfall and averages only 2.2 inches of snow annually.

The predominant average hourly wind direction in Las Cruces varies throughout the year. Wind is most often from the south from June 25 to July 17 and for 2.6 weeks, from September 17 to October 5, with a peak percentage of 34% on July 10. The wind is most often from the east for 2.0 months, from July 18 to September 16, with a peak percentage of 39% on August 25. The wind is most often from the west for 8.7 months, from October 5 to June 25, with a peak percentage of 35% on January 1.

2-1-3 Airport Administration



LRU is owned and operated by the City of Las Cruces. The Airport Administrator reports to the Assistant City Manager and is responsible for the operation, maintenance, safety, and ongoing training of airport staff. In addition, the Airport Administrator ensures that airfield-based business employees and private airport users operate in compliance with airport rules and regulations and the minimum standards for commercial operators, as applicable.

An Airport Administrative Assistant is based in the Airport administrative offices and is responsible for handling of high level financial and administrative duties.
In 2021, the Airport Administrator (Airport Manager) hired an Operations Manager. This Manager will direct the Airport Operations and Maintenance Section and enable the Administrator to focus on the Airport's medium and long-term strategic goals and objectives.

The Airport Operations and Maintenance Section is responsible for maintaining the airside facilities on the airport to include airfield lighting, pavement maintenance, and vegetation control. Currently, the Airport has an acting Senior Ops and Maintenance Technician. An Airport Ops and Maintenance Technician position is currently vacant.

In fiscal year 2023, the City Council approved a new position, Project Manager. This Manager will oversee all capital projects including design and construction.
The Part 139 Airport Certification Manual (ACM) was reviewed as part of the Master Plan. In accordance with 14 CFR Part 139, Section 201(b)(1), the ACM shall be kept up to date at all times. In the absence of the Airport Manager of LRU, the line of succession for airport operational responsibilities is as follows.

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2-2 Airport System Planning Role

2-2-1 Federal Airport Planning

LRU is included in the FAA's National Plan of Integrated Airport System (NPIAS) as a Local asset, Public use GA airport and maintains a Class IV, 14 CFR Part 139 Certificate. Based on FAA formulas, LRU receives $150,000 of Non-Primary Entitlement (NPE) funding each year to support the Airport's Capital Improvement Plan (CIP). With only $150,000 of annual federal funding the Airport needs to be very strategic when considering capital improvement projects. Many projects require multi-year delays to allow for NPE funding to be accumulated to an adequate amount to fund a project. NPE grants can roll over for up to four years, meaning an airport can potentially bank up to $600,000. Unused money is redirected to the FAA. The FAA does offer another funding source—discretionary funding. This funding source is competitive and FAA funding priorities make receiving discretionary funds a challenge.

2-2-2 State Airport Planning

New Mexico Department of Transportation-Aviation Division (NMDOT-A) classifies LRU as a Regional GA Airport. LRU is considered an International Airport which can receive international passengers through the support of United States Customs and Border Protection (USCBP). The Las Cruces Border Patrol Station oversees approximately 3,943 square miles and has two Patrol Inspectors. The Patrol Inspectors and support personnel serve LRU on an on-call basis. On average, USCBP responds to approximately 0 calls per year from the airport.

U.S. Customs and Border Protection

2-2-3 Local Airport Planning

As LRU is currently listed as a GA airport, the City Council set a goal that by 2022, the airport terminal will be renovated to accommodate 20,000 enplanements per year. The Airport intends to develop passenger air service to and from LRU. The reader should note that once the airport reaches a sustained level of 10,000 annual enplanements the FAA will change the airport's funding status from Non-Primary to Primary. This status change would directly increase the airport's available annual federal funding for capital projects from $150,000 (NPE) to Primary Entitlement level of $1,000,000. To achieve the goal the Airport commissioned an air service development plan in 2020 and currently is executing the plan to bring Intra and Inter-State Air Service to LRU.

2-3 Current Airport Activities

2-3-1 Based Aircraft

LRU is a medium-activity airport with 106-based aircraft. The based aircraft are housed in hangars or sunshade spaces. The fleet mix of aircraft based at LRU are noted in the table below.

LRU Based Aircraft	
Single Engine Airplanes	82
Multi Engine Airplanes	10
Gliders	4
Military Aircraft	4
Helicopters	3
Jet Airplanes	2
Ultralights	1
Based Aircraft	**106**

2-3-2 Annual Aircraft Operations

According to the current 5010 Master Record aircraft operations are reported to be 101 per day or an estimated 36,825 annually. The breakdown of aircraft operations is noted in the table below. The overall operations estimate is average when considering the generally accepted industry standard of 300-450 operations per based aircraft. With passenger air service, Spaceport America, and commercial aerospace activity ramping up operations, it is anticipated that LRU operations will increase significantly

LRU Annual Aircraft Operations		
Type	Operations	% Total Ops
General Aviation Local	12,180	33%
General Aviation Itinerant	10,658	29%
Military	10,353	28%
Air Taxi	3,634	10%
Annual Operations	36,825	

2-4 Airport Users

The airport is currently home to fifteen (15), for-profit businesses employing approximately 60 full-time workers. These businesses include two (2) Part 91 flight schools, aircraft maintenance and repair shops, aircraft fabrication and assembly, aircraft upholstery, firefighting, aircraft storage, and several other aviation-related enterprises. In addition, LRU is home to nonprofit organizations including the Civil Air Patrol Las Cruces Composite Squadron, Experimental Aircraft Association Chapter 555, Las Cruces Aviators (507(c) 7 flying club), and New Mexico State University Physical Science Lab.

2-4-1 Fixed Base Operators

A Fixed Base Operator (FBO) is an organization granted the right by the airport to operate at the airport and provide aeronautical services such as line service (fueling aircraft), tie-down and parking, aircraft rental, aircraft maintenance, flight instruction, hangaring, and similar services. In common practice, an FBO is the primary provider of support services to GA operators at a public-use airport and is on land leased from the airport.

The Airport currently has two FBOs: Francis Aviation and Southwest Aviation. Both are limited service FBOs, providing aircraft line service and fuel sales. Flight instruction and aircraft maintenance are not provided by either FBO but are provided by other businesses on the field. Each FBO owns a fleet of fuel trucks. There is no current agreement between the FBOs regarding who fuels transient aircraft. At this point, airport users choose their FBO. A general description of each FBO is as follows.

Francis Aviation

Francis Aviation offers amenities that include aviation fuel, aircraft ground handling and parking (ramp or tiedown), hangars, ground power unit and power cart, a common area passenger terminal that is shared with the airport administration in Building 8990, a lounge area, food catering, rental cars, a courtesy car for pilots to use in the local area, and crew rest room. Francis leases a portion of the terminal building 8990. The FBO is open 7 days per week from 7 a.m. to 6 p.m., after which, service is provided on a call-out basis.

In 2014, the City of Las Cruces constructed a new fuel farm consisting of one (1) 12,000-gallon aboveground tank for the storage of 100LL aviation fuel and one (1) 12,000-gallon aboveground tank for the storage of Jet A fuel. The City leases this fuel farm to Francis Aviation. Current fuel flowage fees are $.08/per gallon.

An interview with the manager of Francis Aviation revealed further insights into current operations. Francis Aviation uses Avfuel as a fuel vendor. There are no restrictions on the FBO regarding refueling or cathodic test requirements beyond what the FBO conducts themselves, which include daily, monthly, quarterly, and annual checks on hoses, tanks and related equipment applied per industry standards.

When asked regarding Francis Aviation's thoughts on increased demands on fuel due to resumptions of air service, they did not foresee any issues. Francis Aviation, on average (basis 2016–2018), sells approximately 284,000 gallons of Jet A and 100LL combined. Jet A equates to approximately 85 percent of their total annual sales. Francis indicated that plans to develop additional facilities were discussed in concept during this interview, however Francis Aviation management indicated that level of planning for the future is still to be determined.

Southwest Aviation

Southwest Aviation has served LRU for over 48 years. Southwest Aviation provides aviation fuel, aircraft ground handling and parking (ramp or tiedown), hangars, ground power unit and power cart, a common area passenger terminal, aviation accessories / pilot supplies, aircraft sales / leasing / brokerage, catering, rental cars, courtesy / ground transportation, a pilot's lounge and crew rest room, public telephone, computerized weather, internet access, and restrooms. Southwest is open 7 days per week from 8am to 6pm.

Southwest Aviation owns and operates a fuel farm that consists of one (1) 12,000-gallon above ground tank for the storage of 100LL aviation fuel and one (1) 12,000-gallon above ground tank for the storage of Jet A fuel. The City leases land to Southwest Aviation on which the fuel farm sits. Current fuel flowage fees are $.05/per gallon.
An interview with the owners of Southwest Aviation revealed further insights into the operations. This FBO utilizes Phillips 66 as their fuel vendor. The FBO conducts normal daily, monthly, quarterly, and annual fuel farm inspections with regards to hoses, tanks and related equipment applied per industry standards.

When asked regarding their thoughts on increased demands on fuel due to resumptions of air service, this FBO did not see any issues with supplying additional fuel as needed. Southwest Aviation, on average (basis 2016–2018), sells approximately 130,000 gallons of Jet A and 100LL combined. According to Airport management, Southwest Aviation does not report to the Airport the number of gallons sold annually per fuel type; therefore, the percentage of Jet A fuel sold each year could not be determined.

2-4-2 Military Users

The New Mexico Army National (NMARNG) operates four (4) UH-72 Lakota helicopters that are assigned to C Company, 3rd Battalion, 140th Aviation Regiment. In 2021, a dedicated, 35,000-sq-ft Army National Guard readiness center was completed west of the airport to provide more space for the 140th AVN REG, as well as help augment the aerial training the NMARNG performs on behalf of the State of New Mexico. Other US military assets utilize the airport. These assets include the US Army (UH-60 Blackhawk, AH-64 Apache, C-12 King Air), the US Marine Corps (MV-22 Osprey), the US Navy (T-6 Texas II), and the US Air Force. Most of the US Army assets originate at Fort Bliss - Biggs Army AirField (AAF).
Air Charter Operators

The charter operators who seasonally and annually fly to and from LRU provide service to a unique customer base not found at many other airports in the United States. When football season is in full swing from late August to December for New Mexico State University, Sun Country Airlines charter service provides the safest and easiest way for the players, coaches, and support staff to travel as a team. Sun Country utilizes a Boeing 737-700 capable of carrying 176 passengers and 964 cubic feet of cargo and a Boeing 737-800 capable of carrying 183 passengers. Sun Country charter operations are greatly impacted by the current runway lengths.

Business charter companies such as Elite, Flexjet, and Netjets utilize LRU weekly, year-round. These air taxi operators make up an estimated 15% of the airport's annual traffic. Lastly, Virgin Galactic charters a CRJ 200 to transport research and development teams between Mohave, CA and LRU on a weekly basis.

2-4-3 Air Cargo

Air cargo operators provide time critical air service for various cargo partners such as FedEx and UPS. The ability to have next day air delivery is important to many municipalities. Currently, LRU does not have this service. With the adjoining Las Cruces Innovation and Industrial Park (LCIIP), it would be possible to construct an air cargo facility within the LCIIP and then attract an operator.

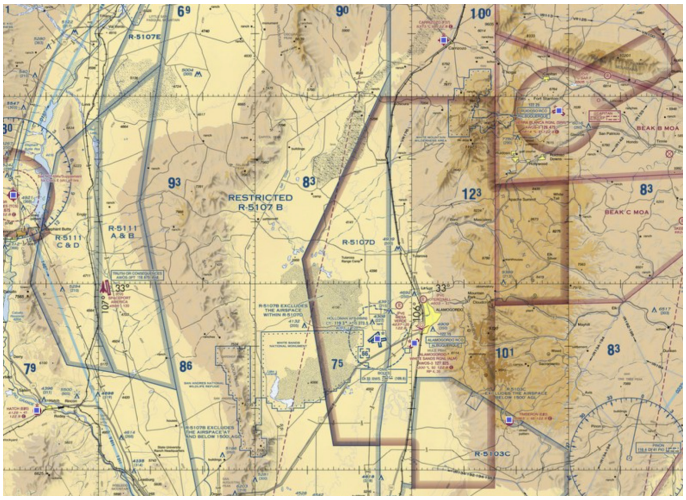
Currently, all local air cargo/freight is being flown in and out of Doña Ana County International Jetport (DNA) which is 27 miles to the southeast of Las Cruces or 49 miles via Interstate 10. The airport may benefit from considering next day air cargo services and this will be discussed more in the Facility Requirements and Alternatives chapters of the Master Plan.

2-5 Airspace

From the ground surface to 700-ft AGL is Class "G" airspace. Class G airspace is an "uncontrolled airspace" where the pilot of an aircraft is responsible for seeing and avoiding other aircraft. From 700-ft AGL to 17,999-ft MSL is Class E airspace. Class E airspace is considered "controlled airspace" but a pilot doesn't need Air Traffic control (ATC) clearance to fly in it. The pilot of an aircraft in Class E airspace is still responsible to see and avoid other aircraft sharing the airspace.

2-5-1 White Sands Missile Range (WSMR)

White Sands Missile Range is a military testing area operated by the United State Army. The range was originally established as the White Sands Proving Ground. WSMR is the Department of Defense's largest, fully instrumented, open air missile range with 2.2 million acres (approximately 137-nm x 89-nm) of restricted airspace (R-5103A-C, R-5107A-K). Embedded in this airspace is Spaceport America. LRU is located only 13 nm west of WSMR.



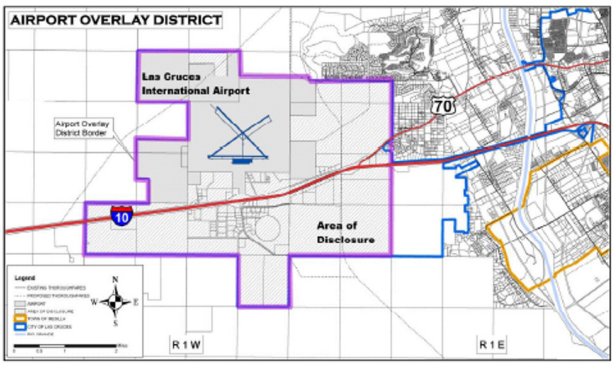
Restricted areas, such as WSMR, contain airspace identified by an area on the surface of the earth within which the flight of aircraft, while not wholly prohibited, is subject to restrictions. Restricted areas denote the existence of unusual, often invisible, hazards to aircraft such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the aircraft and its occupants.
Military Operating Area (MOA)

MOAs consist of airspace of defined vertical and lateral limits established for the purpose of separating certain military training activities from IFR (Instrument Flight Rules) traffic. Whenever a MOA is being used, nonparticipating IFR traffic may be cleared through a MOA if IFR separation can be provided by Air Traffic Control (ATC). Otherwise, ATC will reroute or restrict nonparticipating IFR traffic.

Holloman Air Force Base is also embedded within WSMR and BEAK Military Operating Area. In addition to hosting several combat wings, Holloman supports the nearby White Sands Missile Range and currently hosts the Royal Air Force Remotely Piloted Aircraft Systems and Formal Training Unit.

2-5-2 Airport Overlay Zone District

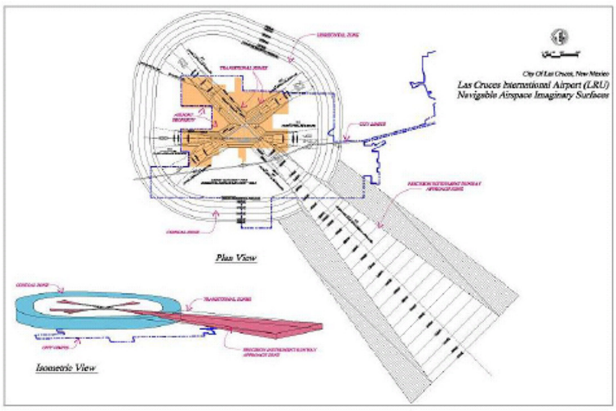
Chapter 38, Zoning, of the City of Las Cruces Land Development Code, sub-section 46.1, is titled Las Cruces International Airport Operations Overlay Zone District (AOD). The purpose of the AOD is to protect the operations of LRU from encroachment of land uses that could inhibit or restrict present airport operations or negatively affect the future growth and operation of the airport. Since the boundaries associated with this district are dependent upon the physical boundaries of specific airport features, the boundaries shall change as necessary with respect to any changes in these features. Sec 38-46.1 outlines the area of disclosure, the delineation of airport operations overlay zoning district boundary, restrictions to development, a submittal and review process, and an appeals process.



Map 1 – Las Cruces International Airport Overlay District (AOD)

The area of disclosure is defined as all lands within the Las Cruces City Limits and its boundaries, in which development restrictions are employed, are depicted on Map 1.

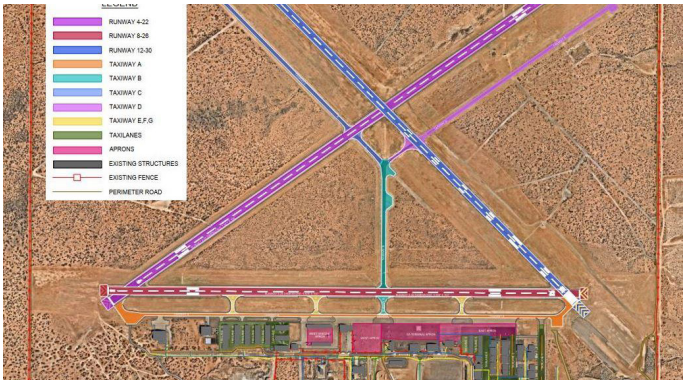
Map 2 depicts the delineation of airport operations zones and is tied to 14 CFR Part 77. Map 2 clearly defines Part 77 surfaces for Instrument Landing System (ILS) for Runway 30. As instrument approach procedures are developed for other runway ends, this document should be updated. It should be noted that the FAA no longer recognizes FAR, which are now Federal Accounting Regulations. In lieu of FAR 77, it is more appropriate to describe the regulation as 14 Code of Federal Regulations (CFR) Part 77.



Map 2 – Delineation of Airport Operations Zones and FAR 77 Navigable Airspace Imaginary Surfaces

2-6 Current Airport Layout

The current Airport Layout Plan (ALP) was approved as part of the Airport Action Plan completed in 2017. The current ALP will be assessed and updated as part of this planning study and is presented in full in this Master Plan Study. The graphic below shows the existing airport layout and associated facilities. The following sections will describe in detail the individual design aspects and facilities.



2-6-1 Wind Coverage

Sitting in a mesa, LRU is subjected to varied wind velocity and direction. As the potential for air service is evaluated it is important to not only review the supporting infrastructure such as runway length and runway/taxiway width, but also the meteorological factors associated with the airport. There are airports in the United States that are situated well geographically, however, struggle with the harsh meteorological conditions, minimize success rates of landing aircraft.

Wind patterns and runway crosswind conditions are important meteorological factors in assessing runway utilization and determining runway design requirements in accordance with FAA aircraft category standards. Crosswind coverage is the component of wind speed and relative direction acting at right angles to the runway—the greater the angle, the more difficult the landing. The FAA desirable threshold for adequate crosswind coverage is 95 percent minimum.

The FAA Airport Design Advisory Circular 150-5300-13B recommends that when the primary runway orientation provides less than 95.0 percent wind coverage for the aircraft used at the airport regularly, a crosswind runway may be required. The 95.0 percent wind coverage is computed based on the crosswind component not exceeding the allowable value as shown below in **Table 2-1**. The wind analysis was conducted for Runway Design Group A, B, and C, and those design standards will be followed as described in the 150-5300-13B-Airport Design Advisory Circular.

Table 2-1– Allowable Crosswind Component per Runway Design Code (RDC)

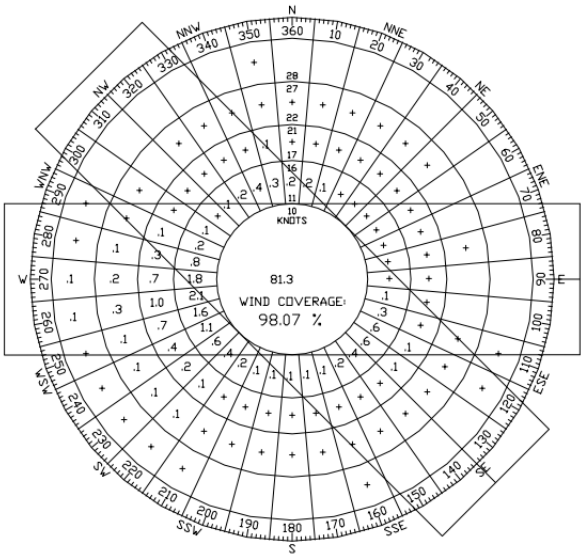
Runway Design Code (RDC)	Allowable Crosswind Component
A-I and B-I including small aircraft	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through C-III D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI D-IV through D-VI	20 knots
E-I through E-VI	20 knots

Source: FAA AC 150/5300-13B, Airport Design

A wind analysis was conducted to affirm the results of previous studies. FAA Advisory Circular (AC) 150/5300-13B specifies the maximum allowable crosswind component for Aircraft Approach Category A-C. As part of the wind analysis, all three runways at LRU were analyzed independently.

The Airport Improvement Program Handbook, FAA Order 5100.38D states that per FAA policy, the ADO can only fund a single runway at an airport unless the ADO has made a specific determination that one or more crosswind or secondary runways are justified. Crosswind justification was discussed earlier and is determined by providing 95% wind coverage. Secondary runways are justified when the primary runway has less than 95% wind coverage, is operating at 60% of its annual capacity, or the FAA office of APP-400 has made a specific determination that an additional runway is required for the operation of the airfield.

It was determined that Runway 8/26 provides adequate wind coverage during all weather conditions for crosswind components of 10.5 knots, 13 knots and 16 knots. Runway 8/26 does not meet the 95% coverage requirement for Instrument operations. Runway 4/22 has the next highest percentage of wind coverage followed by Runway 12/30. However, neither of these runways meet the 95% wind coverage requirement at 10.5 knots. To achieve in excess of 95% wind coverage at 10.5 knots during all weather, VFR and IFR operations the FAA should continue funding a crosswind runway. When Runway 8/26 is combined with Runway 12/30 the combined wind coverage at 10.5 knots is above 95% in all weather, VFR, and IFR conditions. This study recommends focusing on continued FAA funding of these two runways while consideration should be given to funding Runway 4/22 with alternative funding sources.



2-7 Airport Facilities

The airfield consists of features and facilities required to accommodate safe and efficient current aircraft operations. The airside facilities include three (3) runways, seven (7) taxiways, fifteen (15) taxilanes, three (3) aircraft parking aprons, several aircraft storage "T", conventional, and shade hangars, one (1) terminal facility and two (2) fixed base operators. These features and facilities are further described in this chapter.

Table 2-2– Runway Wind Coverage

Meteorological Condition	Observations	Runway	Wind Coverage Crosswind Component (Knots)		
			10.5	13	16
All-Weather	257,218	12/30	89.00%	93.17%	96.90%
		8/26	96.16%	98.04%	99.45%
	100%	4/22	94.24%	97.10%	99.30%
Visual Meteorological Conditions (VMC)	255,298	12/30	88.99%	93.18%	96.93%
		8/26	96.18%	98.06%	99.46%
	99%	4/22	94.27%	97.13%	99.32%
Instrument Meteorological Conditions (IMC)	1,730	12/30	89.89%	91.12%	92.80%
		8/26	92.81%	95.18%	97.32%
	1.00%	4/22	90.56%	93.57%	96.91%

Source: "722695 LAS CRUCES INTL AIRPORT ANNUAL PERIOD RECORD 2011 2012 2013 2014 2015 2016 2017 2018 2019 2020"
NOTE: Magnetic Declination of 8* East

2-7-1 Critical Design Aircraft

To ensure safe and efficient operations, the FAA has developed design standards that apply to airports that have a Critical Aircraft or group of aircraft with similar characteristics that meet substantial use thresholds. Substantial use is defined as 500 annual operations. The design standards are outlined in FAA Advisory Circular 150-5300-13b, Airport Design, and consist of the Aircraft Approach Category (AAC), the Aircraft Design Group (ADG), and Taxiway Design Group (TDG).

Aircraft Approach Category

Aircraft Approach Category (AAC). As specified in 14 CFR Section 97.3, AAC is a category of aircraft based on an approach speed of 1.3 times their stall speed in their landing configuration at the certificated maximum flap setting and maximum landing weight at standard atmospheric conditions. The categories are as follows:

Aircraft Approach Category (AAC)	
Category	**Approach Speed**
A	< 91 knots
B	91 knots - < 121 knots
C	120 knots - < 141 knots
D	141 knots - < 166 knots
E	166 knots and greater

Note: LRU's critical design aircraft is currently Category C.

Airplane Design Group

Airplane Design Group (ADG). A grouping of aircraft based on wingspan and tail height. When the aircraft wingspan and tail height fall into different groups, the higher group is used. The groups are as follows:

Airplane Design Group (ADG)		
Group #	**Tail Height**	**Wingspan**
I	< 20-ft	< 49-ft
II	20-ft - < 30-ft	49-ft - < 79-ft
III	30-ft - < 45-ft	79-ft - < 118-ft
IV	45-ft - < 60-ft	118-ft - < 170-ft
V	60-ft - < 66-ft	171-ft - < 213-ft

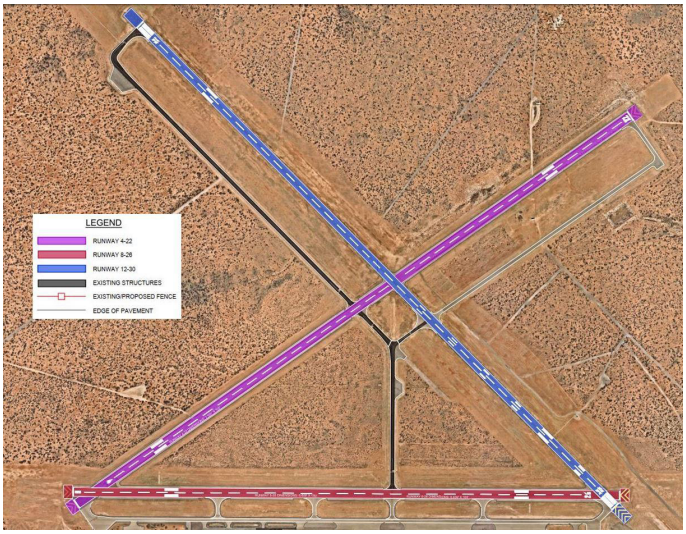
Note: LRU's critical design aircraft is currently a Group II.

Runway Design Code

Runway Design Code (RDC) is analogous to the Airport Reference Code (ARC), when an airport has more than one runway, and at least one runway is intended to serve a fleet of aircraft that is different from another runway (Ex. Runway 12/30 and Runway 4/22), each runway is designated by an RDC. The RDC signifies the design standards to which the runway is to be built. The current approved design aircraft as determined in the 2017 Airport Action Plan is the Hawker 800 which is designated as C-II. All three runways at LRU have a Runway Design Code of C-II.

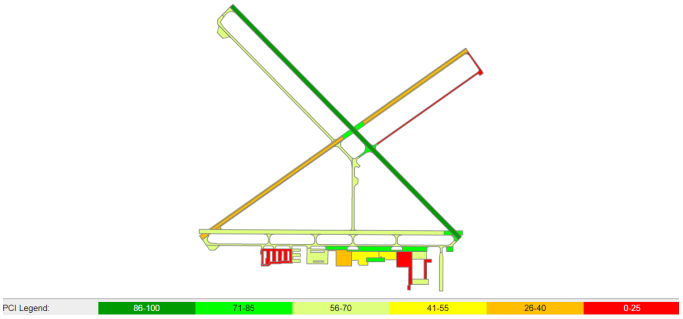
Runways

Las Cruces International Airport has three runways. The following summary provides overall runway elements including runway design code (RDC), runway length, runway width, surface condition, weight bearing capacity, pavement condition index, pavement classification number, lighting, and marking. Additional information such as design standards for runway centerline to apron separation and runway magnetic heading information are included.



Pavement Condition Index

The Pavement Condition Index (PCI) is a numerical index between 0 and 100, which is used to indicate the general condition of a pavement section. Aircraft schedulers and dispatchers as well as airport users will consider PCI when considering the use of the airport. If the conditions of the runway surface are designated as very poor, the pilot may consider another destination. The PCI shown on the following graphic is from the most recent PCI conducted in 2016 by NMDOT.



Pavement Classification Number

The Aircraft Classification Number (ACN) expresses the relative effect of an aircraft on the runway pavement for a specified standard subgrade category. The Pavement Classification Number (PCN) is a number that expresses the load-carrying capacity of a pavement for unrestricted operations. An aircraft that has an ACN equal to or less than the PCN of a given pavement can operate without restriction on the pavement. If PCN is lower than the ACN, the aircraft will not be able to operate on the runway and the airport will need to consider a full depth reconstruction. LRU provides the public with the PCN information through FAA Form 5010.

Taxiway Design Group

Taxiway Design Group (TDG) is a grouping of airplanes based on overall main gear width (MGW) and cockpit to main gear (CMG) distance.

Taxiway Safety Area

Taxiway Safety Area (TSA) is a defined surface alongside the taxiway prepared or suitable for reducing the risk of damage to an aircraft deviating from the taxiway. The following is a summary of the various elements for each runway at LRU and a description of each.

Runway 12/30

Designated a Runway Design Code (RDC) C-II, Runway 12/30 is LRU's primary runway and is 7,506 feet long by 100 feet wide. The full-length runway surface type is concrete and is grooved to aid in reducing aircraft stopping distance. The LRU Part 139 Airport Certification Manual, identifies Runway 12/30 as an air carrier runway. The runway has a single wheel and double wheel weight bearing capacity of 70,000 pounds and 120,000 pounds, respectively. According to the 2014 New Mexico Department of Transportation (NMDOT) Pavement Condition Index (PCI) study, it was determined that Runway 12/30 has a PCI of 100 (scale 0-100), and the FAA Form 5010 Master Record reports the Pavement Condition Number (PCN) as 41.
Lighting and approach aids include high-intensity runway lighting (HIRL), with Non-Precision Instrument (Runway 12) and Precision Instrument (Runway 30) markings. Runway 12 has Runway End Identifier Lights (REIL) while Runway 30 is equipped with Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) and non-precision markings. The MALSR and REILS are owned, maintained, and operated by the FAA.

FAA Order 826019G, Flight Procedures and Airspace, dated 7/14/2015 provides the necessary guidance for the designation of runway numbers. The National Oceanic and Atmospheric Administration (NOAA), National Ocean Service (NOS), and the National Geodetic Survey (NGS), for all areas of the United States and its territories for application to navigation charts and maps, is the source for magnetic variation (MV) information and tools for establishing magnetic variation. Changing values for MV are tabulated and published on a 5-year epoch basis; e.g., 00, 05, 10, 15, 20, etc. To assist in stabilizing the National Airspace System (NAS), a fixed value of MV is assigned to each airport as the Magnetic Variation of Record. This value is applied to true directions to obtain the magnetic values for radials, courses, bearings, and headings published in instrument flight procedures. Periodic updating of the MV assigned to navigation facilities is required to maintain reasonable proximity of alignment with the earth's ever-changing magnetic field.

Runway 12/20 has a magnetic azimuth of 127°/307°, this would warrant the need to redesignate the Runway to 13/31. This is inline with FAA Order 8260.19F which dictates that the indicated magnetic runway designation markings are within 3° of the true heading.

Runway 8/26

Designated a Runway Design Code (RDC) C-II, Runway 8/26 is considered a visual approach, crosswind runway and is 6,069 feet long by 100 feet wide. The runway surface type is asphalt. According to the 2019 Airport Master Record (5010), the asphalt is in good condition and the LRU Part 139 ACM, identifies Runway 12/30 as an air carrier runway. Take Off Distance Available (TODA) and Landing Distance Available (LDA) are both the full length of the runway at 6,069 feet. The runway has a single wheel and double wheel weight bearing capacity of 70,000 pounds and 120,000 pounds, respectively. According to the 2014 NMDOT PCI study, it was determined that Runway 8/26 has a PCI of 76 (scale 0 - 100), however, the FAA Form 5010 reports the PCN as 25.

Lighting and approach aids include Medium Intensity Runway Lights (MIRL) with basic runway markings that are in good condition. Runway 8 and Runway 26 both have 4-box, Precision Approach Path Indicators (PAPI) providing a 3.0 degree glide path with a threshold crossing height of 50 feet. The PAPI is owned, operated, and maintained by the City. No approach lights or runway end indicator lights are installed on this runway.

Runway 8/26 is not served by an instrument approach procedure. When the FAA develops an instrument approach procedure for 8/26, if the visibility minimum is published as ¾ mile or greater, the current runway centerline to aircraft parking area separation of 400-ft will meet FAA standards. When the FAA develops an instrument approach procedure for 8/26, if the visibility minima is published as lower than ¾ mile, such as the Runway 30 ILS at ½ mile, the current runway centerline to aircraft parking area separation will need to increase to 500 ft and will not meet FAA standards.

At the time of this document (January 2022), an environmental assessment is underway to evaluate the environmental impacts of decoupling the approach end of Runways 26 and 30 as well as extending the runway westerly. Currently, the design standards being considered are for an Airport Reference Code (ARC) of C-II. If the approved forecast of this document changes the ARC to a C-III (Ex. aircraft: Airbus-319 and Boeing 737), then the current location of Runway 8/26 will be too close to the terminal apron. This will require the airport to either apply for and receive a Modification of Standards from the Federal Aviation Administration (FAA) or consideration should be given now to shifting Runway 8/26 to the north to allow for more room within the terminal apron. This will be further discussed in the Facility Requirements Chapter. There are no documented obstructions for either runway end.

If it is the Airport's intent to extend Runway 8/26 to enable larger aircraft to utilize the airport, the Airport should also consider the development of instrument approach procedures. Currently, Runway 8/26 is visual only.

Runway 4/22

Designated a Runway Design Code (RDC) C-II, Runway 4/22 is considered a visual approach, crosswind runway and is 7,501 feet long by 105 feet wide. The runway surface type is asphalt. According to the LRU Airport Certification Manual, Runway 4/22 is not identified as an Air Carrier Movement area, therefore, may not be utilized for Air Carrier Operations. According to the 2019 Airport Master Record (5010) the asphalt is in poor condition with cracked slabs, open 1/8th inch, and spalling sealant failure in multiple joints. The runway has a single wheel and double wheel weight bearing capacity of 30,000 lbs. According to the 2014 NMDOT Pavement Condition Index (PCI) study, it was determined that Runway 4/22 has a PCI of 57 (scale 0 - 100), however, the FAA Form 5010 reports the Pavement Condition Number (PCN) as 3.

Lighting and approach aids include MIRLs with basic runway markings that are in fair condition. Runway 22 has a 4-box, Visual Approach Slope Indicator (VASI) providing a 3.0 degree glide path with a threshold crossing height of 64 feet. The VASI is owned, operated, and maintained by the FAA. No approach lights or runway end indicator lights are available.

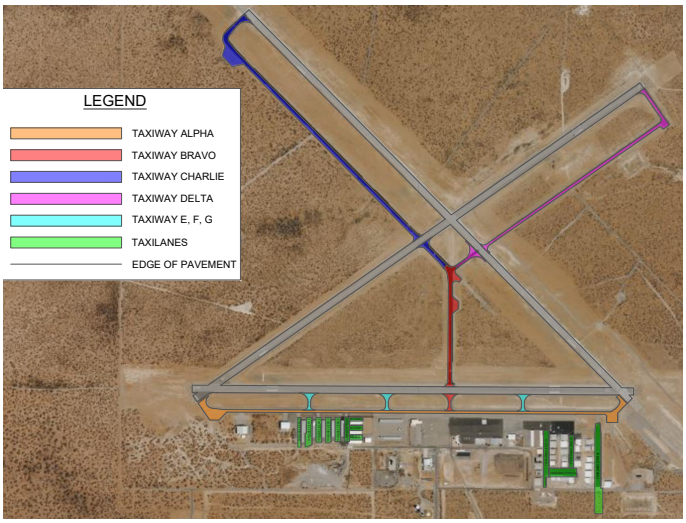
Runway 4/22 is not served by an instrument approach procedure. At the time of this document (January 2020), there are no documented obstructions for either runway end.

Runway 4/22 has a magnetic azimuth of 47°/227°, this would warrant the need to redesignate the Runway to 5/23. This is inline with FAA Order 8260.19F which dictates that the indicated magnetic runway designation markings are within 3° of the true heading.

LRU Runway Data

Runway	12/30	8/26	4/22
Runway Design Code (RDC)	C-II	C-II	C-II
Length (ft)	7,501	6,069	7,506
Width (ft)	100	100	100
Surface / Condition	Concrete	Asphalt	Asphalt
Weight Bearing Single/ Double Wheel (lbs)	70K/120K	70K/120K	30K/30K
PCI (2014)	100	76	57
PCN (2019)	41	25	3
Lighting	HIRL	MIRL	MIRL
Marking	NPI/PIR	Basic	Basic
Runway CL to Apron Separation (ft)	-	400	-
Runway Compass Heading (Mag Az Degrees)	127/307	82/262	47/227

2-7-2 Taxiways



There are seven (7) taxiways at LRU, Taxiways A through G. Each of these taxiways have been identified as Airport Operations Ares. Each taxiway has a single-wheel and double-wheel weight bearing capacity of 70,000 pounds and 120,000 pounds, respectively. The table below depicts relevant data for each of the LRU Taxiways.

As air service is developed, it will be important that the turn radius for proposed air carriers are evaluated to verify the critical Airplane Design Group will have adequate room to maneuver the aircraft.

2-7-3 Taxilanes

A taxilane is in essence a taxiway designed for low-speed and precise taxiing. Taxilanes are usually, but not always, located outside of the movement area and provide access from taxiways to aircraft parking positions and other terminal areas. In the case of LRU, there are fifteen (15) taxilanes, Taxilanes 1 through 15.

For TDG I aircraft, the standard taxilane object free area (TLOFA) width is 79 feet, and for TDG II the width is 115 feet. Existing taxilanes at LRU are located primarily on the west side of the 'West Hangar Apron' and around the hangars south of the 'East Apron' and are utilized by both ADG I and II aircraft (See Figure 3-8). As indicated earlier in this Chapter, some of the taxilanes in the hangar areas do not meet the TLOFA standards for Group I aircraft and some do not meet them for Group II. Aircraft move slowly in these areas and in some cases, no Group II aircraft may enter the areas as design standards are not met.

Each of these taxilanes has been identified as Airport Operations Areas. Each taxilane has a single-wheel and double-wheel weight bearing capacity of 70,000 pounds and 120,000 pounds, respectively. The table on the following page depicts relevant data for each of the LRU taxilanes.

LRU Taxiway Data

TWY	Length	Width	Surface	Strength	Airplane Design Group (ADG)	TWY Safety Area (TSA)
A	6,200 ft	35 ft	Asphalt	70S 120D	II	79 ft
B	2,300 ft	50 ft	Asphalt	70S 120D	III	118 ft
C	4,500 ft	50 ft	Asphalt	70S 120D	III	118 ft
D	300 ft	35 ft	Asphalt	70S 120D	II	79 ft
E	200 ft	35 ft	Asphalt	70S 120D	II	79 ft
F	200 ft	35 ft	Asphalt	70S 120D	II	79 ft
G	200 ft	35 ft	Asphalt	70S 120D	II	79 ft

LRU Taxilane Data					
Taxilane	Location	Pavement Width	TDG	TLOFA	Status
1	East	Varies 50 to 90 ft	II	115 ft	Unrestricted TDG II
2	East	60 ft	II	115 ft	Unrestricted TDG II
3	East	120 ft	II	115 ft	Unrestricted TDG II
4	East	80 ft	II	115 ft	Hangar Door outrigger on the WAM hangar penetrates TOFA.
5	East	80 ft	I	79 ft	Unrestricted TDG I
7	West	50 ft	I	79 ft	Unrestricted TDG I
8	West	75 ft	I	79 ft	TOFA is deficit by 4-ft
9	West	75 ft	I	79 ft	TOFA is deficit by 4-ft
10	West	75 ft	I	79 ft	TOFA is deficit by 4-ft
11	West	80 ft	I	79 ft	Unrestricted TDG 1
12	West	80 ft	I	79 ft	Unrestricted TDG 1
13	West	80 ft	I	79 ft	Unrestricted TDG 1
14	West	80 ft	I	79 ft	Unrestricted TDG 1
15	West	50 ft	I	79 ft	TOFA is encumbered by vegetation and vehicular parking for hangar adjacent to the west

2-8 Airport Lighting/Navigational Aids

2-8-1 Runway Lights

Runway edge lighting is used to outline the edges of runways during periods of darkness or restricted visibility conditions. These light systems are classified according to the intensity they are capable of producing and include:

- High-intensity runway lights (HIRL)
- Medium-intensity runway lights (MIRL)
- Low-intensity runway lights (LIRL)

Runway 12/30

Lighting and approach aids include high-intensity runway lighting (HIRL), with Non-Precision Instrument (Runway 12) and Precision Instrument (Runway 30) markings. Runway 12 has Runway End Identifier Lights (REIL) while Runway 30 is equipped with Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). The MALSR are owned, operated, and maintained by the FAA, while the REILS are owned and operated by the Airport for Runway 12.

Runway 8/26

Light and approach aids include Medium Intensity Runway lighting (MIRL). Both Runways 8 and 26 have a Precision Approach Path Indicator (PAPI) providing a 3.0 degree glide path with a threshold crossing height of 50 feet.

Runway 4/22

Lighting and approach aids include a Medium Intensity Runway Lighting (MIRL). Runway 22 has a 4-box, Visual Approach Slope Indicator (VASI) providing a 3.0 degree glide path with a threshold crossing height of 64 feet. The VASI is owned, operated, and maintained by the FAA.

2-8-2 Taxiway Lights

Taxiway edge lights are used to outline the edges of taxiways during periods of darkness or restricted visibility conditions. These fixtures emit blue light. At LRU, Taxiways Alpha, Echo, Foxtrot, and Gulf are equipped with base mounted, medium-intensity lights (MITL) with blue colored globes. Taxiway Bravo and Charlie, Delta (between Runway 12/30 and Taxiway Bravo) are equipped with stake mounted medium intensity lights with blue colored globes. Taxiway Delta between Runway 12/30 and Runway 22 is equipped with elevated edge taxiway retroreflective markers (blue/yellow).

2-8-3 MALSR

A Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) is a medium approach intensity lighting system (ALS) installed in airport runway approach zones along the extended centerline of the runway. The MALSR, consisting of a combination of threshold lamps, steady burning light bars, and flashers, provides visual information to pilots on runway alignment, height perception, roll guidance, and horizontal references for Category I Precision Approaches. Runway 30 is equipped with a MALSR. The MALSR and REILS are owned, maintained, and operated by the FAA for Runway 12.

2-8-4 Airport Beacon

A rotating beacon produces alternate clear and green flashes of light with a flash rate of 24-30 flashes per minute. The main purpose of the beacon is to indicate the location of a lighted airport, and a rotating beacon is an integral part of an airfield lighting system. LRU's rotating beacon is located 1,365 ft south and mid-field of Runway 8/26, is enclosed within a 60-ft x 80-ft fenced area, and is mounted atop a steel, four legged tower.

2-8-5 Wind Indicators and Segmented Circle

The wind cone, also called the 'windsock' is a colorful tool at each airport that offers relevant information to pilots, allowing them to quickly and easily determine the approximate wind speed and direction before taking off or landing. LRU has five wind indicators, conveniently installed around the field to aid pilots in deciding which runway to use. The main wind indicator (also the largest) is located in the middle of the Segmented Circle, positioned on the west edge of Taxiway Bravo and the north edge of Runway 8/26. Additional wind indicators can be found on the approach end of Runways 8, 12, 22, and 26. All of the wind indicators are lighted for night use and each runway uses a standard left traffic pattern.

2-8-6 ADS-B

As part of the FAA's NextGen program to enhance how aircraft navigate, new technologies, such as the automatic dependent surveillance-broadcast (ADS-B), have been deployed. ADS-B provides in-flight information from an aircraft, including airspeed and location, to air traffic control and to nearby aircraft that are equipped with receivers, through a system of satellites and ground stations. Ultimately, this system will replace expensive ground radar and will include complete coverage of New Mexico. Presently, there are 13 ADS-B ground stations within New Mexico, 11 of which are located at system airports. Las Cruces International Airport is one of the airports in which the ground station has been installed. ADS-B ground stations are owned, operated, and maintained by the FAA at no expense to the airport. This provides great value to the airport as it increases safety through improved situational awareness and visibility for pilots of GA and commercial aircraft operators when utilizing LRU during all weather conditions. In addition, LRU's ADS-B capability will increase efficiencies through traffic capacity improvements ultimately reducing environmental impacts.

2-9 Instrument Approach Procedures

2-9-1 Instrument Approaches

In aviation, an instrument approach procedure (IAP) is a series of predetermined maneuvers for the orderly transfer of an aircraft operating under instrument flight rules (IFR) from the beginning of the initial approach to a landing or to a point from which a landing may be made visually. The FAA designs and publishes instrument approaches in the United States. There are three categories of instrument approach procedures: precision approach (PA), approach with vertical guidance (APV), and non-precision approach (NPA). A precision approach, such as an Instrument Landing System (ILS), uses ground-based equipment and a navigation system on board the aircraft to provide course and glide path guidance to the pilot. Runway 12/30 is the only runway at Las Cruces that is served by both precision and non-precision instrument approach procedures. These procedures, as of January 2022, are as follows:

ILS or LOC Runway 30

Installed in 1992, and upgraded in 2019, the Instrument Landing System (ILS) provides the pilot with both runway lateral alignment through the ground-based Localizer antenna as well as vertical glideslope alignment through the ground-based Glide Slope antenna. The FAA owns and operates the ILS. The airport protects and maintains Localizer and Glide Slope critical areas on the airport property.

The straight-in ILS altitude and visibility minimums for this approach are 200 feet and ½ mile, respectively. According to the December 2018, Airport Master Record (5010), Runway 30 has no reported obstructions. Since the completion of the 2014 LRU Action Plan, the notable changes to the ILS or LOC Runway 30 Precision Instrument approach procedure include:

- Declared distances reducing usable runway length from 7,506 ft to 7,499 ft. Non-impactful.
- Restricted Airspace R-5107B, northeast of LRU, no longer considered. Non-impactful.
- Distance Measuring Equipment (DME) is now required for the full procedure.

2-9-2 RNAV (GPS) Runway 30

This procedure is a localizer performance with vertical guidance (LPV) approach that uses the Wide Area Augmentation System (WAAS) and has very precise GPS capabilities to attain an airplane's position.

The straight-in RNAV (GPS) decision altitude and visibility minimums for this approach are 200 feet and ½ mile, respectively.

According to the December 2018, Airport Master Record (5010), Runway 30 has no reported obstructions.

Since the completion of the 2014 LRU Action Plan, the notable changes to the RNAV (GPS) Runway 30 Non-Precision Instrument approach procedure include:

- Declared distances reducing usable runway length from 7,506 ft to 7,499 ft. Non-impactful.
- Restricted Airspace R-5107B, northeast of LRU, no longer considered. Non-impactful.
- A 50 feet reduction in the decision altitude (DA) from 4,694 ft MSL to 4,644 ft MSL.
- A reduction in the glide path angle from 3.05 degrees to 3.00 degrees.

2-9-3 RNAV (GPS) Runway 12

This procedure is a localizer performance with vertical guidance (LPV) approach that uses the WAAS and has very precise GPS capabilities to attain an airplane's position.

The straight-in RNAV (GPS) decision altitude and visibility minimums for this approach are 250 feet and ¾ mile, respectively.

According to the December 2018, Airport Master Record (5010), Runway 12 has no reported obstructions.

Since completion of the 2017 LRU Action Plan, the notable changes to the RNAV (GPS) Runway 12 Non-Precision Instrument approach procedure include:

- Declared distances reducing usable runway length from 7,506 ft to 7,499 ft. Non-impactful.

2-9-4 Visual Only Runway 8/26

Currently Runway 8/26 is a visual only runway and is not served by an instrument approach procedure.

2-9-5 Visual Only Runway 4/22

Currently Runway 4/22 is a visual only runway and is not served by an instrument approach procedure.

2-10 Weather Facilities



Automated Weather Observation System (AWOS) LRU's Automated Weather Observation System (AWOS-III) is equipped to provide pilots with the date, time, wind, visibility, ceiling, temperature, dew point, altimeter, and other critical data such as density altitude, gust indication, precipitation identification, and intensity, thunderstorm and local-area lightning tracking. This non-federal AWOS is owned and maintained by the airport and was installed/upgraded in 2010. The AWOS-III transmits the weather on two (2) discrete frequencies and is also available via landline telephone (575-526-4831). The ground-to-ground/air frequency (119.025 MHz) enables pilots to listen to the repeated weather data that is collected by the AWOS-III system. The AWOS-III system simultaneously transmits the weather data on a separate ground-to-ground UHF frequency to the weather base station at the airport. From here, the data is transmitted through the secure FAA system through the National Airspace Data Interchange Network (NADIN) allowing local and remote pilots to access the Meteorological Aerodrome Report (METAR).

2-10-1 Terminal Area Forecast (TAF)

Terminal Aerodrome Forecasts (TAFs) are concise statements of the expected meteorological conditions within a 5 SM radius from the center of the airport's runway complex. TAFs complement and use similar encoding to METAR reports. They are produced by a human forecaster based on the ground and for this reason, there are considerably fewer TAF locations than there are airports for which METARs are available.

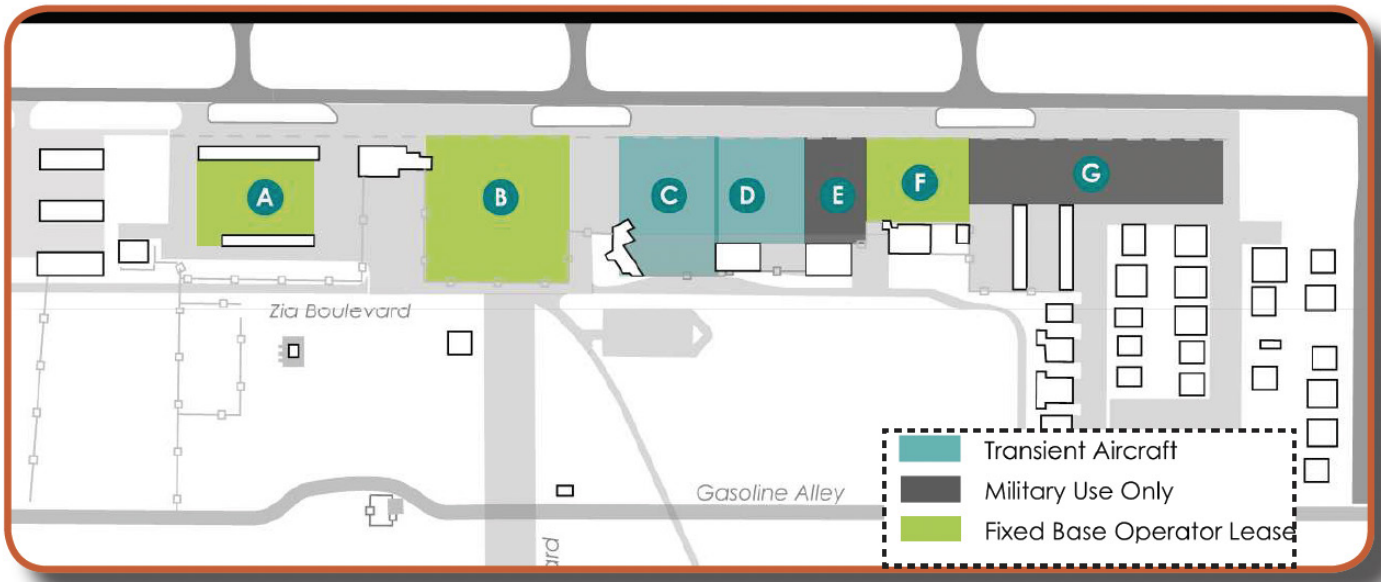
LRU has a Terminal Aerodrome Forecast (TAF). The TAF is issued four times a day and complements the METAR report. TAFs are generated by a human forecaster and are an important report for commercial pilots flying to LRU.

2-10-2 Terminal Area Facilities Aprons

LRU apron is the area on the airside of the airport where aircraft are parked, unloaded or loaded, refueled, boarded, or maintained. LRU has three classifications of aprons designated fixed-base operation, general-use transient, and military use. Military aprons serve the New Mexico National Guard which is based at the airport, although their lease is ending soon and the Army Guard helicopter unit will move to their newly constructed facility on the west side of the airport. Periodically, the U.S. Navy conducts training activities as well as the U.S. Army and Marines. There are other private-use aprons such as that used by the New Mexico State University and for private hangar activities.

Five of the seven aprons at LRU are utilized for GA aircraft. FAA AC 150-5300-13B Appendix 5, General Aviation Aprons and Hangars provides design standards for based and transient tie downs on GA aprons. The design standards include tie down layouts. LRU's Aprons have been previously designated A through G and are depicted on the graphic below. Although not official designations, they will be utilized again for purposes of identification in this document.

It has been determined as part of this study that there are a total of 100 apron tie downs on all aprons. Southwest Aviation has 31 tie downs in its leasehold, while the City maintains or leases the remaining 69 tie downs that are available for transient aircraft use.



LRU Aircraft Tie Downs

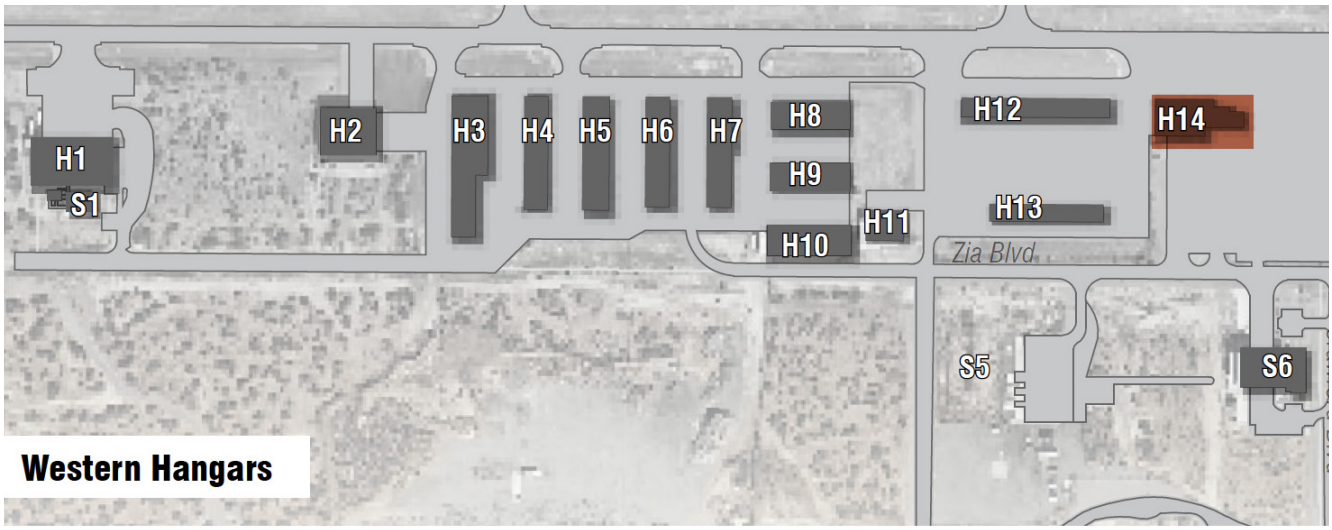
Apron	Lease Holder	Tie Downs	Apron Sq Ft
A	Southwest	0	7,000
B	Southwest	31	16,000
C	City	26	11,000
D	City	10	7,000
E	City	6	5,500
F	Southwest	0	5,000
G	City	27	10,500

2-10-3 Aircraft Hangars

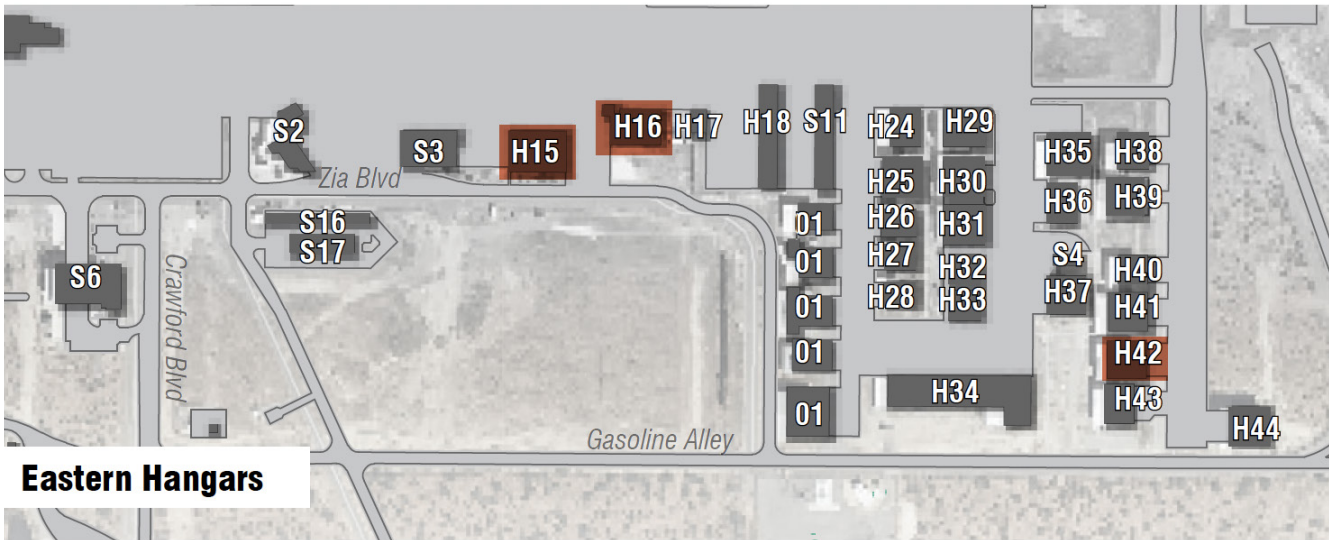
Hangars are used to protect aircraft from the weather, direct sunlight and for maintenance, repair, manufacture, assembly, and storage. Most aircraft hangars are owned and operated privately although the City owns two hangars. Predominantly, aircraft hangars are sized for GA use. With some exceptions, most of the hangars constructed on the airport are only capable of storing smaller turbine, multi-engine, and single-engine aircraft. These hangars are constructed on what can be described generally as western and eastern hangars. The general layout of the airport hangars is shown in the graphic below.

Airport administration intends to expand existing infrastructure to meet the growing demand for additional hangars. Efforts are currently underway to survey new parcels and allow private aircraft owners to construct hangars. One area under consideration is the general location of the current fuel farms that are owned by the City and Southwest Aviation. The fuel farms will need to be relocated to enable the construction of the proposed hangars.

In addition, it is the desire of the Airport users to have the space to construct not only GA hangars but also larger commercial sized hangars. This desire is based on the need to improve the economic impact of the Airport through the development of more commercial aeronautical businesses. As the aviation forecast is developed, it is anticipated that the need for more hangars will be discovered and will be further defined in the Facility Requirements Chapter.



Western Hangars



Eastern Hangars

2-10-4 Terminal Facilities

The existing terminal, Building 8990, was built in 1975 and remodeled in 1984. The 4,400-SF building was previously used to accommodate commercial passengers; however, commercial flights are not currently available to or from LRU. Building 8990 houses airport management, restrooms, and an FBO (Francis Aviation).

Phase I of the City of Las Cruces air service development plan is currently underway and includes the establishment of scheduled Intra-State air service to Albuquerque. In December 2021, the City of Las Cruces solicited and received proposals to provide the Intra-State service. Building 8990, although limited in space, will temporarily house the new airline operations. 8990 will be retrofitted to include ticket counters, baggage handling, and rental cars. The service to ABQ will not require TSA.

Phase II of the City of Las Cruces air service development plan includes the establishment of Inter-State air service to Dallas. In December 2021, the City issued a notice to proceed to begin the design of a medium-term terminal facility. This new facility will provide space for TSA passenger and baggage screening, restrooms, and a 105 passenger holding area. This will limit Inter-State air service to smaller airlines, operating aircraft such as the CRJ-700, a 75-seat, C-II aircraft. Ticket counters will be in an adjoining structure, Building 8960. It should be noted that this new facility is planned to be constructed within the General Aviation Terminal Area. The introduction of scheduled air service will create capacity issues within the terminal area including GA aircraft parking.

Phase III of the City of Las Cruces air service development plan includes long-term sustainable Intra and Inter-State air service with multiple daily flights to multiple destinations. To accommodate this level of air service the airport will need to forecast and justify a larger terminal to include adequate apron space. A Terminal Area Development Plan will need to be developed and approved by the FAA if the airport intends to pursue federal funding.

2-10-5 Airport Roads

Exit 132 off Interstate 10 provides direct access to Crawford Boulevard and LRU parking, hangars, and terminals. Access is also possible on frontage road which parallels the interstate. Circulation within the Airport and to various buildings and hangars is served by Zia Road.

Additional roads exist at the airport outside of the secured area such as Gasoline Alley which is one of the primary entrances to the secured area of the Airport via gate 4 and Rocket Road which exists outside of the secured area but has little to no use at this time. Harry Burrell runs along the power lines and connects the frontage road to Gasoline Alley and Zia. Wingspan is located along the eastern edge of the unsecured area of the Airport.

The need for planning and consideration of connecting roads, adding additional roads, or other such considerations will be considered for the growth of both airside and non-airside opportunities. To attract businesses, an understanding of the roads, availability of utilities, and access to highways and the airport are critical for the anticipated growth.

2-10-6 Vehicular Parking

Terminal Building parking is located south of Zia Boulevard, with approximately 30,000 SF of dedicated parking space. All 46 covered parking spaces are owned by the City of Las Cruces, which includes two disabled spaces. Approximately 25 percent, 11 parking spaces, are utilized by day users of the terminal. This leaves 35 vehicular parking spaces for transient use. As scheduled Intra and Inter-State air service commences, vehicular parking will need to be evaluated to meet the need. In 2021, the City of Las Cruces installed solar panels affixed on the roof of the vehicular parking sunshade. This array will assist the airport in generating photovoltaic energy, aimed at reducing operating costs.

Airport tenants such as Southwest Aviation have additional parking areas available next to their buildings.

2-11 Perimeter Fencing and Security

The Airport holds and maintains a Class IV, 14 CFR Part 139 Certificate with sufficient apparatus to provide Index A, Airport Rescue and Fire Fighting (ARFF) services. NMDOT-A classifies LRU as a Regional GA Airport.

Historically, GA airports have not been subject to federal rules regarding airport security. Prior to September 11, 2001, the federal government's role in airport security focused exclusively on those airports serving scheduled operations. Although LRU is certificated as a Part 139 airport, it does not currently have scheduled air service. TSA must, however, examine all aspects of the transportation system for vulnerabilities to terrorist activities. It is the intent of the LRU Airport Administrator to proactively implement basic security measures such as the review of fencing and access control devices for vehicle and pedestrian gates, daily airfield inspections of airport infrastructure and facilities, landside and airfield signage, and public awareness programs for educating the aviation community as well as the general public on the safe and secure use of the airport.

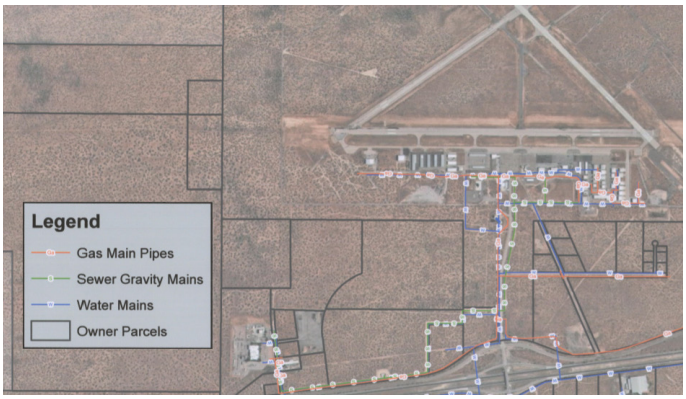
In 2021, the Airport fully enclosed its perimeter with an 8-ft chain link fence with barbed wire which is adequate to provide effective deterrence. The chain link fence has been enhanced with the installation of a 2-ft fence skirt buried along the outside of the fence to prevent animals from burrowing under the fence. An airport perimeter road is located along the length of the fence.

Vehicle access to the field is carefully monitored and controlled by key card readers and key codes. The card readers are linked to a data system that logs the location, time, and cardholder. The Airport Administrator is responsible for issuing the key cards and codes, which can be activated and deactivated electronically.

2-12 Utilities and Drainage



The lack of existing infrastructure and utilities at the Airport makes it less attractive to new businesses, hotels, and commercial and private hangar developers. During stakeholder interviews, this challenge was specifically highlighted. In addition, internet access was discussed as a major issue, specifically, businesses located at the Airport complained about the lack of fast, reliable internet.



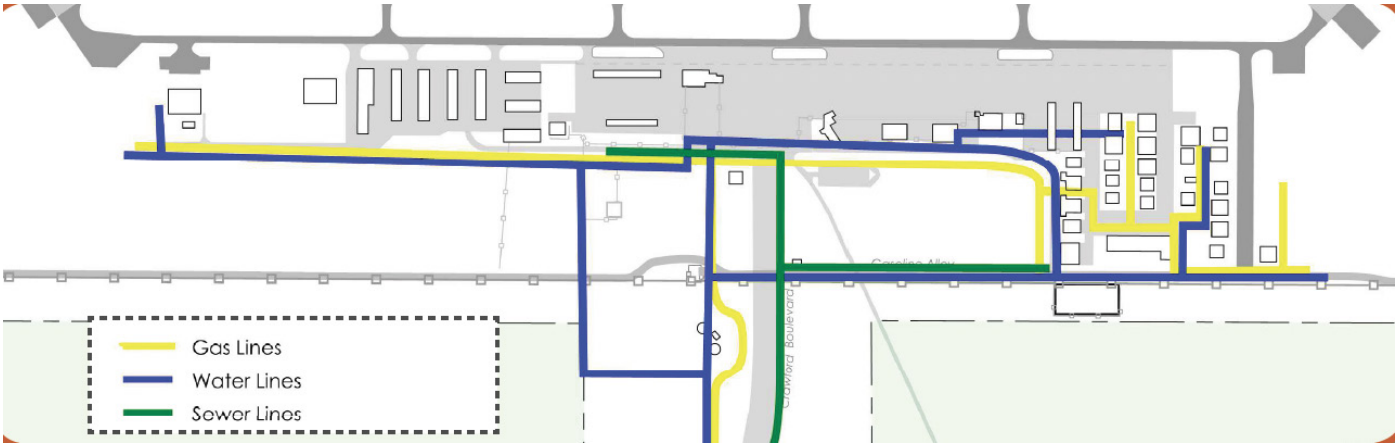
2-12-1 Utilities

Electrical Power

El Paso Electric (EPE) provides the electrical service to the Airport, the LCIIP, and all businesses and hangars at the Airport. Electrical Power is available throughout the entire airport, south of Runway 8/26. Electric Power Utility Service for the Airport is provided with an excess capacity of 1 MW available for new industries and aeronautical businesses. The substation, owned by El Paso Electric, was installed in 1997 and can be expanded as necessary to meet the needs of the Airport and LCIIP.

Internet

Fastwave provides internet access at the Airport. This service has been described by stakeholders as slow and difficult to utilize by businesses. Century Link has fiber optic lines through much of Las Cruces Innovation and Industrial Park providing internet speeds of up to 100 Mbps, depending on the level of service contracted for by the specific business. The fiber lines are connected to utility boxes (hand holes) located throughout the LCIIP, however, given the distance of the utility boxes a connection by airport tenants is cost prohibitive. In order to attract business and promote future growth at the Airport, reliable internet, whether it be fiber optic lines or other means, needs to be brought closer to the Airport's existing and future growth areas.



Natural Gas
The Rio Grande Natural Gas Association provides natural gas to the Airport and is managed by the City of Las Cruces Utilities Department. The feeder main to the Airport is an 8-in steel, high-pressure line connected to a 31-in interstate pipeline. Natural gas is available throughout the entire airport, south of Runway 8/26. NG locations are well defined and can be accessed when constructing new hangars on the West, Terminal Area, and East side of the Airport. Parcels are served by minimum 2- to 4-in low-pressure gas lines with 30- to 60-PSI operating pressure.

Sanitary Sewer
LRU has a sewer system in portions of the terminal area and a septic system for many of the hangars on the east and west ends of the Airport. The sewer system is connected to the City sewer system and operated through an on-site aerated lagoon located in the southeast corner of the LCIIP. The lagoon has a capacity of 400,000 GPD. According to the Airport Administrator, much of the sewer capacity is utilized by the current LCIIP tenants. Wastewater mains ranging in size from 8 in to 18 in serve most sites with gravity flow to the lagoon. The Airport is in need of additional sewer service.

Telephone
Century Link provides the telephone service. All businesses and hangars have the option to use this service.

Water
The City of Las Cruces provides water to the businesses at the Airport. The Airport has excellent water infrastructure with good pressure, ample capacity, and good water quality for current tenants. Most of the Airport is serviced by 12-in water lines with a static pressure of 60 to 115 PSI (8,000 GPM) with distribution lines extended to many parcels. The current sustained capacity is 2,100 GPM with available expansion. Existing production for the water system is in excess of one million gallons per day. Adequate quantities of City water are available to Airport users.

The Airport is supported by an elevated on-site water storage with two ground tanks holding a capacity of 4,500,000 gallons and 500,000 gallons.

Solid Waste
Utility service to the Airport for solid waste is undertaken by the City Solid Waste Collections line of business for the Utilities Department. Regular commercial pick-up is scheduled based on the frequency of need and volume requirements. The Regional Landfill is located six miles west of the Airport and has an anticipated capacity of approximately 85 years. For hazardous waste disposal, there are a number of available vendors serving the El Paso and Las Cruces areas.

2-13 Airport Rescue and Firefighting (ARFF)



2-13-1 ARFF Facilities
The Airport is served by the Las Cruces Fire Department from Fire Station No. 7, located on the corner of Crawford and Zia Boulevards. The proximity of the fire station

enables the Airport to provide adequate ARFF Index A response for unscheduled air carrier operations and minimizes the airport's operational costs. Fire Station No. 7, constructed in 2014, is a 30,000-SF building. This 3-bay facility is dimensionally adequate to support an ARFF Index B vehicle.

2-13-2 Airport Rescue and Firefighting (ARFF) Equipment



Under existing rules, the FAA issues two types of airport operating certificates depending on the type of air carrier operations an airport serves. Operators of airports that serve scheduled operations of large air carrier aircraft are issued an Airport Operating Certificate (AOC), commonly referred to as a "full" certificate. As these airport operators regularly serve large air carrier operations, they must fully comply with all Part 139 requirements.

The Las Cruces International Airport holds a Limited Airport Operating Certificate (LAOC), known as a "limited" certificate. LRU does not currently maintain scheduled air carrier aircraft service. The Airport is considered a Class IV airport. Class IV airports are those airports that serve only unscheduled operations of large air carrier aircraft. Unscheduled air carrier operations are so infrequent at LRU that the FAA only requires the Airport to comply with certain Part 139 requirements.

According to the Las Cruces International Airport Certification Manual (Page F-1, FAA Dated MAR 30, 2018), the Airport's Index for aircraft firefighting and rescue is Index A. Rescue and firefighting equipment is provided by pre-arrangement at least 48 hours in advance of an air carrier operation. Upon notification by the Airport Manager of an air carrier operation, the City of Las Cruces Fire Department will station vehicles and personnel at the Airport or at Fire Station 7. At least one of the Fire Department personnel will be an ARFF-trained firefighter, as well as one licensed Emergency Medical Technician (EMT).

2-13-3 ARFF Index

14 CFR 139.315 provides LRU with guidance to determine the aircraft rescue and firefighting Index (ARFF). The Index is determined by a combination of the length of air carrier aircraft and the average daily departures of the longest air carrier aircraft. For the purpose of Index determination, air carrier aircraft lengths are grouped as follows:

ARFF Index Determination	
Index	**Aircraft Length Specifications**
A	Aircraft less than 90 ft in length.
B	Aircraft at least 90 ft but less than 126 ft in length.
C	Aircraft at least 126 ft but less than 159 ft in length.
D	Aircraft at least 159 ft but less than 200 ft in length.
E	Aircraft at least 200 ft in length.

If there are five or more average daily departures of air carrier aircraft in a single Index group serving that airport, the longest aircraft with an average of five or more daily departures determines the Index required for the airport. When there are fewer than five average daily departures of the longest air carrier aircraft serving the airport, the Index required for the airport will be the next lower Index group than the Index group prescribed for the longest aircraft.



2-13-4 ARFF Equipment and Agents

14 CFR 139.317 provides LRU with the guidance to determine what firefighting equipment and agents are minimally required for the ARFF Indexes referred to in 14 CFR 139.315 above. For the purposes of equipment and agent determination, the ARFF Indexes are grouped as shown in the following table.

ARFF Index Determination		
Index	**Vehicle(s)**	**Agent(s)**
A	One (1) Vehicle carrying at least:	500 lbs. Of sodium-based dry chemical, halon 1211, or clean agent; or
		450 lbs. Of potassium-based dry chemical and water with a commensurate quantity of AFFF to total 100 gallons for simultaneous dry chemical and AFFF application.
B	One (1) Vehicle carrying at least:	500 lbs. Of sodium-based dry chemical, halon 1211, or clean agent and 1,500 gallons of water and the commensurate quantity of AFFF for foam production.
		Or
B	Two (2) Vehicles with One (1) Vehicle carrying the extinguishing agents; and	Outlined under ARFF Index A
	One (1) Vehicle carrying	An amount of water and the commensurate quantity of AFFF so the total quantity of water for foam production carried by both vehicles is at least 1,500 gallons.
C	Three (3) Vehicles	Carrying extinguishing agents, water and commensurate quantity of AFFF so the total quantity of water for foam production carried by all three vehicles is at least 3,000 gallons.
D	Reference 14 CFR 139.317	
E	Reference 14 CFR 139.317	

Each vehicle and its systems are maintained in an operational condition during all airport carrier operations by the Las Cruces Fire Department and the City of Las Cruces Fleet Section. In the event a required vehicle becomes inoperative, it shall be replaced immediately by the backup Class A Pumper, Vehicle 2. If replacement equipment is not available immediately, the Airport Administrator shall notify the FAA Airports Division Manager through the Airport Certification Safety Inspector, and deny any request for an air carrier operation. As depicted below, when LRU begins Intra-State air service, it is highly likely the scheduled service will require the Airport to transition from ARFF Index A to Index B. At this point, the Airport will need to acquire new ARFF equipment to meet the need. A summary of the current LRU ARFF equipment follows:

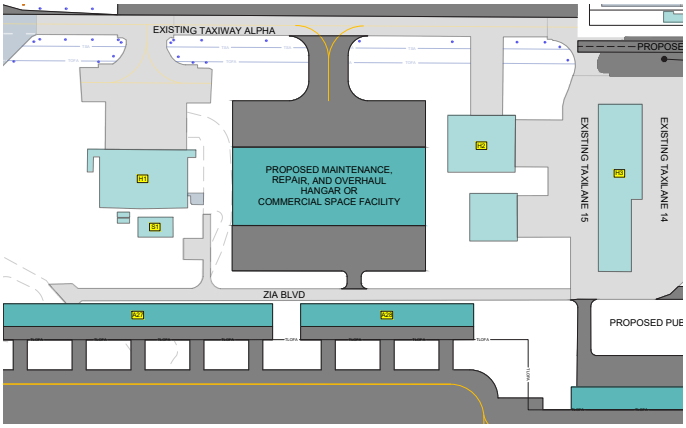
LRU ARFF Equipment on-hand				
Vehicle	**Description**	**Agents**		
1 - Primary Unit	2007 Rosenbauer "Panther" 4x4 ARFF Vehicle	1. Dry Chemical Capacity: 450 lbs potassium bicarbonate	2. AFFF Capacity: 200 gallons foam	3. Water Capacity: 1,500 gallons
2 - Secondary Unit	2016 Spartan Class A Pumper	1. AFFF Capacity: 30 gallons Class A and 30 gallons Class B	2. Water Capacity: 500 gallons	

LRU ARFF Equipment Capabilities	
Vehicle 1 - Rosenbauer "Panther"	Primary Unit **meets** the FAA equipment requirements for ARFF Index A.
Vehicle 2 - Spartan Class A Pumper	Secondary Unit **does not meet** the FAA equipment requirements for ARFF Index A.
Vehicles 1 & 2 (Combined)	**Do not meet** the FAA equipment requirements for ARFF Index B, C, D & E.

2-14 Airport Support Facilities

Airport Maintenance Facility

Having a central, secure location where equipment can be stored, service and fueled is a basic necessity for any airport. Keeping the airport's valuable and oftentimes expensive assets in an enclosed building will extend the useful life of the equipment. The form and function of an enclosed facility also aid in the ability to store the things that keep the airport and its equipment in operation like tools, oils, grease, floor jacks, spare mowing blades, spare tires, lighting inventory, box sign inventory, surface paint, and glass beads. This facility is the "home base" for the airport Maintenance Technicians and it can double as a classroom for new employee training and recurring annual training for the veteran staff.



All of the mowing equipment is stored on the asphalt apron south of taxiway Alpha and east of taxiway Echo. This offers no protection from meteorologic conditions like sun, wind, rain, and the hot summer temperature. Therefore, a place to store the equipment is needed. In addition, a climate-controlled facility where the Airport Maintenance Technicians could service equipment protected by the elements on a poured concrete floor would allow for more efficient and year-round maintenance at the airport.

2-14-1 Equipment Fueling Facilities

In January of 2022, a new 250-gallon diesel storage tank was installed within the aviation fuel farm compound, however this tank was not constructed in compliance and was removed. Airport staff fills unleaded gas at the Utility Compound on Motel Blvd. Future plans should consider a diesel storage tank adjacent to the maintenance facility. The storage tank will provide a more efficient way for fueling the various pieces of airport equipment. The diesel fuel is supplied by delivery on-demand by the City's Fleet department.

For equipment that uses unleaded fuel, Airport Maintenance Technicians are required to leave the Airport property and travel to a nearby gas station where they will fill up gas cans to bring back to the Airport.

2-14-2 Lodging

The City of Las Cruces is eight miles east of the Airport. Current Airport users need to find ground transportation from the Airport to their hotel of choice within the City. The LCIIP also has a myriad of businesses. During a Site Selector meeting, held at the Airport in July 2021, it was noted that the Airport is critical in supporting current and future business needs.

There are numerous hotels to choose from. In addition, the Las Cruces Convention Center on University Avenue offers multiple exhibit halls, two (2) ballrooms, and ten (10) meeting rooms to host events.

Future Airport users enjoying Las Cruces tourism opportunities, Virgin Galactic patrons and spectators, or business executives utilizing Intra and Inter-State air service expect ground transportation and travel arrangements to be as convenient as possible. Master Planning stakeholders discussed the potential and benefits of constructing a Hotel at the Airport. This Hotel would enable travelers to conveniently connect to ground transportation as well as schedule flights to various destinations. Currently, the Airport does not have a Hotel and this will be discussed more in Chapter 4: Facility Requirements.

2-15 Airport Support Equipment

The equipment that is used at an airport is purpose oriented. Every job or task that needs to be performed on a daily, weekly, monthly, annually, or in the event of an emergency at an airport, is most often accomplished with a piece of equipment designed to aid that job. Pick-up trucks can double as vehicles used by Airport Operations for daily inspections and then be used to fix deficiencies found the inspection by Airport Maintenance Technicians. The mowing tractors' purpose is to uphold the vegetation controls outlined in the Airport Certification Manual and the Wildlife Hazard Management Plan. One of the most expensive assets at any airport is the Airport Rescue and Firefighting (ARFF) vehicle. However, if there was ever an emergency where seconds made the difference between saving lives or losing them, the ARFF vehicle properly matched to meet the airport's ARFF Index would make that difference.

2-15-1 Mowing Equipment

To meet the expectations outlined in FAA's AC 150/5200-33 Hazardous Wildlife Attractants on or near Airports the Maintenance Technicians employ the use of an ALAMO Falcon 15 rotary mower pulled behind a 4WD Kubota M110XDTC tractor. An interview with the LRU maintenance manager was conducted. Based on the equipment the Airport currently has on hand, it was determined that it takes 22 days to mow the Airport. The Airport should evaluate the areas they are mowing and the frequency in which this is done. The Airport Committee members were also interviewed. It was their opinion that the airport is mowed at too high of a frequency and in fact so frequently that vegetation is not able to establish itself, therefore, leaving large areas of sand and desert conditions. A list of the airport's maintenance equipment follows.

Current Eqipment Inventory
1999 JOHN DEERE 310SE BACKHOE 4X
2004 YAMAHA YFM35FAS (ATV)
2006 TYMCO/ISUZU MDL. 435 SWEEPER
ALLMAND NLP-LIGHT TOWER
2016 FORD EXPLORER
2018 FORD F150
2020 POLARIS RANGER
2019 FORD F-250 EXTENDED CAB 4X4
TORO PROFORCE DEBRIS BLOWER
7x14 DUMP TRAILER
KUBOTA TRACTOR M110XDTC 4WD CAB
CARRY ON (ATV Trailer)
LIGHTED RUNWAY CLOSURE MARKER X (x4 Tow-behind trailers)
ALAMO FALCON15 ROTARY MOWER

2-15-2 Snow Removal Equipment

As a Class IV Part 139 certificated airport, Las Cruces International Airport does not currently have scheduled air service. When the Airport begins scheduled air service with aircraft greater than nine (9) seats, the FAA will require a Certificate change from Class IV to Class I.

Historically, Las Cruces, NM, receives approximately 2.2 inches of annual snowfall. As determined by the FAA Administrator, each certificate holder whose airport is located where snow and icing conditions occur must prepare, maintain, and carry out a snow and ice control plan in a manner authorized by the Administrator. The FAA's determination for this Region of the United States is that unless the airport receives greater than 6 inches of annual snowfall, then a snow and ice control plan is not required nor is the need to have snow and ice control equipment.



2-16 Environmental Inventory

2-16-1 Air Quality

The U.S. Environmental Protection Agency (EPA) has established two primary laws that apply to air quality: the Clean Air Act (CAA) and the National Environmental Policy Act (NEPA).

2-16-2 Clean Air Act

Pursuant to the CAA, parts of Doña Ana County are designated as non-attainment areas for two of the six criteria pollutants for which National Ambient Air Quality Standards (NAAQS) have been established: ozone and PM-10 (particulate matter). According to the New Mexico Environment Department, the high levels of PM-10 are largely due to dust storms in the County caused by natural events such as wind and dry conditions. Las Cruces International Airport is within Doña Ana County but is not located in either of these two non-attainment areas; therefore development at the Airport is not subject to further demonstrating general conformity with the New Mexico State Implementation Plan (SIP) in order to be eligible for federal funding and approval.

2-16-3 National Environmental Policy Act (NEPA)

NEPA requires consideration of air quality impacts for reasonable alternatives throughout the planning period. According to the FAA Air Quality Handbook, NAAQS analysis would be required at GA airports with more than 180,000 annual GA operations. For the base year, 2022, the number of annual operations at LRU was 36,800. Forecasted operations at LRU are discussed in the next

Chapter and are below the NEPA threshold; therefore no further NAAQS analysis would be required for future Airport projects.

2-16-4 Coastal Resources

Federal activities involving or affecting coastal resources are governed by the Coastal Barriers Resources Act (CBRA), the Coastal Zone Management Act (CZMA), and Environmental Order (E.O.) 13089, Coral Reef Protection. New Mexico is a land-locked state and does not have protected coastal areas; therefore, future development on the Airport is not anticipated to affect federally or state-protected coastal areas.

2-16-5 Compatible Land Use

Land Use: Public Safety and Noise Compatibility

The Airport is zoned M-3C, Heavy Industry with Conditional Use, and to the immediate south is LCIIP-MWD, the Las Cruces Innovation and Industrial Park Overlay zone. Much of the additional lands around LRU are reserved as part of the Bureau of Land Management. The land uses on and around the Airport are generally considered to be compatible with Airport operations. Aside from the small pockets of commercial and residential land use to the southeast and the northeast, lands are vacant.

The Runway Protection Zone (RPZ) off the end of each runway has passive land uses and there are no public gathering spaces within the airport vicinity. The property within the existing RPZs for each of the four runway ends at LRU is entirely on Airport or City property, which satisfies FAA preference for airport owner control over RPZs.

Land Use: Operational Safety

Wildlife and bird attractants, such as wetlands, bodies of open water, waste disposal sites, and certain crops, can cause safety hazards at airports. FAA guidance recommends that airports serving turbine-powered aircraft, such as LRU, maintain a separation distance of 10,000 feet from the edge of the Air Operations Area (AOA) and any hazardous wildlife attractant. There are no known wetlands, bodies of water, or landfills on or within 10,000 feet of the AOA at Las Cruces International.

Structures such as cell towers, wind turbines, vegetation, terrain, and tall buildings can inhibit airport operations and pose a safety concern. The City of Las Cruces Development Code includes an Airport Operations Overlay Zone District (AOD) and the ETZ Ordinances have an Airport Operations District (AOD) which protects the 14 CFR Part 77 surfaces. These ordinances also restrict uses that may interfere with navigational signals or radio communication for pilots, impair pilot visibility, create bird strike hazards or otherwise interfere with air operations. The Airport, City, and County staff should continue to coordinate regularly with each other to ensure these ordinances protect up-to-date airspace surfaces.

Future Land Use

The Elevate Las Cruces Comprehensive Plan is an extensive series of documents that clearly outline a vision for the future of the city. Included in Volume I is a Future Development Map which defines places based on a future development scenario. Las Cruces International is designated as Civic/Institutional, and the lands within Las Cruces that surround the airport are largely Business Park Industrial. The Civic/Institutional land place type is defined by large public or private facilities and complexes, such as LRU. The surrounding lands, which include the Las Cruces Innovation and Industrial Park are reserved for concentrations of warehousing, transportation, R&D, manufacturing, industrial uses, etc.

The Doña Ana County, One Valley, One Vision 2040 Comprehensive Plan was adopted in 2012. While the Plan does not have a formal land use map, it does identify development density patterns for areas outside of the Airport and the industrial parks.

It is recommended that land use planning in the area be a regional effort in order to discourage the encroachment of incompatible land uses, such as residential, on and around the Airport as growth and development continue to expand east of the Airport.

2-16-6 Construction Impacts

Airport construction may cause various environmental effects primarily due to dust, aircraft, and heavy equipment emissions, stormwater runoff containing sediment, and/or spilled or leaking petroleum products, among other impacts. Significant construction impacts would most likely occur when unusual circumstances exist (e.g., excavating environmentally sensitive areas, construction-induced traffic congestion that would substantially degrade air quality). A significant impact would occur when the severity of construction impacts cannot be mitigated below FAA's threshold levels for the affected resource (air quality, water quality, etc.). The anticipated construction impacts of the proposed development must be considered during each project's environmental review.

2-16-7 Department of Transportation Act:

Section 4(f)

There are federal lands on all sides of the Airport property, most of which are owned by the Bureau of Land Management. The United States Fish and Wildlife Service (USFWS) lists nine national wildlife refuges in New Mexico. The closest to LRU is San Andres National Wildlife Refuge located east of Las Cruces in the San Andres Mountains, approximately 35 miles "as the crow flies" from the Airport. Aguirre Springs National Recreation Area is located east of the Organ Mountains, over 20 miles "as the crow flies" from the Airport. The Picacho Hills Country Club is situated approximately three miles northeast of the Airport. The proposed Airport development is anticipated to be located on Airport property and there are no plans to use these or any other federal lands.

A Class III cultural resources survey was conducted on Airport property in 2015 and a subsequent cultural resources survey was conducted in 2021 for a planned runway extension. The survey reports recommended several resources as eligible for listing on the National Register of Historic Places (NRHP); the 2015 report also recommended that a significant area to the southwest of the Airport property be avoided completely as there is a high likelihood of cultural resources throughout this area. Section 4(f) does apply to archaeological sites which are eligible for listing on the NRHP and which warrant preservation in place. In 2015, the New Mexico Department of Cultural Affairs, Historic Preservation Division, concurred with the recommendations in the survey report.

Any future development at the Airport would likely also have to avoid the remaining sites found to be eligible for listing on the NHRP; alternatively, additional analysis and testing of the areas must be conducted before any construction could occur there.

2-16-8 Farmlands

The Farmland Protection Policy Act (FPPA) of 1984 regulates federal actions that have the potential to convert farmland to non-agricultural uses. A biological evaluation conducted in December 2014 concluded that no prime farmland exists within the project area. Therefore no future coordination with the US Department of Agriculture (USDA) would be necessary for any development proposed within this area.

2-16-9 Fish, Wildlife, and Plants

Section 7 of the Endangered Species Act requires federal agencies to ensure that any proposed action does not jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of associated habitat.

A biological evaluation was conducted in December 2014 as part of the Action Plan Process within the established 774-acre action area; the action area extends 100 ft from the planning area boundary to account for potential adjacent bird nests and drainage. The report concluded that no federally listed threatened, endangered, or proposed species are likely to occur within the project area, and, no federal candidate species or their habitats are likely to occur within the project area. Two state-listed species protected under the New Mexico Wildlife Conservation Act (the Common ground dove and the Peregrine falcon) and two state-listed rare plants and their habitats (the Sand prickly pear and the Night blooming cereus) have the potential to occur within or near the project area, as suitable habitat was identified during the biological evaluation. Therefore, future development could have temporary impacts on these four species, if they are found to be present in the project area.

The report notes that any future construction is not likely to adversely impact any plant community given the monotypic and expansive nature of the vegetation in the project area; likewise, the report concludes that future construction is not likely to significantly impact mammal, bird and reptile species since widely available habitat exists adjacent to the project area. However, if construction takes place during the migratory bird breeding and nesting season (April through August), direct impacts on nesting birds could be incurred.

2-16-10 Floodplains

Floodplains are the lowlands and relatively flat areas that are prone to a 100-year flood, which is a flood that has a one-percent chance of occurring within a given year. Executive Order 11988 directs federal agencies to take action to reduce the risk of flood loss, minimize the impact of floods on human safety, health, and welfare, and restore and preserve the natural and beneficial values served by floodplains. Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) numbers 35013C0626E, 35013C0625E, and 35013C0650E show that the Airport property and its immediate surroundings are outside of the 100-year floodplain.

2-16-11 Hazardous Materials, Pollution Prevention, and Solid Waste

Airport Property

The Airport is the only known entity located on Airport property that reports to the Environmental Protection Agency (EPA) for water dischargers.

The hazardous substances known to be found at the Airport are aircraft and ground equipment fuel and fire-fighting chemicals. The Airport fuel farm has four fuel storage tanks. Two of these are owned by Southwest Aviation and the other two tanks, owned by the City, were installed in 2014.

Airport Vicinity

A search of the EPA Enviro-mapper database conducted in January of 2022 identified no facilities generating hazardous waste and no hazardous waste clean-up sites within one-half mile of the Airport. Similarly, no Superfund or Brownfield sites are located in the vicinity of the Airport.

The Corralitos Landfill is situated approximately five miles west of the Airport along Interstate 10. Solid waste in Doña Ana County and the City of Las Cruces is managed by the South Central Solid Waste Authority (SCSWA). The solid waste system includes the Corralitos Landfill and a transfer station and recycling center, as well as several County and City drop-off sites for garbage and recyclables. SCSWA offers recycling services to business customers for a fee. The solid waste provider for the airport is the City of Las Cruces. The Airport participates in the City's recycling program.

2-16-12 Historical, Architectural, Archaeological, and Cultural Resources

The National Historic Preservation Act of 1966, as amended, and the Archeological and Historic Preservation Act of 1974 are the two laws that establish the requirements for determining historic, architectural, archaeological, and cultural resource significance within the airport vicinity.

A Class III cultural resources survey was conducted on airport property in February 2015. The survey encountered seven previously recorded sites, three newly discovered sites, and 24 isolated manifestations. All sites are recommended as eligible for inclusion in the National Register of Historic Places (NRHP), with the exception of LA 78981, a rock alignment, which no longer exists. No further treatment was recommended for the 24 isolated occurrences as they are unlikely to be historically significant. Additionally, the survey report recommends that an area to the southwest of the Airport property be avoided completely as there is a high likelihood of cultural resources throughout this area. The New Mexico Department of Cultural Affairs, Historic Preservation Division, concurred with the recommendations in the survey report in April 2015.

In 2021, a Class III cultural resources survey was conducted on Airport property in the area of Runway 8/26. The Survey identified three additional sites, each of which was recommended as eligible for inclusion in the NRHP. Any future development at the Airport would likely also have to avoid the remaining sites found to be eligible for listing on the NHRP, or additional analysis and testing of the areas must be conducted before any construction could occur there.

2-16-13 Light Emissions and Visual Impacts

Airports convey a significant amount of light, including approach lighting systems. Visual impacts are difficult to define because of the subjectivity and may create an annoyance to people in the vicinity or interfere with their normal activities. The Airport property is in a remote, rural location with no residential development in the vicinity. As there are existing lights at this operating Airport, future Airport development is not likely to create significant light emissions and visual impacts. Nevertheless, future development projects involving the installation, replacement, or relocation of airfield lighting should be evaluated for adverse light emissions and visual impacts on the surrounding lands.

Natural Resources, Energy Supply, and Sustainable Design Executive Order 13123 Greening the Government through Efficient Energy Management encourages federal agencies to expand the use of renewable energy within its facilities and in their activities; and to encourage the development of facilities that exemplify the highest standards of design including the principles of sustainability. In addition, any proposed development at LRU should be examined to identify any proposed major changes in stationary facilities or the movement of aircraft and ground vehicles that would have a measurable effect on local supplies of energy or natural resources. According to the FAA, most airport development projects will not produce changes in energy use or other natural resource consumption resulting in significant impacts.

The on-airport electrical vault supplies the electricity needed for airport lighting and operations. A 2015 design effort to install Precision Approach Path Indicators (PAPI) on Runway 8/26 uses Light-Emitting Diode (LED) bulbs. LEDs have several advantages over incandescent bulbs, including lower energy consumption, longer lifetime, and improved physical robustness. Fire Station 7, which services the airport and the West Mesa Industrial Park, is designed for Leadership in Energy and Environmental Design (LEED) certification standards. All Airport lighting has been converted to LED bulbs. Sustainable measures will be further discussed and evaluated in the subsequent chapter about sustainable planning for the Airport.

2-16-14 Noise

Airport development actions that change airport runway configurations, the number of aircraft operations and/or their movements, aircraft types using the airport, or aircraft flight characteristics may affect the existing and future noise levels at the airport. Day/night average sound level (DNL) is the FAA-prescribed metric for determining cumulative noise energy. Generally, the FAA considers DNL 75 and higher to be incompatible with most land uses, while below DNL 65 is compatible with most land uses. Above 65 DNL, noise-sensitive land uses (such as residential, schools, churches, and hospitals) are typically discouraged. A significant noise impact would occur if a proposed project would cause noise-sensitive areas to experience an increase in noise of DNL 1.5 decibels (dB) or more at or above DNL 65 dB noise exposure.

LRU is located in a remote area with no noise-sensitive land uses in its vicinity. Therefore, noise impacts from future development are not anticipated. However, the noise contours for the Preferred Alternative selected in this Airport Action Plan may need to be generated during an environmental analysis to ascertain their extent.

2-16-15 Secondary (Induced) Impacts

Major development proposals can involve the potential for induced or secondary impacts on surrounding communities. Examples include shifts in patterns of population movement and growth; public service demands; and changes in business and economic activity to the extent influenced by airport development. Any proposed development should be assessed for potential secondary (induced) impacts.

2-16-16 Socioeconomic Impacts, Environmental Justice, and Children's Environmental Health and Safety Risks

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and the accompanying Presidential Memorandum, and Order DOT 5610.2, Environmental Justice, require FAA to provide for meaningful public involvement by minority and low-income populations and analysis that identifies and addresses potential impacts on these populations which may be disproportionately high and adverse. Additionally, pursuant to E.O. 13045, Protection of Children from Environmental Health Risks and Safety Risks, Federal agencies are directed as appropriate to prioritize environmental health risks that may disproportionately affect children. Any proposed development at LRU must be analyzed to assess impacts on low-income or minority populations or on children's health and safety.

There are no schools or residences in the immediate vicinity of the Airport, therefore significant impacts from any future development are not anticipated.

2022 data from the U.S. Census American Community Survey (ACS) was consulted for demographic information about the City of Las Cruces. Sixty percent (60%) of the population of Las Cruces is Hispanic or Latino; twenty-two percent (22%) of residents earn an income that classifies them as below the poverty line. As there is no residential development in the immediate vicinity of Airport property, any future development is unlikely to affect this population.

2-16-17 Water Quality

The Clean Water Act (CWA) provides the authority to establish water quality standards, control discharges, develop waste treatment management plans and practices, and prevent or minimize the loss of wetlands. Section 404 of the CWA regulates Waters of the United States (WOUS) and is administered by the United States Army Corps of Engineers (USACE). Section 401 of the CWA regulates water quality and is administered by the Surface Water Quality Bureau of the New Mexico Environment Department. Water quality regulations and the issuance of permits before construction projects at LRU will normally identify any deficiencies in the proposed development with regard to water quality or any additional information necessary to make judgments on the significance of impacts.

There are no perennial surface water bodies within or adjacent to the project area. Stormwater runoff generally flows east toward the Mesilla Valley and the Rio Grande River. However, according to the Biological Evaluation conducted as part of this planning effort, no drainages were observed in the project area that could potentially reach the Rio Grande River.

A water detention structure is located in the western portion of the airport property which collects stormwater runoff from airfield pavements. This structure is grassy and does not possess indicators of wetlands, according to the on-airport biological evaluation conducted in December 2014.

The biological evaluation also concluded that no drainages or Waters of the United States (WOUS) are present within the project area.

The obtaining of the appropriate permits and the use of Best Management Practices (BMP) during construction will help to mitigate any water quality impacts of future development.

2-16-18 Wetlands

USFWS National Wetlands Inventory (NWI) data consulted in February 2015 indicates that one Freshwater Forested/Shrub Wetland patch is present within the project area, near the Runway 30 end; however, during field verification in December 2014, the feature was confirmed not to exist. The field survey confirmed that no wetlands or wetland indicators (hydrophytic vegetation or wetland hydrology) are present within the project area. A water detention feature is located in the western portion of the airport property. No water was noted in the feature during the field visit.

2-16-19 Wild and Scenic Rivers

Select rivers can be classified by Congress as National Wild and Scenic Rivers in order to protect them from development that could substantially affect their nature or health. There are four federally-listed Wild and Scenic rivers in New Mexico: the Rio Grande, the Rio Chama, the Pecos, and the east fork of the Jemez River. None of these is located near the airport. Projects at LRU will not impact any Wild and Scenic rivers or other federally listed river segments; therefore there is no cause for notification of federal agency or for further environmental review.

2-17 Socioeconomics

2-17-1 Regional Setting and Land Use

Las Cruces International Airport is located immediately north of US Interstate 10, on the mesa about 8 miles west of downtown Las Cruces. The Airport's 2,193 acres are publicly owned by the City of Las Cruces.

Within 50 miles of LRU are four public-use National Plan of Integrated Airport Systems (NPIAS) airports, one military airport, and three airports not classified in the NPIAS. The public-use airports include Hatch Municipal Airport (E05), Doña Ana County International Jetport (DNA), El Paso International Airport (ELP), and Bigg's Army Airfield at Fort Bliss (BIF). The closest scheduled passenger air service is located at El Paso International Airport, a 45-minute drive south of Las Cruces.

The Airport is home to two Fixed Base Operators (FBO), airport administrator, airport staff, the Experimental Aircraft Association Chapter 555, Civil Air Patrol Las Cruces Composite Squadron, NM State University, Mesilla Valley Aviation, and staff, among other commercial and private tenants.

The City of Las Cruces is part of the Mesilla Valley MPO, which provides regional planning services for Las Cruces, Mesilla, and part of Doña Ana County. Regional airport planning is funded, in part, by the NMDOT-A and the FAA.

2-17-2 Land Use and Zoning

Land surrounding the Airport is largely undeveloped desert land. The Airport itself sits upon a peninsula of private land eight miles west of downtown Las Cruces. This portion was annexed from Doña Ana County in 1990 and is connected with Las Cruces only along the I-10 corridor. The airport and the Las Cruces Innovation and Industrial Park (LCIIP) make up a majority of these private properties within the western peninsula of Las Cruces. These properties are bordered on all sides by the Bureau of Land Management properties, dotted with New Mexico State inholdings.

The land outside the Airport is governed by the Las Cruces Extra-Territorial Zone (ETZ) which covers five miles outside of the City limits. Beyond those areas lies Doña Ana County which is governed by the county's performance district zoning. The Airport itself is zoned M-3C, which is a heavy industry with conditional use. The adjacent LCIIP has a special overlay zoning designation. Private parcels outside the Airport and industrial park are

zoned Holding Conditional (HC), and small parcels are zoned commercial adjacent to I-10. Generally speaking, land uses and zoning surrounding LRU does not pose any concerns with continued and planned operations. Growth and development within the lands around the Airport are protected around the perimeter of the Airport. It is critical that LRU protect aeronautical operations from encroachment that could inhibit the growth of the Airport. The City has developed an AOD and the Airport Operations Overlay Zone District within the Extra-Territorial Zone (ETZ). The AOD affects existing land uses and zoning around the Airport, ensuring that future development will be compatible with Airport operations.

2-17-3 Demographics

Driveshed

The term "driveshed" describes the areas surrounding a location that can be reached in a certain amount of time traveling posted speed limits on public roads. The 30-minute driveshed from LRU reaches central Doña Ana County, all of Las Cruces, the Mesilla Valley, and New Mexico State University.

By extending the drive time to 60 minutes, the Airport can reach Luna County, the majority of Doña Ana County, and portions of the El Paso metro area, including El Paso International and related commercial services. At this distance, there are regional GA airports to the north, east, and south.

Demographics and Local Economy

The populations of central Doña Ana County and Las Cruces have experienced moderate growth in recent decades, increasing the population at a rate of 14.1 percent from 2010–2020 according to the 2020 census. This brings a community with approximately 97,618 residents in 2010 to that of 111,385 residents in 2020. The population of Las Cruces is predicted to grow over the next 25 years at a rate of about 1.2% per year.

The most recent data available for unemployment points to a 5.1% unemployment rate. Since 2010, unemployment has generally ranged from 7.3% to 8.5%, with the exception of 2020, when unemployment jumped to a high of 12.8% largely due to the impacts of COVID-19.

It should be noted that LRU is located within a federally designated Opportunity Zone. The Qualified Opportunity Zones (QOZ) established by the Tax Cuts and Jobs Act is an economic development tool to incentivize long-term private sector investment in low-income communities. QOZ provides a tax incentive for investors to re-invest their unrealized capital gains into Opportunity Funds that are dedicated to investing in QOZ. Investment benefits include tax forgiveness on gains on that investment if the investor holds the investment for at least 10 years.

2-18 Space Use Facilities

2-18-1 Existing Space-Unique and Dual-Use (Aviation and Space) Facilities at LRU.

This section describes existing facilities that can support space operations. It includes currently disused facilities that can be returned to use without major construction or engineering effort (e.g., the concrete landing pads used in the Lunar Lander activity in 2006). These facilities are identified as space-unique facilities. Additionally, it discusses existing aviation facilities that can be used in some classes of space research & development, and flight test activities, either as they currently exist, either with or without the use of temporary capabilities brought in on an as-needed campaign basis, or with modifications including physical changes or additions to airport fixed infrastructure. All existing aviation facilities and capabilities that might be used for one or more classes of space activity, as is or with relatively minor modification, are identified as dual-use facilities.

Existing Space-Unique Facilities at LRU

The primary set of space-unique facilities are the three concrete pads located at the west end of the Airport fenced area.



These were used in low-level test flights and landings of rocket-powered Lunar Lander prototypes, made by several contestants in the 2006 X-Prize Lunar Landing Challenge. These are circular concrete pads 32-ft diameter and 6 inches thick. Visual inspection undertaken by contractor personnel in September 2021 revealed basically sound condition on all three, with no visible cracking or erosion. A civil engineering inspection would be needed to determine the pads' suitability for a rocket engine or vehicle testing and what amount and type of renovation might be needed or desired for any given purpose. As a wide variety of systems are currently in development by the private sector, it would not be possible to further evaluate the suitability or needs of these pads until the characteristics of the system contemplating their use are known in detail.

However, one aspect of the pads' history lends them value regardless of the amount of work needed to put them back into service. As they are "disturbed earth" in environmental terminology, and have already been used for their intended purpose in the recent past, the environmental documentation and review needed to return them to service should be less burdensome than if the activity were to be undertaken de novo.

Existing Dual-Use Facilities at LRU

This section deals almost entirely with horizontal-launched and/or aircraft-carried and air-launched spacecraft and launch vehicles, and the dual-use facilities that will be described have for the most part been designed and built with no regard for ultimate space launch use. Some adaptations would be needed in several cases, but the adaptations are in most cases ordinary airport engineering that is well understood, and there are no known engineering concerns that would prevent LRU from choosing to implement them if so desired. Some existing launch systems currently in service could use LRU with very little adaptation, others would require substantial engineering, primarily the lengthening and widening of runways, and the expansion of current hangars or the construction of newer, larger ones.

In general, the facilities needed to serve larger jet-engine aircraft are those that will serve the carrier aircraft that all current runway-using spacecraft use to initiate their missions. Some dual-use services such as fueling, weather, radio, air traffic control, and emergency services (fire and rescue) will also consist primarily of existing aviation facilities, but with expanded training and in some cases infrastructure. For instance, fuel storage will have to take into account new fuel types with unique requirements, which may require physical distancing from existing fuels. Additionally, some launch vehicle fuel types are incompatible with others, so storage for each type may have to be isolated. (Fortunately, the highly toxic and corrosive fuels and oxidizers of the early Missile Race days, which many people still associate with the term "rocket fuel," are no longer used in modern commercial rocketry.) Oxidizer storage may eventually be developed with its own safety requirements.

It should be emphasized here that there is no current proposal for basing any of these four systems at LRU. They are being discussed to illustrate that the definition of "dual-use" is system-specific and that the degree of adaptation to bring a dual-use facility to operational status differs according to the characteristics of the system under consideration. Included in the discussion of LRU's dual-use potential are assets such as its available expansion land, and current lack of encroachment or obstruction, compared to other air and spaceport locations. These factors would make an adaptation of existing runways and other facilities relatively easier and less costly, so long as planning makes such contingent adaptation a criterion in future layout and construction decisions.

Chapter Three: Aviation Activity Forecasts

3-1 Overview

This chapter presents projections of aviation activity that will be used as the basis for facility planning at the Las Cruces International Airport (LRU). Aviation forecasts should be realistic, based upon the latest available data, and supported by the information presented in the study. In addition, forecasts of aviation activity provide the basis for evaluating the adequacy of existing airport facilities and their capability to handle increased traffic levels or different types of traffic. Aviation Activity Forecasts are the foundation for effective decisions in airport planning, including if or when improvements are needed, the level of anticipated capital improvements, and the timing of the necessary investments. Therefore, the forecast should be adjusted periodically based on actual aviation activity and after any significant change in a driver of aviation activity.

The most recent forecast for LRU was published in 2014 as part of the Airport Action Plan. As of the creation of this forecast, it is understood that the COVID-19 pandemic has been a lead driver of change in aviation activity throughout the US and the world. The effects of the COVID-19 pandemic are still unfolding and have dramatically impacted worldwide aviation operations. Since March of 2020, all sectors of aviation including commercial operations and GA operations have been in fluctuation. Given the changes in the national economy and the aviation industry, as well as economic development occurring in Las Cruces, the existing aviation forecasts will be reassessed. The assumptions and conclusions in this chapter are based on a variety of data sources including but not limited to the following:

- Airport Action Plan developed in 2014
- Historical data
- FAA Terminal Area Forecast
- FAA Aerospace Forecast FY 2022-2042
- Traffic Flow Management System Counts (TFMSC)
- Available ADS-B data
- The New Mexico Airport System Plan Update released in 2017
- New Mexico Air Service Marketing Strategy
- Air Service Development/Marketing Indicatives
- Interviews with Airport management and local tenants

Airport forecasts are typically based on historical data and broadly accepted industry and governmental estimates of aviation activity, as well as the primary socio-economic drivers of aviation activity. The standard planning period for an airport master plan is 20 years. This Study uses base information from 2021, forecasts are presented for 2026, 2031, and 2041 as the key planning periods are generally considered at the five, ten, and twenty-year horizons.

Forecasts were developed for the following elements:

- Based Aircraft
- Business/General Aviation Operations
- Commercial Aviation Operations
- Commercial Aviation Enplanements
- Critical Design Aircraft

3-2 Review of National Trends

A review of national trends in the aviation industry can provide valuable insight when producing aviation activity forecasts. It is with the understanding that each individual airport has a distinct operating environment, demographic, and unique set of challenges. Although conditions in 2021 are still in recovery mode, there has been a remarkable recovery since the onset of the COVID-19 pandemic in 2019. One thing that the previous 20 years in the aviation industry has shown us, is that the industry is resilient. Since the turn of the century the aviation industry has suffered through the terrorist attacks of 9/11, the threat of pandemic outbreaks such as Ebola and Severe Acute Respiratory Syndrome (SARS), dramatic spikes in fuel prices, as well as the 2008–2009 worldwide economic crisis. Mainline air carriers have undergone significant restructuring and downsizing while low-cost carriers have experienced growth. The industry has responded to these challenging times and the results have been impressive. As highlighted in the FAA Aerospace Forecast FY 2022–2023, 2019 marked the eleventh consecutive year of profitability for the US airline industry.

The onset of the COVID-19 pandemic in 2019 once again challenged the aviation industry globally resulting in a significant impact on aviation. Commercial air traffic was hit hardest by the pandemic while cargo operations emerged as a surge of activity. At the same time, consumers, while under quarantine, purchased goods online and local businesses suffered due to staff shortages while aviation cargo numbers increased. GA continues to survive through business travel and personal flight training. New private and commercial pilots are entering the GA pilot population which is a shining light for the future pilot population to support the commercial pilot shortage.

By mid-2021 the outlook had become brighter with the introduction of vaccines. People started returning to their way of life, and leisure travel began to rise. Some airports "recorded traffic levels higher than in 2019" (FAA Aerospace Forecast FY 2022–2023). The second half of the year was hit with COVID-19 variants which tapped the brakes on economic recovery but did not have a reverse effect. The FAA states that by the third quarter of 2021, industry profitability was nearing the breakeven point.

During the beginning of 2022, demand recovery was uneven across markets and population segments. Further triggering events hit the industry with the Russian invasion of Ukraine and the ongoing war. As this is an ongoing situation, the effects the war will have on aviation are still unfolding. Flights that usually traverse Russian and Ukrainian airspace are rerouting. Fuel prices have spiked as some countries halt importing oil from Russia. Induced effects have included higher food and utility costs for the general population. Las Cruces is no stranger to the challenges these triggering events have on the industry and it is important to assess the effects this has on individual airports.

According to the FAA, domestic leisure and business travel is expected to gain momentum in 2022. The 2022 FAA forecast calls for the US domestic passenger growth over the planning period to average 4.7%. This includes double-digit growth in 2022 and 2023 as recovery continues. Post-2023 recovery trends show an average annual growth rate of 2.6% for the planning period. The GA active fleet is forecast to increase by 0.1% between 2022 and 2042, essentially unchanged from the 2019 level.

3-3 Previous Forecasts

Historical aviation activity is one tool that can be used to identify trends that have taken place at an individual airport in the past to assist with determining what could be anticipated to happen in the future. Historical data can be found in a variety of sources including the previous 2014 Action Plan forecasts, FAA TAF publications, past airport 5010 inspections, past and present State Aviation System Plans, and airport logs or records. All historical data is important when establishing a baseline and conducting a forecast of aviation demand for an airport. The forecasts are detailed below.

3-3-1 2017 Airport Action Plan Forecast

The forecasts presented in the 2017 Airport Action Plan addressed based aircraft, aircraft operations and touched briefly on special operations specific to New Mexico State University (NMSU)and sporting events.

The forecasts used FAA national growth rates and then modified them as appropriate to account for the regional demographic and market data noted above. The forecasts used the following growth rates:

- 3% national growth rate was used for the Based Aircraft forecast.
- 1% national growth rate was used for Aircraft Operations
- 0.3% national growth rate was used for Instrument Operations.
- The local/itinerant operational aircraft mix was 15%/85%

One focus of the 2017 Airport Action Plan was to assess extensions of Runways 12/30 and 8/26 based on turboprop and jet aircraft use. The Action Plan also obtained support letters from New Mexico State University, which discussed their use and activity of the airport. NMSU indicated that their chartered use of Boeing 737 aircraft could not operate all the time due to the existing runway's length, especially during high density altitude. This continues to be an issue today.

Expecting turboprop and jet activity to grow in the future, the analysis noted that corporate and air taxi activity would grow faster than that associated with recreational use. As a result, forecasts for itinerant corporate and air taxi activity were projected to double in the first five-year period and then grow at 10% annually from there.

Table 3-1 presents the data from the 2014 Airport Action Plan.

Table 3-1 - 2014 Action Plan Forcast

Forecast	Existing (2014)	Short Term	Intermediate Term	Long Term
Based Aircraft	160	164	169	178
Total Ops.	79,880	81,896	83,958	88,241
Local Ops.	12,000	12,284	12,595	13,240
Itinerant Ops.	66,120	69,612	71,363	75,001

Source: 2014 Action Plan

The current Airport Reference Code (ARC) is C-II and the current designated critical aircraft is the Challenger 600. Based on the Airport Action Plan's analysis of local business use of the airport and various support letters that were obtained for the study, it was concluded that the larger corporate turboprop and jet activity would grow over the planning period. The Action Plan concluded that the future critical aircraft would continue to be a jet aircraft in the 20,000 lbs. range and the Challenger 600 was selected for planning purposes. This critical aircraft designation maintains the ARC C-II for airport design requirements in the planning future.

3-3-2 FAA Terminal Area Forecast (TAF) 2021

The FAA develops an annual forecast of activity for each airport in the National Plan of Integrated Airport System (NPIAS). The TAF uses historical data from the FAA's Airport Master Record (Form 5010), which is typically utilized to provide an estimate of activity. These estimates at uncontrolled airports have historically come from airport management and may not represent actual operations counts. Based aircraft are verified through the FAA database and reported through basedaircraft.com.

In many cases forecasts for non-towered GA airports show no growth. The FAA TAF for Las Cruces International Airport is presented in **Table 3-2.**

As shown in this table, the base year for the Airport's TAF is 2021, all subsequent data represents forecast estimates. The TAF reports operational data for the entire airport. This data includes GA activity broken into based aircraft and total operations. Operations data is further broken

Table 3-2 - FAA Terminal Area Forcast for Las Cruces International Airport

	Enplanements			Itinerant Operations					Local Operations			Totals	
Years	Air Carrier	Commuter	Total	Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total	Total	Based Aircraft
2011	0	0	0	0	4,072	22,500	2,486	29,058	16,582	0	16,582	45,640	131
2012	122	2	124	4	4,072	10,000	45,396	59,472	9,300	0	9,300	68,772	139
2013	0	0	0	0	4,322	9,995	45,598	59,915	9,293	0	9,293	69,208	146
2014	0	0	0	0	4,683	10,500	54,660	69,843	12,000	0	12,000	81,843	152
2015	0	0	0	0	3,580	10,500	53,800	67,880	12,000	0	12,000	79,880	163
2016	246	0	246	0	3,580	10,500	53,800	67,880	12,000	0	12,000	79,880	162
2017	283	41	324	0	3,580	10,500	53,800	67,880	12,000	0	12,000	79,880	154
2018	100	0	100	0	3,580	10,500	53,800	67,880	12,000	0	12,000	79,880	136
2019	306	6	312	0	3,580	10,500	10,200	24,280	12,000	0	12,000	36,280	128
2020	28	0	28	0	3,634	10,658	10,353	24,645	12,180	0	12,180	36,825	106
2021	0	0	0	0	3,634	10,658	10,353	24,645	12,180	0	12,180	36,825	107
2026 (F)	0	0	0	0	3,634	10,658	10,353	24,645	12,180	0	12,180	36,825	107
2031 (F)	0	0	0	0	3,634	10,658	10,353	24,645	12,180	0	12,180	36,825	107
2041 (F)	0	0	0	0	3,634	10,658	10,353	24,645	12,180	0	12,180	36,825	107

Source: FAA TAF

down by itinerant versus local traffic as well as civil versus military. Commercial aviation activity is also included in the TAF. Commercial activity is broken out into air carrier and air taxi or commuter operations and enplanements. The 2021 TAF for Las Cruces shows fluctuation in total operations, based aircraft and enplanements. With regard to GA operations and based aircraft it shows static levels for 7-10 years before the numbers are updated and then held static for another 7-10 years. This would correlate with planning studies and updated aviation forecasts. The commercial enplanement numbers seem to correlate with historic passenger service. Based on the 2014 Action Plan approved forecasts, operations numbers were adjusted in 2015 to hold static at 79,880 and remain unchanged until 2019 at which time a noticeable change was made to the operational data: a decrease from 79,800 to current operations of 36,825. At uncontrolled airports such as LRU, the operations are still a byproduct of educated estimates and forecasting. This change in operations equates primarily to the release of the Action Plan and associated updates in reported information. Another primary influence on this significant change is the implementation of the General Audio Recording Device (G.A.R.D.) system at LRU combined with FAA implementation of ADS-B creating a more accurate method of accounting for operations.

Based aircraft numbers have fluctuated throughout the years. As part of this study, to satisfy the FAA's requirement of airports to certify their based aircraft annually, the baseline-based aircraft count in 2021 has decreased from 129 based aircraft reported in 2019 to 106 verified aircraft in 2022. However, the TAF is showing static operations and based aircraft in the forecast years.

Scheduled commercial operations are on track to commence January 2023. Along with non-scheduled charter operations and continued demand for air carrier service, future commercial service will have a significant impact on LRU's aviation activity forecast. The demand and potential for future commercial aviation activity will be described in the following sections.

In summary, the FAA forecasted a flat, no-growth scenario over the forecast period (2021 through 2045). The forecast is not deemed valid, as it is unrealistic given the growth that has occurred at the Airport since 2014. That growth is discussed in the following sections.

3-3-3 New Mexico Airport System Plan Update 2017

The New Mexico Airport System Plan Update (NMASPU) from 2017 classified Las Cruces International Airport (LRU) as a "Regional General Aviation" airport due to LRU exceeding the following requirements:

- Jet or Turboprop Operations (More than 300)
- Based Aircraft (More than 33, including at least one jet OR more than 100 total based aircraft)
- Percentage of New Mexico Population Covered by 30-Minute Drive Time Analysis (More than 2%)

As stated in the 2017 NMASPU, the jet and turboprop operations were sampled from the FAA's Air Traffic Airspace Lab's Traffic Flow Management System from the 2014 calendar year. The count did not include commercial airline, air cargo, or military operations. It was estimated that the total jet and turboprop operations for LRU were 1,876.

Based aircraft totals were collected using the FAA's National Based Aircraft Inventory Program and FAA 5010 Airport Master Records. LRU had 118 single-engine aircraft, 16 multi-engine aircraft, 5 helicopters, 4 gliders, 4 military aircraft, and 11 ultra-light aircraft for a combined total of 158 aircraft (2017).

The data used to find the percentage of the New Mexico population covered by a 30-minute drive time was collected from the 2010 Census Bureau. That data showed that 141,494 people, 6.87% of the State's population live within 30 minutes of the Airport. The 4th highest population behind Albuquerque International Sunport, Double Eagle II Airport, and Doña Ana County Jetport at Santa Teresa.

Direct economic impacts from LRU include employment, payroll, and output for public agencies and private firms located on Airport property. This would include Airport Rescue and Fire Fighting (ARFF), fixed-based operator (FBO), charter facilities, maintenance facilities, flight schools, aircraft storage, and car rental agencies. LRU had a direct economic impact of $22,058,000 and a secondary economic impact of $6,596,000 for a combined total of $28,654,000.

3-4 Existing Aviation Activity

This section summarizes the activity for Las Cruces International Airport. The Airport is active and has a unique mix of aircraft, including corporate turboprop and jet aircraft that use the Airport for business as well as recreation. This unique mix of aircraft has shaped the Airport such that Las Cruces International Airport is not a typical GA airport. The Airport holds a Class IV, Part 139 Commercial Operating Certificate supported by a terminal building that provides a small passenger waiting area combined with a pilot's lounge and a small administration office area. This Terminal building is able to handle small numbers of commercial passengers and the Airport has designed an alternate passenger terminal to support future commercial passenger service.

3-4-1 Based Aircraft

Historical based aircraft have been recorded in the FAA TAF and are shown in **Table 3-2.** A trend analysis was conducted and documented in **Table 3-3** and it was determined that since 1990, the average number of based aircraft is 140. As part of this study, current-based aircraft were surveyed and verified through Basedaircraft.com. The number of based aircraft estimated in the 2022 FAA TAF was 107. As of January 2022, this number has been verified to be 106 total based aircraft and this number will be used as a baseline for this study.

Table 3-3 - Historical Based Aircraft Count

Year	Based Aircraft
1990	184
1995	175
2000	107
2005	132
2010	131
2015	163
2020	128
2021	106
2022	106
Historical Average	140

Source: FAA TAF (2022), Basecraft.com

The different types of aircraft based at the Airport are referred to as the Fleet mix. The current based aircraft fleet mix is shown in **Table 3-4.**

Table 3-4 - 2021 Based Aircraft

Single Engine	82
Multi-Engine	10
Turbo-Jet	2
Rotor (Civil)	3
Rotor (Military)	4
Glider	4
Ultralight	1
Total:	106

Source: FAA TAF (2022), Basecraft.com

3-4-2 Operations

As the Airport does not have a tower, only an estimate of annual operations is provided. Based on discussions with the Airport Administrator, the Airport's on-site G.A.R.D. system installed in 2020, the FAA Traffic Flow Management System Counts (TFMSC) and the latest data obtained from the FAA Airport Master Record (Form 5010) determined the annual operations estimate is 36,825 operations and will be used as the baseline for this study. Operations can be broken down into local and itinerant operations. Itinerant operations can be further broken into subcategories. Detailed operations data is presented in **Table 3-5.** Aircraft activity includes a mix of GA aircraft, air taxi, and military activity. Previous Action Plan reported 79,880 operations as the baseline. The installation of the G.A.R.D. system as well as the onset of the COVID-19 pandemic in 2020 may be contributing factors to this reduction in operations. As shown in the table, historical averages over the past 25 years are significantly higher than what we are seeing today and indicates that the Airport is currently rebounding to prior operational activity.

Table 3-5 - Historical Operations Summary							
Years	Local	Itinerant					Total Operations
		Air Carrier	Air Taxi & Commuter	GA	Military	Total	
1995	41,842	20	5,158	21,000	2,784	28,962	70,804
2000	40,000	2,700	2,500	21,000	3,000	29,200	69,200
2005	40,000	0	3,200	24,000	26,308	53,508	93,508
2010	16,582	0	4,072	22,500	2,486	29,058	45,640
2011	16,582	0	4,072	22,500	2,486	29,058	45,640
2012	9,300	4	4,072	10,000	45,396	59,472	68,772
2013	9,293	0	4,322	9,995	45,598	59,915	69,208
2014	12,000	0	4,683	10,500	54,660	69,843	81,843
2015	12,000	0	3,580	10,500	53,800	67,880	79,880
2016	12,000	0	3,580	10,500	53,800	67,880	79,880
2017	12,000	0	3,580	10,500	53,800	67,880	79,880
2018	12,000	0	3,580	10,500	53,800	67,880	79,880
2019	12,000	0	3,580	10,500	10,200	24,280	36,280
2020	12,180	0	3,634	10,658	10,353	24,645	36,825*
2021	12,180	0	3,634	10,658	10,353	24,645	36,825
Historical Average	17,997	-	3,816	14,354	28,588	46,940	66,946
Percentage (2021)	33%	0%	10%	29%	28%	67%	100%

* G.A.R.D. system installed to more accurately count operations
Source - FAA TAF and DuBois & King

Table 3-6 compares the local/itinerant operations split derived from discussions with the Airport (Administrator, FBOs, Users), the 2014 Action Plan, historical data from 1995 to 2021, and the FAA 2021–2041 TAF. The Airport indicated that the split between local to itinerant operations is estimated to be 43% local and 57% itinerant. A 15% local and 85% itinerant split was presented in the 2014 Action Plan. The FAA 2021-2041 TAF provided a split of 33% local and 67% itinerant. The total averages equal the FAA TAF at 33% local and 67% itinerant and will be used for this study.

Table 3-6 - Local/Itinerant Operations Split		
Source	Local	Itinerant
2014 Action Plan	15%	85%
Airport	43%	57%
Historical 1995-2020	40%	60%
FAA TAF	33%	67%
Average	33%	67%

Source: DuBois & King Interpolative Data, 2022

The current 36,825 baseline operations can be further defined by Aircraft type and Aircraft Design Group. **Table 3-7** depicts aircraft type and the number of aircraft operations by type (also referred to as Fleet Mix) and the percentage of total operations.

Table 3-7 - 2021 LRU Operations Fleet Mix		
Aircraft Type	Operations	Percent Total Operations
Single-Engine	23,752	64.5%
Multi-Engine	1,620	4.4%
Turbo-Prop	5,137	14%
Turbo-Jet	1,215	3.3%
Rotorcraft	5,064	13.8%
Glider	37	0.1%
Light Sport	0	0.0%
Total	36,825	

Source: DuBois & King Analysis, 2022

3-4-3 Operational Breakdown by Aircraft Approach Category (AAC) and Aircraft Design Group (ADG)

Airport design standards are dictated by aircraft characteristics such as aircraft approach speed, wingspan, and tail height. The Aircraft Approach Category (AAC) is a grouping of aircraft related to aircraft approach speed as shown in table below. The Airplane Design Group (ADG) is a grouping of aircraft related to aircraft wingspan or tail height, whichever is most restrictive.

AAC	Vref/Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Group #	Tail Height	Wingspan
I	< 20 ft (<6.1 m)	< 49 ft (<14.9 m)
II	20 ft ≤ 30 ft (6.1 m ≤ 9.1 m)	49 ft ≤ 79 ft (14.9 m ≤ 24.1 m)
III	30 ft ≤ 45 ft (9.1 m ≤ 13.7 m)	79 ft ≤ 118 ft (24.1 m ≤ 36 m)
IV	45 ft ≤ 60 ft (13.7 m ≤ 18.3 m)	118 ft ≤ 171 ft (36 m ≤ 52 m)
V	60 ft ≤ 66 ft (18.3 m ≤ 20.1 m)	171 ft ≤ 214 ft (52 m ≤ 65 m)
VI	66 ft ≤ 80 ft (20.1 m ≤ 24.4 m)	214 ft ≤ 262 ft (65 m ≤ 80 m)

FAA Traffic Flow Management System Counts (TFMSC) data reflects 120 operations of C-II aircraft for the 12 month period of 2021. TFMSC data is often not all-inclusive as this reflects only flights operating with an Instrument Meteorological Conditions (IMC) flight plan. LRU is unique for several reasons. First, the weather analysis shows that LRU is Visual Meteorological Conditions (VMC) over 90% of the year making it unnecessary to file a flight plan. Another factor is the proximity of the White Sands Missile Range (WSMR). When speaking with FBOs on the field, many flights will depart and enter LRU airspace under Visual Flight Rules (VFR) and pick up Instrument Flight Rules (IFR) clearances prior to entering or just after exiting Class A airspace Flight Level (FL) 180.

GARD ADS-B data supports a total of 119 C-II operations from January-July (7 months) of 2021. The GARD system was inoperative for the remaining 5 months of 2021. With 119 operations during a 7-month period, flight operations of C-II aircraft average 17 operations per month. This would account for 85 additional operations for 2021 totaling 204. As with TFMSC data, there are factors that prevent the GARD-ADS-B system from accounting for every operation at an airport. These include data errors and aircraft not equipped with ADS-B. According to AOPA, during the baseline period for LRU, only 47% of aircraft were equipped with ADS-B equipment. This number is higher on turbine traffic.

An additional factor that was not taken into account was the Virgin Galactic charter flights from Mojave to Las Cruces. VG charters CRJ 200 and 700 aircraft an average of three times per week to shuttle Research and Development personnel to their campus at Spaceport America. Fuel flowage records collected from the two FBOs located on the field, Southwest Aviation and Francis Aviation show a 25% increase in Jet A fuel sales since Virgin Galactic started charters in 2019. These charters add an estimated additional 312 C-II operations per year. However, when the ADS-B data was analyzed for CRJ 200/700 aircraft there were only 70 included. Accordingly, 242 operations of C-II are not reflected in the total annual operations count. When these additional 242 C-II operations are added to the initial 204 C-II operations the new total C-II operations for 2021 equals 446.

Table 3-8 depicts the breakdown of operations by ADG.

3-4-4 Critical Aircraft

Table 3-8 - 2021 LRU Operations by Aircraft Design Group Using GARD Data

	A-I	A-II	B-I	B-II	B-III	B-IV	C-I	C-II	C-III	C-IV	Total
Single Engine	23,740	0	0	0	0	0	0	0	0	0	23,740
Multi-Engine	1,099	30	403	66	22	0	0	0	0	0	1,620
Turbo-Prop	121	1,504	39	3,346	81	0	37	0	0	9	5,137
Turbo-Jet	22	0	134	469	8	3	111	446	22	0	1,215
Rotorcraft	4,837	227	0	0	0	0	0	0	0	0	5,064
Glider	0	37	0	0	0	0	0	0	0	0	37
Light Sport	12	0	0	0	0	0	0	0	0	0	12
Totals	29,831	1,798	576	3,881	111	3	148	446	22	9	36,825

Source: GARD ADS-b Data, Dubois & King

The critical design aircraft is defined as an individual aircraft or group of aircraft that exhibits substantial use defined as 500 annual operations. LRU is currently designated as a C-II airport and each runway, taxiway, taxilane and apron are designed with this in mind.

This study notes that current levels of CII operations are within 54 operations of the required 500 yearly operations. As the Airport is recovering from the effects of the pandemic as well as ongoing development and the addition of commercial passenger service, with this baseline of aviation activity the Master Plan affirms that the Airport's current design group C-II is representative of the Airport's traffic. The Challenger 600, continues to be the most demanding aircraft within the C-II fleet mix and is still considered the critical aircraft for LRU.



3-4-5 Summary of Baseline Activity at Las Cruces International Airport

3-5 Aviation Activity Forecasts

The forecasts developed for the 2014 Action Plan used a base year of 2015. As presented earlier, there has been significant development in the region in the past year and more development is expected over the next few years. This development will have an effect on future activity at the Airport with the attraction of residents to fill new jobs, companies that will require aviation to support their operations, potential R&D for SpacePort America and the development of Intra and inter-state air service.

As a result of this new development, this forecast shows the basic forecast in section 3-6 followed by a set of revised forecasts were created to understand the potential growth that is expected with new activity and also to determine if the forecasts completed in 2015 are applicable. The forecast of aviation activity has been divided into two key focus areas, GA and Commercial Aviation. The process to develop new forecasts is discussed below.

Table 3-9 - Summary of 2021 Baseline Data

		Itinerant Operations				
	Local	Air Carrier	Air Taxi & Commuter	GA	Military	Total
Historical Operations (Table 3-3)	12.180	0	3,634	10,658	10,353	36,825
Operations by Aircraft Type (Table 3-4)	Operations			% Total Operations		
Single Engine	23,740			64.50%		
Multi-Engine	1,620			4.40%		
Turbo-Prop	5,137			13.95%		
Turbo-Jet	1,215			3.30%		
Rotorcraft	5,064			13.75%		
Glider	37			0.10%		
Light Sport	12			0.001%		
Local / Itinerant Operations Split (Table 3-6)			33%		67%	
	100LL (Gallons)		JetA (Gallons)		Annual Growth Rate	
2021 Fuels Sales (Tables 3-2)	75,743		385,083		8.9%	
Based Aircraft (Table 3-2)	106					

3-6 General Aviation Forecast

3-6-1 Base Year Data

The existing aviation activity data for 2021 provided earlier will be used as a baseline for the aviation forecast. As stated earlier, there is no air traffic control tower to verify aircraft operations and the data collected via the GARD system was incomplete. The fleet mix for local and itinerant operations were developed based upon data retrieved from the FAA TFMSC, GARD ADS-B, 2014 Action Plan, interviews with the Airport, and the FAA's TAF. For purposes of this report, the total based aircraft is 106 and the annual operations number for 2021 will be 36,825 operations. The local/itinerant split will be 33% local, 67% itinerant.

3-6-2 Based Aircraft Forecast

The forecast of based aircraft was developed using a market share approach and trend line analysis. The FAA 2021–2041 FAA Aerospace Forecast Summary provides a forecast of the total GA fleet.

2014 Action Plan Based Aircraft Growth Rates- The 2014 Action Plan utilized the FAA's overall aircraft growth rate of 0.5%. This was applied to the 2014 baseline based aircraft count for LRU.

Trend Line Analysis- Historical data from the FAA TAF for based aircraft was collected between 1995 and 2021. These data provide a view of based aircraft over that period.

FAA Growth Rates- Growth rates were extrapolated from two sources of FAA forecasts; the FAA 2021–2041 Aerospace Forecasts and the FAA 2020–2045 Terminal Area Forecast summary.

Combining the market share projections and fleet mix assumptions derived from the FAA Aerospace Forecasts, **Table 3-10** provides the forecast of based aircraft and fleet mix for Las Cruces International Airport. The table utilizes data from the 2021-2041 FAA Aerospace Forecast to depict annual growth rates for aircraft type. According to the FAA Aerospace Forecasts, decreases in annual growth rates are expected for single-engine (-0.9%), multi-engine (-0.4%), while increases in annual growth rates are expected for turbo-prop (0.6%), turbo-jet (2.3%), rotorcraft (1.4%), glider (2.4%), and light sport (4.0%). LRU turbo-prop, turbo-jet and helicopter based aircraft equal approximately 10% of the overall based fleet mix. Emerging automated solutions with electric-powered aircraft are currently in the R&D stage. The Airport would be remiss if they did not consider this emerging technology and therefore a low yield growth rate (0.18%) was considered in the based aircraft forecast.

Table 3-10 - Forecast Fleet Mix Based Aircraft

	2021	2026	2031	2041
Single Engine	82	78	74	68
Multi-Engine	6	6	6	6
Turbo-Prop	4	5	5	6
Turbo-Jet	2	2	3	3
Rotorcraft	7	7	7	8
Glider	4	5	5	7
Light Sport	1	1	1	2
Electric	0	1	3	3
Total	106	105	104	103

3-6-3 Forecast of Aviation Operations

Statistical methodologies are typically used to forecast operations based on available historical information. For purposes of this forecasting effort, the following statistical methodologies were considered:

- Application of 2014 Action Plan Growth Rates.
- Trend Line analysis is done using historical data and identifying trends in the data and how it pertains to activity at an airport.
- Growth rates extrapolated from 2021–2041 FAA Aerospace Forecast.
- The 2020–2045 FAA Terminal Area Forecast.

2014 Action Plan Growth Rates- For purposes of this analysis, the growth rate of 0.5% was applied to the 2014 operations for Las Cruces International Airport. The growth rate was based on FAA national growth trends.

Trend Line Analysis- Historical data used in this study included operations, based aircraft and fuel sales (in gallons) of 100LL Avgas and Jet A. Historical data for operations was collected between 1995 and 2020. Historical data for fuel sales was collected between 2016 and 2021. These data sources provide a view of activity over that period.

Growth rates extrapolated from the previously forecasted operations data showed that reported operations have decreased 48.8% between 1995 and 2021 however, it is noted that operations are now being more accurately counted through the use of the GARD system. Further evaluation of the trends between 1995 and 2018 show 11.4% increase over that period. The drop in operations between 2018 and 2019 is likely a result of increased accuracy in the method of counting operations rather than a downward trend of actual activity. 2020 shows a slight decrease in activity, likely caused by the COVID-19 pandemic, but more recent numbers show an increase in operations as LRU and the rest of the nation recover.

Annual Growth rates extrapolated from the fuel sales data showed that Avgas has grown at a rate of 2.3% and JetA fuel has grown at a rate of 10.2% for Jet A fuel. Average annual fuel sales growth rate for all fuels is 8.9%. This high growth rate since 2019 is due to increased Virgin Galactic charter operations shuttling personnel from Mojave to Spaceport America via LRU. Additional higher than normal fuel sales occurred during the July 11, 2021 Spaceport America launch. A conservative annual fuel sales growth rate of 1.22% was derived from a percentage of the recent LRU average growth rate and the FAA fuel consumption.

Table 3-11 - Forecast Fleet Mix Based Aircraft

Year	100LL	Jet-A	Total*
2016	66,442	337,744	404,187
2017	70,204	328,200	398,404
2018	58,681	381,151	439,832
2019	65,068	326,727	391,795
2020	55,729	392,702	448,431
2021	75,743	543,973	619,716
Average	64,978	385,083	450,061
Annual Growth	2.30%	10.20%	8.90%

* SWA does not provide the separated number of gallons during annual reporting and it is estimated 82.4% Jet A and 17.6% 100LL

Source: DuBois & King Calculations

FAA Growth Rates- Growth rates were extrapolated from two sources of FAA forecasts; the FAA 2021–2041 Aerospace Forecasts and the FAA 2020–2045 Terminal Area Forecast summary. The extrapolated growth rates are shown below:

FAA 2021–2041 Aerospace Forecasts

- GA Fleet Growth= 0.1%
- FAA Active Aircraft= 0.43%
- FAA Fuel Consumption= 2.7%

Notes

1. 0.43% is an average Active Aircraft growth rate for the planning period of 2021–2041.
2. 2.7% is an average Fuel Consumption growth rate for the planning period of 2021–2041.

FAA 2020–2045 Terminal Area Forecast

- National Forecast Trends for Itinerant General Aviation = 1.1%
- National Forecast Trends for Local General Aviation = 0.7%

Operations Per Based Aircraft (OPBA) – The OPBA method is a ratio of based aircraft to annual operations. A general guideline for the ratio is provided in FAA Order 5090.3C - Field Formulation Of The National Plan Of Integrated Airport Systems (NPIAS). The guidelines presented in this document suggest:

- 250 operations per based aircraft for rural GA airports with little itinerant traffic
- 350 operations per based aircraft for busier GA airports with more itinerant traffic, and
- 450 operations per based aircraft for busy reliever airports.

Using the 2021 baseline operational (36,825) and based aircraft (106) data, the OPBA for Las Cruces International Airport is 348 OPBA. This is consistent with the second bullet above and a good comparison to Las Cruces International Airport today.

Given that various methodologies generated similar projections, a number of forecasts were eliminated from further analysis. The remaining three forecasts (FAA GA Fleet Growth, FAA Active GA Growth and National Trend) use regional and local data and represent a more accurate range of activity over the twenty-year planning period. The forecasts were defined as the low, moderate and high growth scenarios for the Airport.

Of these three scenarios, the high growth rate National Trend was selected as the most reasonable forecast and will be used as the selected forecast moving forward. The recommended projection of activity for Las Cruces

International Airport is shown in **Table 3-12**. The forecasts in **Table 3-12** represent unadjusted forecasts that represent national, regional and local growth rates for GA with no adjustment for the potential activity associated with the local economic and Air Service development. These adjustments will be discussed in the following sections.

Table 3-12 - Range of Aviation Operations Forecasts

	2021	2026	2031	2041
Low Growth FAA GA Fleet Growth	36,825	37,009	37,195	37,569
Moderate Growth FAA Active GA Growth	36,825	37,624	38,439	40,125
High Growth* National Trend	36,825	38,644	40,557	44,682

* Selected Forecast Source: DuBois & King

3-7 Considerations Affecting Existing and Future Aviation Activity

The following sections describe additional considerations that could affect future aviation activity at Las Cruces. It is anticipated that the following considerations will influence design standards, facility expansions, and Capital Improvement Plans moving forward throughout the period of this study. Possible impacts to aviation activity are discussed below and tables of additional operations and based aircraft are provided and will be considered further in the facilities requirements and development chapters. Areas that will be discussed are listed below:

- Socioeconomic Activity
- Las Cruces Innovation and Industrial Park, Foreign Trade and Opportunity Zone
- Tourism and Spaceport America
- FBO Services and Facilities
- Hangar development
- Runway Extension
- Aviation Sales, Rentals, and Service Development
- Commercial Space

3-7-1 Socioeconomic Activity

LRU serves the southwest quadrant of New Mexico. Business and industry include extensive agricultural lands, recreational facilities, unique culinary experiences and a vibrant culture. As Las Cruces is the second largest city in New Mexico, second to Albuquerque, tourism is a large component of the activity that occurs in this part of the state. Socioeconomic indicators such as population, employment, and per capita income are evaluated at the county, state, and national level to identify potential trends for sustaining growth in aviation activity at an airport over the planning period. Data was obtained from the National Census Bureau. The historical and forecast socioeconomic characteristics for Doña Ana County, New Mexico, and the United States are summarized in the following sections.

Though this part of the state is rural in nature, the urban sprawl of the City of Las Cruces is prevalent. The following tables show increasing trends in current population, employment, employment by industry, and mean household income surrounding Las Cruces.

Table 3-13 - Total Population

Year	Doña Ana County	% Increase	New Mexico	% Increase	United States	% Increase
2011	213,598	-	2,082,224	-	311,591,919	-
2016	214,207	0.29%	2,081,015	-0.06%	323,127,515	3.70%
2021	221,508	3.41%	2,115,877	1.68%	331,893,745	2.71%

Source: National Census Bureau

Table 3-14 - Total Employment

Year	Doña Ana County	% Increase	New Mexico	% Increase	United States	% Increase
2011	42,641	-	869,773	-	140,399,548	-
2016	43,938	3.04%	880,676	1.25%	152,571,041	8.67%
2021	48,537	10.47%	878,606	-0.24%	156,380,433	2.50%

Source: National Census Bureau

Table 3-15 - Employment By Industry	
Agriculture, forestry, fishing and hunting, and mining	34,482
Construction	63,040
Manufacturing	34,904
Wholesale trade	15,884
Retail trade	91,606
Transportation and warehousing, and utilities	45,778
Information	10,809
Finance and insurance, and real estate and rental and leasing	41,529
Professional, scientific, and management, and administrative and waste management services	118,736
Educational services, and health care and social assistance	227,048
Arts, entertainment, and recreation, and accommodation and food services	81,181
Other services, except public administration	39,531
Public administration	74,078

Source: National Census Bureau

The socioeconomic data shows a rise in population, household income and total employment. A drastic rise in professional, scientific and management and administrative and waste management services. This is likely due in part to the increase in aerospace development and the New Mexico State University Physical Science Lab, all based on the field at LRU.

3-7-2 Las Cruces Innovation and Industrial Park, Foreign Trade and Opportunity Zone

The Elevate Las Cruces Comprehensive Plan, adopted in 2020, establishes a framework for future development, and the LCIIP is identified as an area of focus. The LCIIP is located adjacent to LRU and is home to 19 businesses. It occupies 811,000 SF of building space south of the Interstate 10 entrance at Crawford Blvd. These existing tenants are located on 27 parcels totaling approximately 340 acres. The current business mix ranges from warehousing, manufacturing, agriculture, research and development to drone and aerospace development.

Doña Ana County has established a county-wide Foreign Trade Zone (FTZ) designation. The designation allows all new and existing companies that are located within Doña Ana County to secure FTZ status for warehousing and distribution operations. Goods entering an FTZ are not subject to duties until they leave the zone, which allows companies to postpone or even eliminate duties. FTZ also empowers companies to keep more of their manufacturing on U.S. soil without the effective penalty of inverted tariffs.

The LCIIP is also located within an Opportunity Zone (OZ) that provides benefits for companies that locate here. The OZ program was created by the Tax Cuts and Jobs Act of 2017 to incentivize investment in underserved communities.

Interviews were held with the City of Las Cruces Director of Economic Development and with owners of businesses located within the LCIIP. It was estimated that approximately 550 visits were made to the industrial park by business owners and customers, many using El Paso for air service. However, the majority used LRU via charter aircraft that are in the B-II- C-III design category. With 19 current businesses residing within LCIIP, it was deduced that currently, each business utilizes the Airport 30 times per year. The Park's identity is envisioned to embody the different focus areas of value-added Agriculture, Manufacturing, Aerospace, Aviation and Defense. It's envisioned as a center of innovation, manufacturing and

Table 3-16 - Total Employment						
Year	Doña Ana County	% Increase	New Mexico	% Increase	United States	% Increase
2011	$50,797	-	$59,314	-	$69,821	-
2016	$52,944	4.23%	$64,515	8.77%	$81,346	16.51%
2021	$64,036	20.95%	$76,989	19.34%	$97,962	20.43%

Source: National Census Bureau

testing with close ties to the LRU, Spaceport, White Sands National Monument and New Mexico State University. It is anticipated that LRU will realize increases in aircraft operations associated with business development within the LCIIP, FTZ, and OZ. Given the most recent interest in the park, the City of Las Cruces projects eight more businesses will locate within the Park in the next five years with two additional businesses each five years thereafter. In the 2022–2042 planning period, the total number of new businesses equates to 14, bringing the total number of LCIIP businesses to 33. Gains from operations related to LCIIP businesses are outlined in **Table A.1**

Table A.1 - Forecast Adjustment # 1 - Based Aircraft/Operational Gains - LCIIP

	2021 (Baseline)	2026	2031	2041
Number of Businesses located in LCIIP Forecast	19	27	29	33
LRU Annual Operations	570	810	870	990
Annual Operations Forecast Adjustment	0	240	300	420
LRU Based Aircraft Adjustment	0	1	1	2

*Based on average of 30 operations per year per business

3-7-3 Tourism and Spaceport America

Spaceport America conducts its commercial space operations 60 miles to the north LRU. Given its proximity and the LCIIP, there is potential for Spaceport to relocate its research related activities to Las Cruces. Virgin Galactic is currently using LRU to transport its R&D scientists from Mojave to LRU as discussed earlier. In addition, as Spaceport America ramps up its launches, it is anticipated that LRU will realize increased growth in tourism associated with the City of Las Cruces and Spaceport America. The July 11, 2021, Virgin Galactic launch event realized a 4.3% increase in Jet A fuel sales, $483,000 in visitor spending, $2.5 billion in media impressions, over $23.0 million in ad value mentioning Virgin Galactic and Las Cruces, and $22,000 in direct local wages paid for special event staff. This single event created a capacity issue on the GA apron with 45 jet aircraft parked and the Airport documented a total of 140 jet operations over this four-day period. FAA Traffic Flow Management System Counts show that out of these 140 operations, 11 were conducted by C-II aircraft. It is assumed that as launches become more frequent, C-II and C-III aircraft will increase in numbers. Virgin Galactic is anticipating beginning regular space launches in 2023. A very moderate adjustment was accounted for in anticipation of these launches and we project 1 Virgin Galactic launch per year in the first five years, two launches per year in the second five years, and three launches each five years thereafter. Gains from jet operations related to Virgin Galactic launches are outlined in **Table A.2**

Table A.2 - Forecast Adjustment # 2 - Operational Gains - Virgin Galactic

	2021 (Baseline)	2026	2031	2041
Annual Virgin Galactic Launches	0	1	2	3
Annual Forecast Adjustment	0	140	280	420

3-7-4 FBO Services and Facilities

Contributors and stakeholders of this Master Plan noted that the FBO services and facilities at LRU need enhancements. Francis Aviation shares the limited space Building 8990 with multiple businesses and Airport administration. It was observed that Southwest Aviation facilities are dated and in need of modernization. Airport users place a high value in facilities that they utilize at an airport such as Las Cruces International Airport. It is anticipated that improvements to FBO services and facilities offered at Las Cruces International Airport would increase the annual operations from Charter and GA users. The City is actively engaged with vendors that are interested in improving the FBO and discussions are underway. These discussions are in their infancy stage and therefore adjustments to the forecast were not done although it is anticipated that a newer FBO and associated facilities will result in increased airport operations.

3-7-5 Hangar Development

Contributors and stakeholders of the Master Plan noted that there is a waiting list for aircraft owners to build hangars. The Airport is currently developing plans to construct additional GA hangars on the East Side Hangar Development Area. The development would require the relocation of both the Southwest Aviation and the City-owned fuel farm facilities. It is reasonable to assume that

with additional hangars, the Airport will realize more based aircraft and the associated operations. Parcels 53 through 62 in the East Side Development Area will allow for the construction of five conventional hangars as well as five 10-unit T-Hangars. Conservatively, it is anticipated that these hangars will increase based aircraft by 55 and 50% of this number was used to calculate an adjustment to the forecast. Hangar construction would be phased and therefore it is forecasted that two conventional and two T-hangars would be built by year 5.3 more T-hangars would be built by year 10. The remaining three conventional hangars would be built by year 20. Gains to single-engine and multi-engine aircraft related to this hangar development is outlined in **Table A.3** LRU is realizing 350 annual operations per based aircraft. **Table A.3** reflects the additional operations that can be expected due to the increase of based aircraft.

Table A.3 - Forecast Adjustment # 3 - Based Aircraft/ Operational Gains - Hangar Development

	2021 (Baseline)	2026	2031	2041
Additional Based Aircraft Housed in East Side Hangars	0	22	52	55
Annual Operations Forecast	0	7,700	18,200	19,250

3-7-6 Runway extensions

The previous 2014 Action Plan recommended a runway extension to accommodate unrestricted operations of C-II design aircraft. This has not changed since the last planning study. A runway extension would support additional operations of C-II and C-III aircraft used for business aviation. Additionally, NMSU holds over 98 sporting events, with 43 home and 55 away games. Due to LRU's current runway lengths, NMSU is forced to transport their teams to El Paso to travel via chartered B-737-800s, a D-III aircraft. Operations gained from NMSU charters through an extension of both Runways 12/30 and 8/26 were therefore estimated. These runway extensions are within the 5-year CIP and will be built by 2027.

A conservative estimate revealed 196 gains in annual operations for transporting team members should be added to the baseline forecast. An interview with NMSU revealed that families and fans travel to and from these games therefore, in addition to the gains in annual operations for transporting team members, a low volume estimate was developed, and it was estimated that an additional 100 annual operations could be added to the baseline forecast. 296 total gains in annual operations were conservatively forecasted for the entire planning period with a limited annual increase beyond 2026 and is outlined in **Table A.4**

Table A.4 - Forecast Adjustment # 4 - Operational Gains - Runway Extension

	2021 (Baseline)	2026	2031	2041
Annual Jet* Forecast Adjustment	0	296	305	55375

*Note: Jet operations are forecasted to be C-II- C-III aircraft such as the Challenger 600 and B-737

3-7-7 Aviation Sales, Rentals, and Service Development

Additional aviation service development at LRU will shape and impact the forecast of aviation activity.

Aviation College Programs

Aviation colleges that include 14 CFR Part 141 flight schools as well as the development of a technical center to include an Aircraft Maintenance Technician Schools (AMTS) under 14 CFR Part 145 with A&P and Avionics training. There is interest in developing such a training center. Should this come to fruition, it is reasonable to anticipate an increase and gain from flight operations.

Aircraft Service Centers

Aircraft service centers include aircraft maintenance in a highly regulated field in which FAA certified technicians perform scheduled or preventive servicing, inspection, testing, repair, and overhaul or modification activities. The Airport is positioned to provide adequate area for the development of such service centers, and it is reasonable to anticipate an increase and gain from flight operations for arriving and departing aircraft maintenance events.

3-7-8 Commercial Space

For the purposes of this Plan, which is explicitly examining the establishment of a facility oriented primarily toward research and development activity in the private commercial space industry, this section will forecast three categories of developmental events. These are:

Low-level testing. These are tests of a space launch system, or components thereof, that are performed outside of the company's facility, but on airport premises, and which, if they leave the ground, do not exceed 500 feet altitude

during the test. Such tests do not require licensing under either FAA AVR (aviation) or FAA AST (space launch) regimes. The air and space port would not require Part 420 licensing for such activities in and of themselves. These tests are useful to forecast because in some ways they serve as a better proxy for overall level of developmental activity than higher-altitude tests alone, and they use many of the capabilities of an air and space port, including propellant stores, safety and environmental services, and premises security and personnel control. Some examples of events in this category include static engine testing, pressure testing of pressure vessels, and low-level flight testing. The Lunar Landing X-Prize trials in 2006 would fall into this category, demonstrating that LRU has already hosted some such events.

Flight Testing Within the Atmosphere. This activity consists of flight tests of space launch systems or components thereof above 500 feet but below 100,000 feet. The test articles flown may be licensed as experimental aircraft or as space launch systems, depending on its characteristics and its flight regime. The FAA has not yet made a final determination as to when one form or the other must be required. However, one of the two forms of licensing must be complied with in US airspace. The SpaceShipTwo developmental article lost in 2014, for example, was registered as an experimental aircraft and its loss was investigated as such.

Different technical approaches typically require different testing regimes. Winged craft often undergo extensive unpowered flight tests, dropped from a carrier aircraft, as was the case with SpaceShipTwo. Vertical take-off rockets were historically expendable and self-evidently fired only once for each iteration of the prototype. However, with the advent of reusable vertical take- off/vertical landing launch vehicles such as SpaceX's Falcon 9 and Blue Origin's New Shepard, numerous test flights were undertaken before revenue service, particularly with revenue service with human flight participants.

Endoatmospheric testing of this nature is also becoming more familiar to the public because of SpaceX'S series of test flights for the development of its Starship/SuperHeavy booster/spaceship combination. These fights, known by the serial numbers of the test articles (prosaically known as "SN-xx") flew to approximately 10,000 feet, demonstrating engines, controls, and various portions of the flight regime, including a soft, thrust-braked landing. Several of the test articles achieved their test goals but were damaged or destroyed by relatively minor technical issues readily addressed in subsequent flights. By not catastrophizing incidents that do not affect the main line of development, SpaceX demonstrated the proper conduct of test flights in a development effort and has helped set the standard of conduct for the commercial, entrepreneurial side of the industry.

Test flights to space. These are flights above 100,000 feet. Some systems using substantial aerodynamic lift, like SpaceShipTwo, might conduct some tests up to approximately 60 miles under experimental aircraft licensing, but most can be expected to fly under an FAA/AST space launch license. As discussed in Chapters One and Two, the Plan does not assume that a test to orbit from LRU could be performed under current regulations and technologies, except in the limited and specialized case of air-launch systems that transit to ocean areas for orbital launch. Once prototypes have advanced in their development program to the point where they can be placed in revenue service, it is the expectation of the Plan that such systems would be shifted to Spaceport America or another operational facility.

The three phases previously discussed will be conducted throughout the planning period where Phase One (2023 through 2028), Phase Two (2029 through 2034) and Phase Three (2035 through 2044) will include test flights to different altitudes. These flights and their associated operations are outlined in **Table A.5**

Table A.5 - Forecast Adjustment # 5 - Based Aircraft/Operational Gains - Commercial Space

	2022 (Baseline)	2027	2032	2042
Space Flight Test Operations	0	3	9	20
500-ft to 100,000-ft Flight Test Operations	0	36	120	500
Under 500-ft Flight Test Operations	0	600	1200	2500
Annual Commercial Space Operations Forecast Adjustment	0	639	1,329	3,020
Based Aircraft Forecast Adjustment	0	2	4	9

3-7-9 Commercial Passenger Service

A commercial service forecast conducted as part of this study is included in the following sections. Additional forecast adjustments will be shown following the Commercial forecast section.

3-7-11 Summary of Forecast Adjustments

Forecast adjustments 1 through 5 depict a total increase in annual operations that equate to 13,640. It its noted that Adjustment # 4 - Runway Extension increases the number of C-III aircraft operations by 375 within the 20-year planning period. **Table A.6** outlines the adjustments that are recommended to be applied to the overall preferred forecast.

3-7-10 Summary of Adjusted General Aviation Forecast

Ongoing and future development in the region will have an effect on future activity at the Airport. As such, the forecasts were adjusted for activity associated with this development. A breakdown of aircraft operations by aircraft type is presented. The results of the adjusted forecasts are presented in **Table 3-17.**

Table A.6 - Based Aircraft Forecast Adjustment Summary

Adjustment	2021 (Baseline)	2026	2031	2041
#1 - Las Cruces Innovation and Industrial Park (Table A.1)	0	1	1	2
#2 - Virgin Galactic (Table A.2)	0	0	0	0
#3 - East Side Hangars (Table A.3)	0	22	52	55
#4 - Runway Extension (Table A.4) (C-III Aircraft)	0	0	0	0
#5 - Commercial Space (Table A.5)	0	2	4	9
Total Annual Forecast Adjustment	0	25	57	66

Table A.7 - Operations Forecast Adjustment Summary

Adjustment	2021 (Baseline)	2026	2031	2041
#1 - Las Cruces Innovation and Industrial Park (Table A.1)	0	240	300	420
#2 - Virgin Galactic (Table A.2)	0	140	280	420
#3 - East Side Hangars (Table A.3)	0	7,700	18,200	19,250
#4 - Runway Extension (Table A.4) (C-III Aircraft)	0	296	305	375
#5 - Commercial Space (Table A.5)	0	639	1,329	3,020
#6 - Commercial Passenger Service (Refer to section 3-8)	0	-	-	-
Total Annual Forecast Adjustment	0	9,015	20,414	23,485

Table 3-17 - Adjusted Based Aircraft/Operations Forecast				
	2021	2026	2031	2041
Based Aircraft				
Single-Engine	82	78	74	68
Multi-Engine	6	6	6	6
TurboProp	5	5	5	6
Turbo-Jet	2	2	3	3
Rotorcraft	3	3	3	4
Glider	4	5	5	7
Light Sport	0	1	1	2
Military	4	4	4	4
Electric	0	1	2	4
Total	106	130	161	169
Operations				
Itinerant	24,673	31,932	40,851	45,672
Local	12,152	15,727	20,120	22,495
Total	36,825	47,659	60,971	68,167

Although an accurate breakdown of aircraft operations by Aircraft Design Group is not realistic, given the increase in expected operations, C-II aircraft operations are expected to continue to increase throughout the forecasting period. Considering the baseline data shows 446 operations for C-II aircraft in 2021, it is reasonable to expect that solely based on the GA forecast, C-II operations will continue to serve to represent the critical aircraft for LRU for the immediate future.

3-8 Commercial Aviation Forecast

The Las Cruces International Airport (LRU) has had a long history of commercial airline service. Unfortunately, the volatility of the airline industry has had a turbulent effect on reliable long term commitments from airline operators. Because of this turbulent history of past commercial air service, many of the traditional forecasting approaches to projecting commercial operational and passenger growth were regarded as not being appropriate for the current situation evolving at LRU. The historical data has warranted a closer look into the factors that affect continued air carrier service triggering a tailored approach to LRU's commercial aviation forecast.

It was determined that it would be logical to establish a baseline condition based on national and state trends, referencing the LRU Air Service Market Evaluation study, and applying the possible outcomes of the City of Las Cruces air service development plans, marketing plans, state air service marketing strategy, Las Cruces Innovation and Industrial Park development plans, and the design and construction of a passenger terminal.

With the development of this Master Plan, consideration has been given to the impact additional commercial activity would have on the Airport. Detailed studies into LRU's catchment area, passenger characteristics, regional socioeconomic and travel data, aircraft fleet mix, and historical trends have been undertaken.

Further analysis included engagement with local business, educational institutions, and the business community. This research and analysis have revealed opportunities for development in general aviation, commercial aviation, STEM education, research and development, UAS, and space operations at LRU. Through this careful analysis, forecasts have been prepared for:

- **Enplaned Passengers:** Enplaned passengers are defined as those that are boarding the aircraft at the Airport. The forecasts are used to assess terminal area requirements, program capital improvements, develop assumptions as to the potential future likely aircraft fleet mix, and estimate the number of daily flights to be offered in the future.
- **Airline Operations:** The number of annual operations made by the air carrier is important in determining potential service levels, available passenger seats, assessing potential community impacts (both positive and negative), and other factors.
- **Commercial Operations Fleet Mix:** Based on the number of enplaned passengers forecast, the forecast has made assumptions regarding the size of aircraft likely to be assigned to the market. These assumptions are made using industry information, aircraft availability information and information received from the airlines and other potential operators. The type of aircraft anticipated to be utilized at Las Cruces will be used to help determine the Airport's critical aircraft. The critical aircraft determines FAA design standards and will have a direct effect on runway length requirements, terminal apron needs and aircraft parking and maneuvering requirements.

3-8-1 Future Goals

Although Las Cruces has not seen scheduled commercial flights since 2005, charter flights regularly serve the Airport. In the 2017–2022 City of Las Cruces strategic plan, a goal was identified that LRU would offer daily, regional commercial flights. In addition to this goal, the City had anticipated having a renovated commercial passenger terminal completed by 2022 with a goal of 20,000 annual enplanements. COVID has had a major impact on the enplanement goal and has created delays in the construction/renovation of the passenger terminal. However, commercial service did begin in January 2023 and elected officials and business leaders have kept the goal in place and are focused on keeping air service a priority.

Regional air service development for Las Cruces International Airport is an outlined goal in the **2021 New Mexico Air Service Marketing Strategy** produced by the New Mexico Department of Transportation and the New Mexico Department of Tourism.

Out of Recommendation 2A of the System Plan, a state-funded Capacity Purchase Agreement (CPA) program would be created specifically to help communities that are in need of regional air services. Recommendation 2B is an intra-state CPA program that would contract with a reliable Part 135 carrier that would operate on behalf of the State of New Mexico. Communities served by the program would participate in a state/community risk sharing model where revenue loss/profits would be invoiced or credited.

The New Mexico Air Service Marketing Strategy also recognized Las Cruces's unique opportunity of being the closest major city to Spaceport America. Space tourism is a new global industry and the City of Las Cruces and Las Cruces International Airport will be a part of these journeys to space. The city has a plethora of restaurants, and other amenities to welcome guests visiting and awaiting their trip into space. Virgin Galactic has named Hotel Encanto de Las Cruces the official hotel for Spaceport America. Reestablishing air service to LRU with a major airline connected to network hubs is the most convenient and efficient way for the world to travel to Las Cruces on their way to space.

As an airport included in the National Plan of Integrated Airport Systems (NPIAS), evolving LRU from its status as a GA local asset airport to a primary commercial airport will support the FAA's guiding principle for Federal infrastructure investment, as stated in Executive Order 12893. This Executive Order implies that Federal investments should be cost beneficial as well as to provide support of state and local planning and support for private sector participation. In addition to the above listed principles, commercial service through LRU serving as a spoke to one or more major airline hubs to access the U.S. air transportation system supports the U.S. Department of Transportation's (DOT) Strategic Plan for FY 2022–FY 2063 by providing a safe, efficient, convenient, and competitive transportation system.

3-8-2 Key Drivers of Growth

Regional characterization and development initiatives are considered to be essential factors that are directly supported by future development at LRU. The City of Las Cruces, New Mexico is the economic and geographic center of the Mesilla Valley, the agricultural region of the floodplain of the Rio Grande. This region has an active recreational industry associated with White Sands Missile Range, the Organ Mountains and numerous hiking and biking trails. Spaceport America and Virgin Galactic have corporate offices in Las Cruces. Spaceport America is located 55 miles north of the City.

In 2021, a new $60 million dollar economic development plan was presented to the Secretary of Economic Development in Santa Fe. This development would significantly enhance business and tourism in the Las Cruces area while providing new jobs to the community. The proposed development would provide an estimated 50+ direct new jobs at the Airport and many more across the region once all of the facilities are built, addressing the needs of this economically challenged area. Several of these transformational economic development initiatives include:

- The development of commercial air service would enable 34,000+ annual travelers to visit Las Cruces within five years or 2027.
- Leader in aerospace, UAS/UAV innovation (the "Silicon Valley" of aerospace)
- Location for all Virgin Galactic engineering, R&D, manufacturing, supply chains, arrival and activity base for all future astronauts
- Critical hub for cross-continental logistics and routing
- Living laboratory for City of Las Cruces innovation: solar farms, green infrastructure and water harvesting, desert vegetation management, net-zero carbon airport, other emerging technologies and research
- LRU and LCIIP are open for business - Coalescence of public-private partnerships and incentives
- High Mesa Road to connect LRU and LCIIP with Santa Teresa

3-8-3 Las Cruces International Airport Development

The City of Las Cruces is estimating that approximately $60M will be invested at Las Cruces International Airport over the next 5 years. Facility development includes a transitional terminal for short term commercial air service needs, a new long-term commercial terminal, corporate and FBO hangars, commercial space R&D facilities, a hotel, and significant growth to the LCIIP. FBO improvements will be made, with a robust expansion of services to serve a wider range of aircraft, including corporate turboprop and jet aircraft. The City of Las Cruces has an aggressive marketing campaign to initiate Intra (2023) and Inter-State air service with the Commercial Aviation Forecast to begin in 2022. Aggressive marketing to promote the services of the Airport to the greater regional and national aviation community is a very high priority for the city. The proposed development will also generate 50+ direct jobs, including 30 jobs within the terminal. Job estimates were not developed for the LCIIP. However, many more jobs are expected to be created indirectly.

3-8-4 Existing Transportation Infrastructure

The transportation infrastructure serving the Las Cruces International Airport includes Interstate 10, providing east/west access, along with a north/south rail freight line connecting Mexico and the United States. Combined with the Airport, the region has very good intermodal access to both the U.S. and Mexico.

Other GA airports that offer a paved runway with fuel sales within the region include:

- Deming Municipal Airport (DMN) to the west, which has an 8,018-ft x 75-ft runway
- Grant County Airport (SVC) to the northwest, which has a 6,802-ft x 100-ft runway
- Truth or Consequences (TCS) to the north, which has a 7,202-ft x 75-ft runway
- Doña Ana County International Jetport (DNA) to the south, which has a 9550-ft x 100-ft runway with Customs User Fee access.

LRU's current 7,506-ft primary runway has the ability to accommodate corporate turboprop aircraft and some small and medium sized jet aircraft. The current runway length is especially critical when the runway is wet or when density altitude is high due to hot summer temperatures. In such instances, the operational aircraft runway landing length requirements increase and the users of LRU find themselves limiting their useful load to accommodate for the inadequate runway lengths.

El Paso International Airport, which currently provides commercial air service for this southern portion of the state of New Mexico, is approximately a one-hour drive in good weather conditions and a longer drive during poor weather conditions and when traffic is heavy. Other commercial service airports include Albuquerque, NM (3-hour drive), Silver City, NM (2-hour drive), and Santa Fe, NM (4.25-hour drive).

3-8-5 LRU Situation Analysis

Summarizing the information presented above, the following conclusions were made:

- There is significant development ongoing and planned that will change the character of Las Cruces International Airport and the surrounding area.
- This development will create new jobs, a portion of them higher paying than the existing job base in the region.
- Las Cruces as a destination will be significantly enhanced with this development of year-round recreational options in the City of Las Cruces, companies locating or using the FTZ, attraction of new jobs and services provided by new companies locating in the area, and facilities such as hotels that will support the overall planned development.
- The majority of development will occur within the next five years.
- The Airport already serves business, recreational, military, and personal use for the existing business and recreational facilities in the region. The new development will generate new aviation activity that may tax the current airside and landside development.

3-8-6 LRU Air Service Market Evaluation

Today, the most viable and popular air service option for Doña Ana County residents and visitors is in El Paso, Texas located approximately 1 hour drive time, 60 miles to the southeast. The second closest major commercial airport offering substantial air service is Albuquerque, New Mexico, located 250 miles North, approximately a 3 hour drive time.

There are four airports in the State of New Mexico participating in the Essential Air Service Program (EAS) through the United States Department of Transportation. These airports include Gallup (GUP), Clovis (CNM), Taos (TSM), and Silver City (SVC).

The study further examined the regional GA airports located in the vicinity of LRU. These airports are listed below:

- Doña Ana County International Jetport (DNA): Located one hour to the South in Santa Teresa, New

Mexico. The airport is publicly owned and designated as a GA regional asset airport. 1% of all traffic into Doña Ana County International Jetport is air taxi. There were 144 recorded enplanements in 2021.

- Alamogordo—White Sands Regional Airport (ALM): Located four nautical miles southwest of the central business district of Alamogordo, a city in Otero County, New Mexico. The airport is publicly owned and designated as GA local asset airport. Alamogordo does not have commercial service and recorded 0 enplanements in 2021. New Mexico Airlines discontinued service to the airport on April 1, 2012, after the airport lost eligibility for subsidies through the EAS program.
- Truth or Consequences Municipal Airport (TCS): Located six miles north of Truth or Consequences, a town in Sierra County, New Mexico. The airport is publicly owned and designated as GA Basic asset airport. Truth or Consequences Municipal Airport does not have commercial service and recorded 5 annual enplanements in 2021.
- Grant County Airport located in Silver City (SVC): Designated as a commercial service regional asset airport, 20% of traffic at Grant County is commercial and 3% is air taxi. Currently, air service is provided by Advanced Air through the EAS Program. Advanced Air operates King Air 350 and Pilatus aircraft with service to Albuquerque and Phoenix. The airport recorded 5,949 enplanements in 2021.

3-8-7 El Paso International Airport (ELP) and Passenger Traffic

In 2020, the LRU Air Service Market Evaluation study was conducted by RRC Associates to quantify the leakage of passengers arriving or departing the El Paso International Airport (ELP). Research in this report included:

- A regional business mail back survey
- A regional resident telephone survey
- Evaluation of El Paso Airport (ELP) flight volumes and passenger origins
- Evaluation of air travel itineraries of regional residents
- Mobile device tracking data of air travelers

It was determined through this study that leakage from El Paso International Airport would be the catalyst for future commercial service demand for LRU. The El Paso International Airport (ELP) is located approximately a 1 hour drive time (60 miles) to the Southeast. The following tables show key attributes of ELP that were considered in this study.

A total of 14 airports are currently served nonstop from ELP by five major airlines plus two (Ultra Low Cost Carriers) ULCCs:

- Atlanta, GA (ATL) - DL
- Austin, TX (AUS) - AA, WN
- Charlotte, NC (CLT) - AA
- Chicago O'Hare, IL (ORD) - AA, F9, UA
- Dallas Love Field, TX (DAL) - WN
- Dallas/Fort Worth, TX (DFW) - AA
- Denver, CO (DEN) - F9, UA, WN
- Houston Hobby, TX (HOU) - WN
- Houston Bush, TX (IAH) - UA
- Las Vegas, NV (LAS) - G4, F9, WN
- Los Angeles, CA (LAX) - AA, WN
- Orlando, FL (MCO) - F9
- Phoenix, AZ (PHX) - AA, WN
- San Antonio, TX (SAT) - WN
- San Diego, CA (SAN) - G4, WN
- Seattle, WA (SEA) - AS

Top flow origin/destination (O&D) markets by metro area are:

1. Dallas/Fort Worth, TX (DFW/DAL) - 7.9%
2. Los Angeles, CA (LAX/ONT/SNA) - 6.2%
3. Houston, TX (HOU/IAH) - 4.5%
4. Las Vegas, NV (LAS) - 4.1%
5. Las Vegas, NV (PHX) - 4.0%
6. Austin, TX (AUS) - 3.6%
7. Denver, CO (DEN) - 3.6%
8. San Antonio, TX (SAT) - 3.0%
9. San Diego, CA (SAN) - 2.7%
10. Chicago, IL (ORD/MDW) - 2.2%

Historical annual enplanements (YE) at ELP grew at a rapid rate from 2015–2019, peaking at 1,759,697 in 2019. Enplanements dropped in 2020, and calendar year 2021 saw a recovery to nearly 80% of 2019 levels:

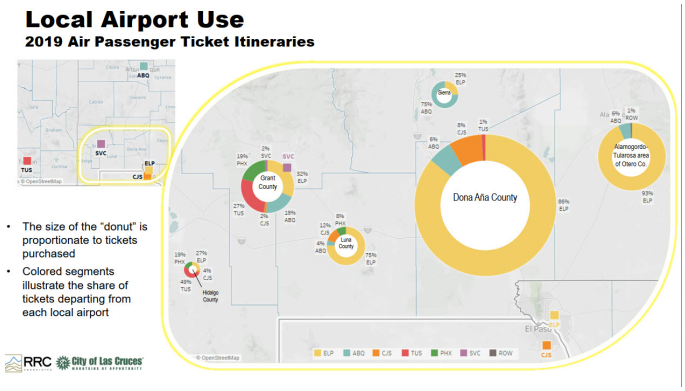
- YE Dec 2016: 1,398,564
- YE Dec 2017: 1,448,210
- YE Dec 2018: 1,610,598
- YE Dec 2019: 1,759,697
- YE Dec 2020: 722,094
- YE Dec 2021: 1,402,983

According to the September 2022 Monthly Activity Report published by the El Paso International Airport, passenger

traffic year to date is running at 102.0% as compared to the period ending 2019, indicating a full regional recovery to pre-pandemic levels.

Since ELP is located in the catchment area of LRU, the 2019 air passenger ticket itineraries were analyzed to determine the number of passengers from each surrounding county and location of destinations from which ELP passengers were traveling to.

Table 3-18 - Local Airport Use from RRC Study

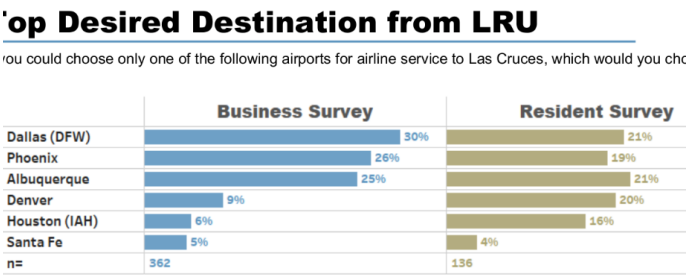


It was determined that there were ~650 daily Las Cruces-area visitors or residents arriving and departing via ELP. Las Cruces area visitors or residents represent ~13.6% of the ELP traffic or ~237,000 annual enplanements. DFW (183 connecting cities on American Airlines) and PHX (83 connecting cities on American Airlines) are the best fit for LRU nonstop service. There is enough passenger demand in the Las Cruces catchment area to have 2-4 daily flights on 50 to 76 seat jet aircraft.

Top Desired Destinations from Las Cruces

The chart below summarizes the top desired destinations from Las Cruces based on a combination of business and residence surveys conducted by RRC Associates in early 2020.

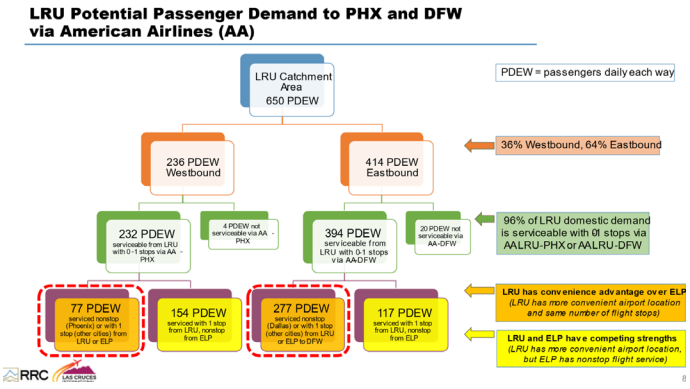
Table 3-19 - Top Desired Destinations from LRU from RRC Study



Estimated Potential Passenger Demand to PHX & DFW

This next chart illustrates the estimated westbound and eastbound demand that exists from the Las Cruces catchment area based on a detailed analysis of existing traffic flows from ELP.

Table 3-20 - Potential Passenger Demand to PHX and DFW



Estimated # of Daily Supported LRU Flights Based on 40% Capture

This chart illustrates the number of daily flights that can be supported from current traffic flows based on 40%, 60% and 80% capture rates of 2019 per day each way (PDEW's). Capture rates refer to the percent of passengers LRU can generate from their catchment area. 40% capture rate is conservative and is a good initial starting point for forecasting.

Table 3-21 - Catchment Area Passengers Per Day Each Way (PDEW's), Calendar Year 2019

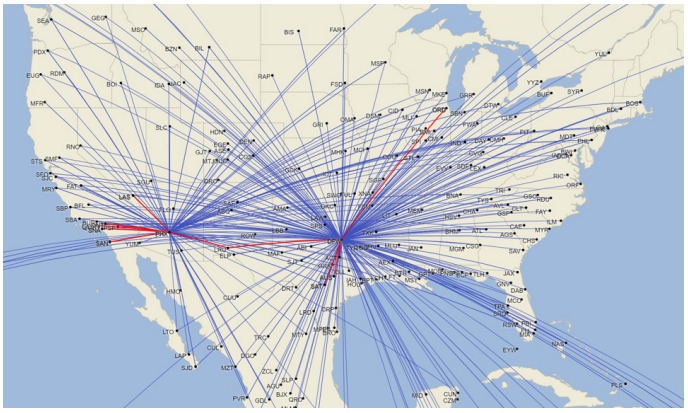
	Total PDEW	80% LRU capture	60% LRU capture	40% LRU capture	Supportable Daily LRU Flights
Primary LRU-DFW market (LRU has convenience advange over ELP)	277	222	166	111	2 - 4
Primary & secondary LRU-DFW market (LRU and ELP have competing advantages)	394	316	237	158	2 - 4
Primary LRU-PHX market (LRU has convenience advange over ELP)	77	62	46	31	1 - 2
Primary & secondary LRU-PHX market (LRU and ELP have competing advantages)	232	185	139	93	1 - 2

PDEW = passengers daily each way

Connecting Hubs (LRU as a spoke)

The spider map below illustrates how broadly Las Cruces could connect to the U.S. transportation system through American Airlines' hubs at DFW and PHX. Also illustrated and highlighted in red are how well LRU would be connected over both DFW & PHX to nine out of ten of ELP's top existing flow markets.

Table 3-22 - Potential AA Connections from LRU over DFW or PHX



3-8-8 Commercial Aviation Forecasts Methodology

Commercial Aviation Forecasts employ a variety of forecasting methodologies often dictated by the availability of relevant data, particularly historic aviation activity. This study utilized four key methods for forecasting aviation demand and activity:

- Trend Analysis - Also referred to as a time series model, utilizes trend extrapolation of existing activity. The LRU Airport 20-year forecast of available seats, passenger traffic and load factor trends are based on experience in working with other smaller airports throughout the state of New Mexico, including Lea County Regional (HOB), Hobbs NM, Roswell Air Center (ROW), Roswell NM, and Santa Fe Municipal Airport (SAF) Santa Fe NM. Each of these airports and respective communities have unique attributes, demographics and distances to alternative airports. The one common characteristic of all these communities/airports is successful air service to major hub airports using a network carrier(s).

- Market Share Analysis - In 2019, per an independent survey conducted by RRC Associates, there were ~650 daily Las Cruces-area visitors or residents arriving and departing via the EL Paso International Airport (ELP). Las Cruces-area visitors or residents represent ~13.6% of the ELP traffic or ~237,000 annual enplanements.

  DFW (183 connecting cities on American Airlines) and PHX (83 connecting cities on AA) are the best fit to initiate LRU nonstop service and there is enough passenger demand to and from the Las Cruces area to have 2-4 daily flights on a 76 seat regional jet aircraft.

  On the "Available Seats Heat Map" tab, columns "S and T" track annual passengers and percentages of growth. By 2036, the forecast only captures 30.2% of the 237,000 annual passengers.

- Probability Analysis – The 2019-2020 research study to determine the potential air passenger traffic to/from the Las Cruces catchment area included:

  - » Telephone Survey of Local Residents – 301 surveys were completed from the 5-county LRU catchment area on March 7 – 17, 2020
  - » Las Cruces Area Employer Survey – 410 surveys were completed in February 2020 with a response rate approximately 15.1% (410 responses / 2,712 delivered surveys), the sample includes 139 online surveys and 271 paper surveys.
  - » Local Resident and Air Passenger Visitor Mobile Device Tracking Analysis – Data was pulled the CY 2019 (Jan to Dec).
  - » Airlines Reporting Corporation Traveler Itinerary Analysis.
  - » Benchmarking similar Airports and Markets.

- Relative Population Base vs. Other Smaller New Mexico Community Airports - If you compare Doña Ana County to other smaller airports in the State of New Mexico, it has a substantially larger population.
- 236% larger than Chaves County
- 198% larger than Lea County
- 46% larger than Santa Fe County.

Las Cruces is the second largest city in New Mexico and has a solid economy with companies in higher education, health care, agriculture, space tourism, and defense department/missile testing technology, to name a few.

In developing the commercial aviation forecast for Las Cruces International Airport, there are a number of scenarios that were considered based on recent trends, county initiatives, state initiatives, and city goals for the Airport. Presenting multiple scenarios will allow LRU to see potential opportunities for the Airport and how they will affect the facilities required over the 20-year planning period. There are three scenarios that have been considered

and each is described below.

3-8-9 LRU Low-Growth Scenario

The low-growth scenario assumes that current commercial and GA operations will continue at the Airport with growth rates comparable to historical activity and development that is occurring in the region.

While there has been no commercial air service into LRU in 2022, starting in January 2023 it is anticipated that a Part 135 operation between ABQ and LRU will begin. This service is funded in cooperation with the City of Las Cruces and the New Mexico Air Service Enhancement Act. Advanced Air has been selected as the operator.

The low growth scenario also assumes that funding will continue in perpetuity for the next 18 years with no growth or changes. It is acknowledged that this scenario is highly unlikely.

3-8-10 LRU Moderate-Growth Scenario

The moderate-growth scenario represents a far more likely scenario with the introduction of 30-passenger Part 135 scheduled charter operations from Dallas starting mid 2024, while Part 121 operations would not be expected to begin until 2027, which seems realistic in light of the facility and infrastructure requirements.

It is assumed that daily service to ABQ will be provided in a 8-passenger King Air is expected to last for two years based on current funding commitments, after which service would be discontinued in 2025.

The 30-passenger Part 135 operations from Dallas starting mid 2024 could potentially be operated by JSX with Embraer E145s. JSX is an example of an emerging operator who has recently been expanding rapidly into Colorado and New Mexico. Another possible option for service could be Advanced Air with Dornier 328 Jets like those used to fly seasonally between Dallas and Taos, NM. Service could also be operated by SkyWest Charters with 30-passenger configurations of the CRJ200 assuming they receive a Show Cause Order from the U.S. DOT. In any event, the introduction of Part 135 scheduled charter operations initially and for a period of up to two and half years is a plausible consideration in the near term because it can be handled with minimal facility upgrades.

In terms of frequency, the following is contemplated for 30-passenger Part 135 operations beginning mid-2024:

- July–December 2024: Less than daily flights from Dallas only.
- January–December 2025: Daily flights from Dallas plus less than daily from Phoenix.
- January–December 2026: Daily flights from both Dallas and Phoenix.

January 2027 is when Part 135 scheduled charter operations are expected to be replaced with Part 121 operations from American's hubs in DFW & PHX. While service with smaller aircraft initially such as Envoy's 50-passenger E145's or SkyWest's 65-passenger CRJ700's were considered, all 50-passenger RJ's have already been vacated from American's PHX hub and many are now on their way out of DFW. While there are currently 90 CRJ700s flown by SkyWest for American out of both DFW & PHX, they are all 15- to 20 year-old airframes under short-term leases of just one to two years. It is highly unlikely that those CRJ700s will be flying beyond 2027, thus the reason the Embraer E175 is assumed to be the initial launch aircraft for Part 121 operations into LRU.

In terms of frequency, the following is contemplated for 76-passenger Part 121 operations beginning 2027 with an Embraer E175:

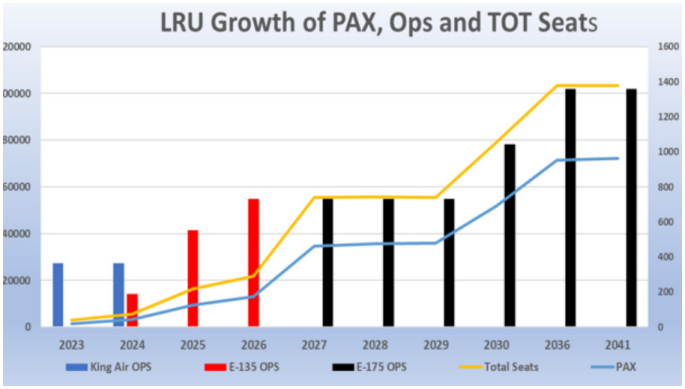
- Years 2027–2029: One flight daily from both DFW & PHX.
- Years 2030–2035: Two flights daily from DFW (one on Saturdays) plus one flight daily from PHX.
- Years 2036–2041: Two flights daily from both DFW & PHX (one less on Saturdays).

In forecasting the enplanements, assumptions were made regarding growth of load factors from startup to maturity based on experience with similar schedules at both Roswell NM (ROW), Hobbs NM and Santa Fe NM (SAF). Assumptions were also applied based on research from the 2020 RRC Study regarding the expected seasonality of demand.

The startup with Albuquerque (ABQ) service in 2023, it will give the Airport an opportunity to alert the community that commercial air service is available in LRU. It has been our experience that it takes 6 to 18 months to educate and convince passengers the new service is a reality. The ABQ service does not compete with the ELP Airport (there is no ELP- ABQ service) program will keep air service top of mind and aid in making the transition to DFW and PHX service easier.

Most of the growth assumptions in the forecast are based on converting an increasing percentage of the 650 daily (both ways) leisure/business passengers traffic currently using the ELP Airport. 650-daily passengers equals 237,000 annual passengers. Below is a chart displaying the annual passenger (PAX) growth starting in 2025 which is the first year both the DFW and PHX markets are served.

- In 2026, the moderate forecast calls for LRU to capture only 5.5% of 237,000 available passengers
- In 2031, the service would capture 22.4% of the passengers
- In 2036, the service would capture 30.2% of the passengers
- In 2041, the service would capture 30.4% of the passengers



Below are a series of summary charts of the LRU Airport projected growth in the 20-year forecast.

Table 3-23 Estimated Capture of LRU Passengers Currently Using ELP

Number of PAX and % of the 237K Annual Las Cruces Residents and Vistors using the ELP Airport

	Annual	% of
Year	PAX	237,000
2026	13,989	5.50%
2031	53,032	22.40%
2036	71,540	30.20%
2041	72,174	30.40%

Annual Operations, Available Seats and Flown Passengers Summary

Below is a chart along with a graphical illustration of the mid-level forecasted growth by aircraft type, available seats and flown passengers by year through 2030, along with the years 2036 and 2041.

Table 3-24: LRU Growth of Passengers, Operations and Totals Seats

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2036
King Air OPS	0	365	365							
E-135 OPS	0		188	553	730					
E-175 OPS	0					730	730	730	1,043	1,360
Total Seats	0	2,920	5,688	16,425	21,900	55,480	55,632	55,480	79,268	403,360
PAX	0	1,570	3,287	9,580	34,742	35,667	35,667	35,851	71,540	72,174

LRU Commercial Operations Growth by Month

The growth of annual aircraft operations initially starts small but gradually increases over the years to account for higher frequencies and larger aircraft.

Table 3-25 - LRU Moderate Growth Flight Count

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	CY Total
2022	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	62	56	62	60	62	60	62	62	60	62	60	62	730
2031	93	87	93	90	93	90	93	93	90	93	90	93	1098
2036	124	112	124	120	124	120	124	124	120	124	120	124	1460
2041	124	112	124	120	124	120	124	124	120	124	120	124	1460

LRU Available Seat Growth by Month

The growth in available seats is primarily driven by aircraft size and frequency.

Table 3-26 - LRU Moderate Growth Available Seats

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	CY Total
2022	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	4,712	4,256	4,712	4,560	4,712	4,712	4,560	4,712	4,560	4,712	4,560	4,712	55,480
2031	6,64	6,308	6,688	6,536	6,688	6,536	6,688	6,688	6,536	6,764	6,536	6,764	79,496
2036	8,816	7,904	8,664	8,512	8,664	8,512	8,664	8,664	8,512	8,816	8,512	8,816	103,056
2041	8,816	7,904	8,664	8,512	8,664	8,512	8,664	8,664	8,512	8,816	8,512	8,816	102,056

LRU Load Factor Summary by Month

The chart below displays the load factors by month based on similar monthly and seasonal fluctuations at the ELP.

Table 3-27 - LRU Assumed Load Factors

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	CY Total
2022	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
2026	56.0%	56.0%	57.5%	60.0%	60.0%	60.0%	61.0%	60.0%	60.0%	66.0%	60.0%	61.0%	59.3%
2031	64.0%	64.1%	67.1%	67.7%	68.2%	67.7%	67.4%	67.4%	66.7%	66.7%	67.3%	68.3%	66.9%
2036	65.0%	66.2%	70.0%	69.8%	71.3%	69.8%	69.5%	70.5%	69.2%	69.2%	68.5%	71.5%	69.2%
2041	66.1%	67.0%	71.2%	70.5%	72.1%	70.5%	70.2%	71.2%	70.0%	70.0%	69.2%	72.2%	70.0%

LRU Passenger Enplanements Summary by Month

Enplanement growth is driven by the size of the aircraft, frequency of service and load factors.

Table 3-28 - LRU Estimated Passenger (Enplanements)

Year	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	CY Total
2022	0	0	0	0	0	0	0	0	0	0	0	0	0
2026	2,827	2,554	2,945	2,896	2,992	2,896	2,992	2,957	2,861	2,956	2,861	3,004	34,742
2031	4,332	3,894	4,489	4,489	4,425	4,425	4,505	4,505	4,359	4,511	4,402	4,623	53,708
2036	5,740	5,238	6,108	5,939	6,181	5,939	6,020	6,108	5,893	6,104	5,829	6,303	71,400
2041	5,825	5,296	6,171	6,001	6,244	6,001	6,083	6,171	5,955	6,168	5,892	6,368	72,174

Annual Data Points Summary

The chart below offers a larger picture of the growth at the LRU Airport and milestones.

- 2023 - Initial commercial service returns to LRU with service to ABQ
- 2024 - Part 135 operations to DAL
- 2026 - Part 135 operations to PHX and DAL achieves 10,000 annual enplanements
- 2027 - Part 121 operations to DFW and PHX
- 2030 - Additional DFW daily fight

Table 3-29 - Annual Available Seats and Growth Rates

Year	Avail Seats	AV Seat Growth	% Growth	PAX Forecast	PAX Growth	% Inc.
2022	0			0		
2023	2,920	2,920		1,570	1,570	
2024	5,688	2,768	95%	3,287	1,717	109%
2025	16,425	10,737	189%	9,580	6,293	191%
2026	21,900	5,475	33%	12,989	3,409	36%
2027	55,480	33,580	153%	34,742	21,752	167%
2028	55,632	152	0%	35,667	926	3%
2029	55,480	-152	0%	35,851	184	1%
2030	79,268	23,788	43%	51,911	16,060	45%
2031	79,268	0	0%	53,032	1,122	2%
2032	79,496	228	0%	53,708	676	1%
2033	79,268	-228	0%	53,888	180	0%
2034	79,268	0	0%	54,174	285	1%
2035	79,268	0	0%	54,729	556	1%
2036	103,360	24,092	30%	71,540	16,811	31%
2037	103,056	-304	0%	71,400	-140	0%
2038	103,056	0	0%	71,659	258	0%
2039	103,056	0	0%	71,896	238	0%
2040	103,360	304	0%	72,099	203	0%
2041	103,056	-304	0%	71,174	74	0%

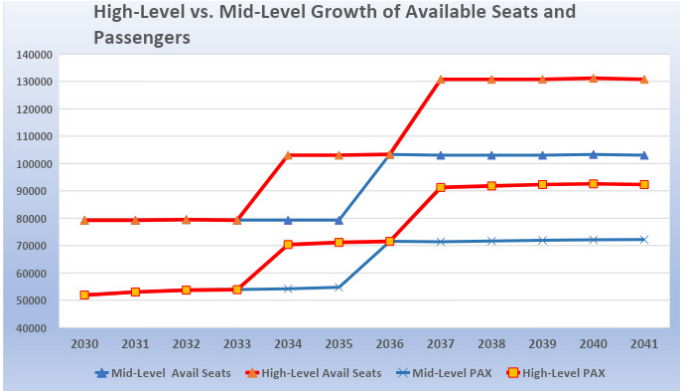
Years 2024, 2028, 2032, 2036 and 2040 are leap years

3-8-11 LRU High-Growth Scenario

The high-growth scenario contains essentially the same assumptions as the moderate-growth scenario with two noteworthy changes related to the speed at which capacity is expected to be added beyond the year 2034, along with the anticipated addition of a new market (DEN) in 2037: The second daily PHX flight (6x/week) is assumed to begin in 2034 rather than 2036.

Beginning 2037, a daily DEN-LRU trip is assumed to begin, presumably an E175 operated for United.
A copy of the high-growth scenario is in Appendix A

Table 3-30 - Comparison of High-Level vs. Mid-Level Available Seats and Passengers



3-9 Cargo Operations

3-9-1 Cargo Aviation Trends

Air cargo is transported either in the belly of the passenger aircraft or in specialized all cargo aircraft. Air cargo activity has historically moved in sync with GDP, therefore growth in this sector is tied to economic growth. Other factors that affect air cargo growth are fuel price volatility, movement of real yields, globalization and trade. The following significant structural changes have occurred in the air cargo industry in recent years: Effects of COVID-19 specifically, a surge in 2020 and 2021 supported by consumers purchasing goods to supplement time spent at home and by surface transportation disruptions caused by worker shortages. The current war in Ukraine and its impacts are still playing out and have had an impact on key factors mentioned earlier.

According to the FAA Aerospace forecast Fiscal years 2022–2042, historical total Revenue Ton Miles (RTM) flown by all-cargo carriers averaged 78.7% with passenger carriers covering the remaining 21.3%. In 2020 and 2021 this split increased to all cargo carriers covering 88% of total RTMs. During the 2020–2021 period, both all-cargo and passenger carriers recognized total RTM increases of around 17%.

As the world recovers from the impacts of the COVID-19 pandemic, the FAA Aerospace Forecast shows an expected growth rate of 2.5% for 2022 followed by a stable growth rate of 3.2% from 2022–2042 largely due to the residing impacts of the pandemic.

US carrier international air cargo traffic spans for regions consisting of Atlantic, Latin, Pacific, and other international. As the impacts of surface transportation delays on international cargo are resolved, the 20.4% total RTM boost seen in 2021 should dissipate and return to the pre pandemic forecast of 3.6% per year based on GDP. International regions are forecast to be growth rates of:

- Pacific International region 4%
- Other International 3.5%
- Atlantic 3.3%
- Latin America region 2.1%

3-9-2 LRU Cargo

Air cargo operators provide time critical air service for various cargo partners such as FedEx and UPS. The ability to have next day air delivery is important to many municipalities. Currently, LRU does not have this service. With the adjoining LCIIP, it would be possible to construct an air cargo facility within the LCIIP and then attract an operator. The majority of local air cargo/freight is being flown in and out of Doña Ana County International Jetport (DNA) which is 27 miles to the southeast of Las Cruces or 49 miles via Interstate 10.

In 2021 the state of New Mexico had three key airports reporting cargo operations in the National Plan of Integrated Airport Systems. These airports are:

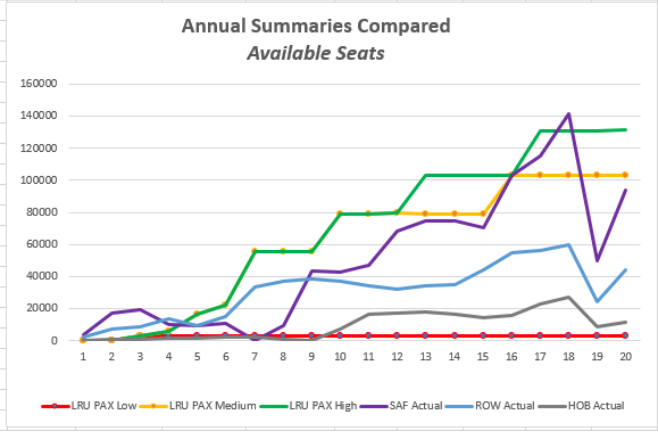
- Albuquerque (ABQ) reporting 607 million pounds
- Gallup (GUP) reporting 3.77 million pounds
- Tucumcari (TCC) reporting 1.6 million pounds

In a recent press release from October 14, 2022, Governor Michelle Lujan Grisham announced funding for a $72 million cargo aviation facility at Doña Ana County Jetport. This is proposed to be a public private partnership between Burrell Aviation and the Doña Ana County Jetport for the construction of multiple new structures designed to expand cargo and distribution services, including facilities dedicated to air cargo handling, cold storage, distribution, and aircraft maintenance. With this development in the border region and LRU's close proximity to Doña Ana County Jetport and El Paso International Airport, the development of cargo operations was not included as part of this study.

3-9-3 Proven Concept/Benchmark (SAF, ROW, HOB, ELP)

Without critical infrastructure in place, it is difficult for LRU to adequately serve the existing demand for commercial passenger service. Outside of airport facilities, airlines base their service decisions on demand and location; Las Cruces is in a strong position compared to other New Mexico airports. Four similar airports were used as a benchmark for future aviation activity. These airports include Santa Fe Municipal Airport (SAF), Roswell Air Center Airport (ROW), Lea County Regional Airport (HOB), and El Paso International Airport. The Actual enplanements per year following inaugural service are listed against the LRU forecast enplanements **(Table 3-31)**. This shows that the moderate-growth model is realistic and should be used as the preferred forecast moving forward.

Table 3-31 - Comparison of Growth of Available Seats of LRU Forecasts vs. real world examples experienced in New Mexico at SAF, ROW & HOB.



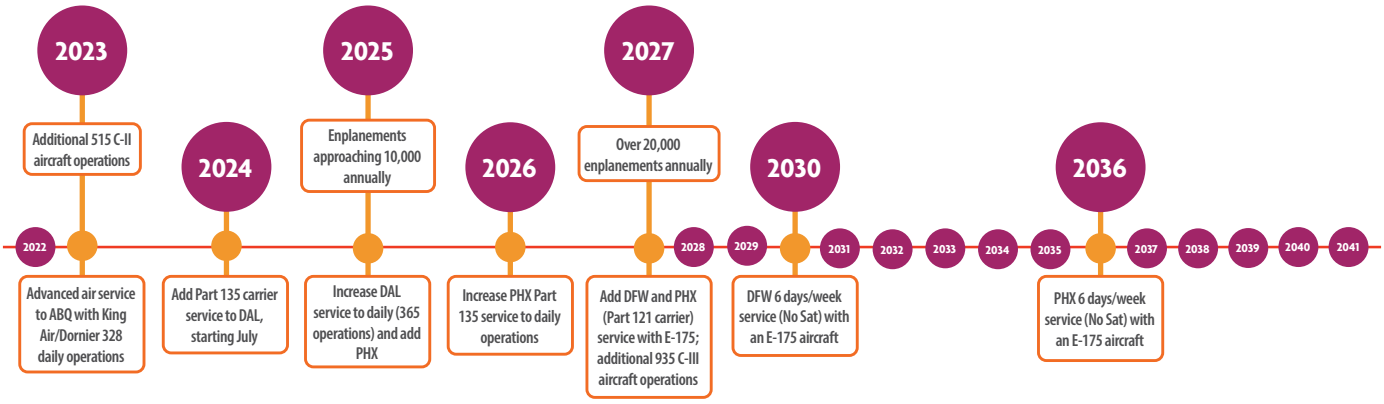
3-10 Preferred (Selected) Commercial Forecast Summary

The moderate-growth model was selected as the preferred commercial service forecast. The tables below summarize anticipated commercial operations and enplanements.

Table 3-31 - LRU Growth of PAX, Ops, and Total Available Seats

	2022	2023	2024	2025	2026	2027	2028	2029	2030	2036
King Air 350/Dornier 328	0	365	365							
E-135	0	188	188	553	730					
E-175	0					730	730	730	1,043	1,360
Total Operations	**0**	**553**	**553**	**553**	**730**	**730**	**730**	**730**	**1,043**	**1,360**
Enplanements	**0**	**3,287**	**3,287**	**9,580**	**12,989**	**34,742**	**35,667**	**35,851**	**71,540**	**72,174**

Commercial Service Milestones for LRU



3-11 Preferred (Selected) Aviation Forecast Summary

The following summary **(Table 3-32)** includes data presented in this report. The selected aviation forecasts presented below include the preferred methodology forecasts adjusted to current and future growth planned during this study period.

Table 3-32 - Aviation Activity Forecast Summary				
Passenger Enplanements				
	2021	**2026**	**2031**	**2041**
Air Taxi/Commuter	0	0	0	0
Air Carrier	0	12,989	51,911	72174
Operations				
Itinerant	**24,673**	**32,662**	**41,894**	**47,032**
Air Carrier	0	730	1,043	1360
Air Taxi/Commuter	3,634	3,634	3,634	3,634
General Aviation	10,686	17,945	26,864	31,685
MIlitary	10,353	10,353	10,353	10,353
Local	12,152	15,727	20,120	22,495
General Aviation	12,152	15,727	20,120	22,495
Total OPs	36,825	48,389	62,014	69,527
Based Aircraft				
Single	82	100	130	133
Multi	6	8	8	9
Turboprop	5	5	5	6
Turbojet	2	2	2	3
Rotorcraft	3	3	3	4
Glider	4	5	5	5
Light Sport	0	2	2	2
Military	4	4	4	4
Electric	0	1	1	3
Total	**106**	**130**	**161**	**169**

3-12 Future Critical Design Aircraft

As discussed earlier, the Critical Design Aircraft for LRU has been selected to be the Challenger 600 series and the Airport Design Group is C-II. The critical aircraft determination is an important aspect of airport planning and design for federally obligated airports. It sets dimensional requirements on an airport, such as the separation distance between taxiways and runways, and the size of certain areas protecting the safety of aircraft operations and passengers. The critical aircraft designation is set by establishing substantial use as defined in AC 150/5300-13B, is a single aircraft or a composite of several aircraft with similar aircraft and design characteristics with over 500 annual operations.

The 2021 baseline share of operations by aircraft type is shown in **Table 3-22.** Historically, Las Cruces has been a C-II airport and has been designed to these standards. The operational year 2021 LRU recorded 446 C-II aircraft operations. This does not meet the minimum 500 operations. However, it is understood that with the aviation community rebounding from the effects of the COVID-19 pandemic and continuing war in Ukraine, operations numbers are on the rise. This impact paired with ongoing and future Airport development, Airport marketing initiatives, as well as the addition of commercial passenger service that started in January 2023, C-II operations will continue to climb and will reach in excess of 500 operations in 2023. Forecast data further shows 730 operations of the E-145 (C-II) aircraft by 2027. With the additional commercial service planned in the short term (2022–2027), runway extension, increased use of LRU by NMSU, and increase in commercial space operations specifically out of Spaceport America, C-III operations are forecasted to exceed 500 yearly operations within the first five years of this forecast.

With the data presented in this forecast, It is recommended that the current critical aircraft designation of C-II is realistic and the Challenger 600 continue to be designated as the critical aircraft. However, due to substantial use

of C-III aircraft in the short term (within 5 to 6 years of this study) it is recommended that the airport continue future conversations with the FAA regarding future design standards.

Future Critical Aircraft

To determine which jet aircraft should be considered the future critical aircraft, information was collected from the Airport to include interviews with Airport (users, businesses, management, GARD data) and the FAA (5010, TFMSC, Aerospace and Terminal Area Forecasts). After an in-depth analysis of the information collected, it was evident that numerous corporate aircraft used by private and charter companies utilize LRU frequently. It was determined that in 2021, the Bombardier Challenger is the most demanding aircraft and has the highest number of operations at LRU of other aircraft within its composite. The Bombardier Challenger is a C-II aircraft and is the current Design Aircraft at LRU

Given the forecasts developed, it is further evident that C-III aircraft such as the Embraer EMB 175 and Boeing 737-700 will be utilizing the Airport more than 500 times per year within the next 5-years and beyond. FAA guidance would lead LRU to consider changing the airport reference code from C-II to C-III and to consider the Boeing 737-800 as the design critical aircraft.

3-13 Selected Forecast Summary and Comparison to FAA TAF

The City of Las Cruces, LRU Airport Master Plan Committee as well as the LRU Air Alliance unanimously support moving forward with a plan that will utilize the Las Cruces International Airport to support the community and the State of New Mexico by being the lead economic engine in the region. A balanced approach to planning and development will support education through research and development in the aerospace and aviation industry, support local higher educational facilities, accommodate enhanced commercial passenger service, and ensure economic stability and growth for the region.

The following table shows a comparison of the selected forecast to the FAA TAF. As discussed earlier, the current 2021 TAF does not show any growth in operations or based aircraft for LRU. This study has shown that this is not realistic and as such falls outside the 10% and 15% thresholds of the FAA TAF numbers. LRU has a bright and promising future full of development and commercial service options.

Table 3-33 -Selected Forecast Comparison to FAA TAF

	2021 FAA TAF	Preferred Forecast	% Difference
Enplanements			
2021	0	8	0%
2026	0	12,989	12,989%
2031	0	51,911	51,911%
Based Aircraft			
2021	107	106	-1%
2026	107	130	18%
2031	107	161	34%
Operations			
2021	36,825	36,825	0%
2026	36,825	47,659	23%
2031	36,825	60,971	40%

U.S. Department of Transportation
Federal Aviation Administration

Federal Aviation Administration
Southwest Region, Airports Division
LA/NM Airports Development Office

FAA-ASW-640
10101 Hillwood Pkwy.
Fort Worth, Texas 76177

May 22, 2023

Andrew Hume
Airport Director
Las Cruces International Airport – (LRU)
700 N Main
Las Cruces, NM 88001

Federal Aviation Administration (FAA)
Las Cruces International Aiport (LRU) Aviation Activity Forecast Approval
New Mexico State Funded Grant

The FAA Louisiana/New Mexico Airports District Office has reviewed the aviation forecast for the Las Cruces International Airport (LRU) Airport Master Plan dated April 6, 2023. The FAA approves these forecasts for airport planning purposes, including Airport Layout Plan (ALP) development, in addition to the existing and future critical aircraft.

Our approval is based on the following:

- The forecast is supported by reasonable planning assumptions and current data
- The forecast appears to be developed using acceptable forecasting methodologies
- The difference between the FAA Terminal Area Forecast (TAF) and the Airport's forecast for total operations is within the 10 percent and 15 percent allowance for the 5 and 10 year planning horizons.

Approval of this forecast does not automatically justify any of the capital improvements shown on the ALP or recommended in the master plan. All future projects will need to be justified by current activity levels at the time of proposed implementation. Lastly, the approved forecasts may be subject to additional analysis, or the FAA may request a sensitivity analysis if this data is to be used for environmental or Part 150 noise planning purposes.

Accordingly, FAA approval of this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects.

If you have any questions about this forecast approval, please call me at (817) 222-5654.

Sincerely,

BRITTANY MICHAEL JOSEPH SMITH

Digitally signed by BRITTANY MICHAEL JOSEPH SMITH
Date: 2023.05.22 11:28:56 -05'00'

cc: Patrick Sharrow Du bois & King,
Dan Moran (State of New Mexico),

Chapter Four: Facility Requirements

4-1 Introduction

The facilities requirements chapter evaluates and establishes the improvements necessary at LRU to maintain a safe and efficient facility while accommodating the demand expected during the 20-year planning period. The facilities should be developed to enhance both commercial and GA activities, foster business aviation, support aerospace development for the region, promote sustainability, and ultimately lead to financial independence. Comparing the existing airfield condition to the growth predicted by the aviation forecasts in the previous chapter will guide the decisions for runway, taxiway, apron, terminal, and other facility requirements at LRU.

4-2 Emerging Trends

Proper facility planning must account for emerging trends within the industry by considering how these trends affect the aviation industry and the Airport. The following section will focus on emerging trends that have been identified as the most relevant to LRU.

4-2-1 Next Generation

The National Airspace System (NAS) is being transformed by Next Generation Air Transportation System (NextGen) initiatives. NextGen is the FAA's plan for modernizing the national air transportation system. NextGen initiatives may affect airspace, aircraft approach capabilities as well as on and off-airport obstruction management requirements. The NextGen initiatives are based on GPS satellite navigation and enhanced communications systems that will improve efficient access to the airspace and airports of the National Airspace System. A recent Aeronautical survey conducted as part of this study has followed AC 150/5300-18B, General Guidance and Specifications for Submission of Aeronautical Surveys to NGS: Field Data Collection and Geographic Information System (GIS) Standards. This information has been uploaded to the FAA Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) for future use in procedure development and AGIS planning efforts.

4-2-2 Unmanned Aircraft Systems (UAS)

LRU takes pride in its position as one of six airports in the country to be a nationally recognized UAS test facility. New Mexico State University's Physical Science Laboratory (PSL) manages/operates the program and maintains a presence at the airport year-round. As cited by the FAA:

> *"The main objective of the UAS Test Site Program is to provide verification of the safety of public and civil UAS, operations, and related navigation procedures before their integration into the NAS. Other program requirements include supporting the FAA during the development of certification standards, air traffic requirements, coordinating research, and other work with the National Aeronautics and Space Administration (NASA), FAA NextGen, the Department of Defense, and other Federal agencies."*

Over the past several years, UAS operations have become more widespread and the uses have diversified beyond recreational use. As businesses begin to rely more heavily on UAS for commercial operations, airports across the country must account for UAS operations as they plan future facilities. Moreover, the FAA has developed the UAS Integration Pilot Program (IPP) to work with state, local, and tribal governments to understand drone advancements and how to incorporate them into the airspace system safely. LRU has completed an Unauthorized UAS Response Plan that details operating protocols for UAS operations at and around LRU facilities.

The FAA UAS Data Exchange is an innovative, collaborative approach between government and private industry facilitating the sharing of airspace data between the two parties. The FAA has moved forward with the Low Altitude Authorization and Notification Capability (LAANC) program, a collaboration between the FAA and industry. This program directly supports UAS integration into the airspace. At this time, LRU is not a part of the LAANC program. It is recommended that LRU move towards integration with LAANC.

As the uses of UAS continue to grow, they will continue to demand more of the operating airspace on and above airports. The relationship between LRU and New Mexico State University Physical Science Lab, as well as Arrowhead to provide a base for aerospace UAS development and testing on airports, has evolved with these emerging demands. Meetings held through the Public Information Program have highlighted a need for additional office and hangar space for both NMSU and Arrowhead. Additionally, the effects these types of operations will have on the Airport system will be considered in the development of facilities.

4-2-3 Aerospace Development

After a long period in which the space global launch arena was dominated by governmental agencies launching vehicles developed by defense contractor corporations, largely operating vehicles derived from 1950s-era ballistic missile designs, and characterized by high costs limiting their markets to operators of geosynchronous communications satellites, the industry has in the past ten years been revolutionized by the entry of entrepreneurial companies. These companies have successfully designed and launched new designs characterized by reusability and frequent, low-cost flights.

Led in particular by Space Exploration Technologies, Inc. (SpaceX), these new entrants have dropped launch costs by at least an order of magnitude, opening up many new uses and users. The number of new entrants in both the space launch and space launch users categories has increased dramatically. The number of startups announcing an intent to develop competing space launch capabilities and receiving at least some venture funding is well over 120 worldwide, and more may be operating in stealth mode without public announcement.

Many of these companies have not proceeded beyond the design stage, but several dozen have demonstrated hardware development, and some substantial number have attempted test launches, with several succeeding and in commercial service. For example, Space Labs, a US/New Zealand company has been launching mostly successfully for five years. Several companies have, with great publicity, begun launching space flight participants on a commercial basis, including SpaceX, which has carried paying participants to orbit in their Dragon-crewed capsule, and Virgin Galactic and Blue Origin, which have carried flight participants on suborbital flights. All three companies plan to expand this service. Other startups are planning ambitious private space station projects that seek to have human-inhabited platforms in space before the end of the decade and that are successfully attracting private investment.

In short, the space transport industry is experiencing the sort of rapid expansion of new entrants that was seen in aviation in the decades following the First World War, or the personal computer industry after the initial success of Apple Computer in the 1980s. As with the previous examples, it is likely many of the new entrants will fail. However, it is also likely that those who survive the shakeout will dominate the field for the coming decades. Just as the rapid expansion of the aircraft industry sparked the need for airports and support capabilities, and the rapid expansion of personal computers sparked an enormous demand for application software, so it is likely that the rapid expansion of the space transport and space applications industries will spark a need for additional spaceports, research and development facilities, and testing areas. Once companies have made their choices in such facilities, they will likely remain there for coming decades, just as aviation companies have done. There will be substantial economic benefits to the areas so chosen. Any decisions regarding steps that would enhance LRU and the Las Cruces area as locations for such activities should bear in mind that these benefits likely require action in the near term to ensure such locations, as such opportunities may not arise again in future decades.

4-2-4 Emergency Planning

Another, more recent example is the role an airport plays in the containment of an infectious disease. During the COVID-19 pandemic, airports were relied upon heavily to put into place emergency measures that would reduce the risk of spreading the infection. Understanding how these events may impact the day-to-day operations and providing appropriate response tools will allow the Airport to return to normal operations quicker.

4-2-5 Sustainability

Sustainable infrastructure and investments are crucial to protecting New Mexico's natural environments and resources. Sustainability is a complex topic and may refer to environmental and financial. The goal of an Airport Sustainability Program is to provide guidance for implementing sustainability initiatives as part of the Airport's future and will be used as a reference to encourage sustainable development while planning future facilities. Benefits for the Airport offered by sustainable development include but are not limited to:

- Reduction of operating costs
- Better utilization of Airport assets
- Protection from fluctuating energy costs
- Enhanced community support
- Reduced environmental impacts
- Efficient use of Airport Improvement Program (AIP) and NMDOT funding
- Increased resourcefulness

4-2-6 Regional Access/Multi-Modal

As the world continues to become more connected, airports will continue to play an integral role in linking various regions and multiple modes of transportation. Appropriate planning by all stakeholders can make an airport the multimodal interchange point for a region. Facilities

should be planned within the context that airports are not singularly used for air transportation but are part of a broader multimodal transportation network.
Support for multimodal transportation can be in the form of rail and highway to ride share amenities, taxis, and rental cars. These interlinks can support many economically important industries throughout the region including, commercial space travel out of Spaceport America, Electric VTOL operations used for medical support, and cargo operations linked to the LCIIP and FTZ. Airports should consider the role they play in the transportation system and need to consider all relevant transportation modes while planning terminal buildings and other infrastructure requirements.

4-3 Capacity Demand Analysis

Airfield capacity is expressed in terms of the number of aircraft operations that can be conducted in a given period of time. Capacity is most often expressed as annual capacity (or annual service volume) and hourly capacity (or throughput capacity) for a particular runway and taxiway configuration.

The determination of airfield capacity is essential to the evaluation of the adequacy of the runway and taxiway system to meet existing and future Airport activity demand levels. Hourly capacities under Visual Flight Rules (VFR) and Instrument Flight Rules (IFR) and the Annual Service Volume (ASV) for the Airport were developed using methods specified in FAA Advisory Circular (AC) 150/5060-5, Airport Capacity and Delay.

A demand/capacity analysis for the existing airfield configuration was conducted using the methodology contained in Chapter 2 of the AC, commonly referred to as the FAA's "handbook methodology." This methodology uses a series of tables, graphs, and equations to calculate an airfield's hourly and annual capacity. It is generally used in situations where airfield capacity is not a constraining factor. The following paragraphs provide a discussion of the handbook methodology and present the results of the analysis.

An airport's capacity is generally measured in terms of the number of aircraft operations (landings and takeoffs) the runway and taxiway system can accommodate on an hourly or annual basis. The calculation for airfield capacity is a function of the number of available runways and the specific runway/taxiway configuration for a given airport. Airfield capacity was determined using two principal measures, Annual Service Volume (ASV) and hourly capacity. Calculation of an airfield's hourly capacity and ASV depends upon the following physical and operational factors:

- **Meteorological Conditions–**The percentage of time that the cloud ceiling or horizontal visibility is below certain minimums.
- **Aircraft Fleet Mix (Mix Index)–**The percentage of operations conducted by aircraft within certain weight, engine, and wake turbulence classifications.
- **Runway Use–**The percentage of time each runway use configuration is used.
- **Percent Touch-and-Go–**The percent of touch-and-go operations in relation to total aircraft operations.
- **Percent Arrivals–**The percent of arrivals in relation to departures.
- **Exit Taxiway Locations–**The number and locations of exit taxiways for landing aircraft

Hourly capacity is defined as the maximum number of aircraft operations that can be accommodated by the airfield system in one hour. It is used to assess the airfield's ability to accommodate peak-hour operations.

ASV is defined as a reasonable estimate of an airport's annual capacity. As the number of annual operations increases and approaches the Airport's ASV, the average delay incurred by each operation increases. When the number of annual aircraft operations exceeds the ASV, moderate to severe congestion will occur and the average delay per aircraft operation will increase exponentially. ASV is used to assess the adequacy of the airfield design, including the number and orientation of runways.

Delay is typically expressed in minutes per aircraft operation. When annual operations are equal to the ASV, the average delay per aircraft operation can be up to four minutes, depending upon the fleet mix using the Airport. Traditionally, one to four minutes of average delay per aircraft operation is used in ASV calculation. This can be considered an acceptable level of delay. The FAA considers delays of six minutes or more to be significant. When the average annual delays per aircraft operation reach four to six minutes, the Airport is approaching its practical capacity and is generally considered congested.

Delay can be translated into hours of annual delay and easily converted into dollar estimates to be used as a basis for comparison. Aircraft operational delay costs or savings are often used as the measure for comparing various airfield development alternatives.

Table 4-1- Aircraft Classifications			
Aircraft Class	Maximum Certificated Takeoff Weight	Number of Engines	Wake Turbulence Classification
A	12,500 or less	Single	Small
B		Multi	
C	12,500 – 300,000	Multi	Large
D	Over 300,000	Multi	Heavy

Source: AC 150/5060-5 Airport Capacity and Delay

Aircraft separation significantly impacts both airfield and airspace capacity. Reduced separation typically increases airfield capacity since the resulting closer spacing between aircraft means more aircraft can use the Airport during a specified time period. Conversely, increased separation typically reduces capacity. A variety of factors determine the required minimum aircraft separation, including prevailing weather conditions, flight rules, and the specific aircraft type.

The FAA's handbook methodology uses the term "Mix Index" to describe an airport's fleet mix. The FAA defines the Mix Index as the percentage of Weight Class C operations plus three times the percentage of Weight Class D operations.

Mix Index (%) = Class C Operations/Total + 3 x Class D Operations/Total

The aircraft mix is the relative percentage of operations conducted by each of the four classes of aircraft (A, B, C, and D) and their relationship to terms used in wake turbulence standards. **Table 4-1** describes the four classes of aircraft as used in ASV calculations.

The aircraft fleet mix was taken from the data given in the previous chapter. Based on the data, it is estimated that Weight Class A and Class B constitute approximately 88.6% of aircraft operations, Weight Class C aircraft constitute 11.4% of aircraft operations, and Weight Class D aircraft have contributed a small percentage of (.04% of the aircraft operations) as shown in **Table 4-2.**

Table 4-2- LRU Aircraft Mix 2021				
Aircraft Class	Maximum Certificated Takeoff Weight	Wake Turbulence Classification	Number of Operations	Percent of Total Operations
A, B	12,500 or less	Small	32,617	88.57%
C	12,500–300,000	Large	4,195	11.39%
D	Over 300,000	Heavy	13	.04%

Source: AC 150/5060-5 Airport Capacity and Delay, DuBois & King, 2022

Table 4-3 - LRU Aircraft Mix 2014				
Aircraft Class	Maximum Certificated Takeoff Weight	Wake Turbulence Classification	Number of Operations	Percent of Total Operations
A, B	12,500 or less	Small	63,167	90.87%
C	12,500–300,000	Large	6,335	9.11%
D	Over 300,000	Heavy	25	.04%

Source: AC 150/5060-5 Airport Capacity and Delay, DuBois & King 2022

Table 4-4 - Airfield Capacity Levels			
Year	Annual Operations	Annual Service Volume*	Capacity Level
Base Year			
2021	36,825	230,000	16.01%
Forecast			
2026	48,389	230,000	21.04%
2031	62,014	230,000	26.96%
2041	69,527	230,000	30.23%

*FAA Advisory Circular 150/5060-5 with estimated mix index of 11.52%

Based on the estimated mix index at 2021 of 11.52%, estimated mix index in 2041 of 9.23% and LRU airfield configuration, it was determined that the ASV is approximately 230,000 annual operations. The hourly capacity of the airfield is 98 operations per hour in VFR conditions and 59 hourly operations in IFR conditions. The forecast for the Airport indicates that the activity throughout the planning period will reach 69,527 annual operations, which is well below the ASV of 230,000 annual operations. Therefore, the capacity of the existing airfield system will not be reached, and the airfield can meet operational demands without adverse effects on aircraft operations and without significant operational delay.

The percent capacity at which an airfield is operating can be shown by comparing the calculated ASV to the existing or forecast level of operations. Based upon FAA Order 5090.3B, "Field Formulation of the National Plan of Integrated Airport Systems (NPIAS)," an airport should begin to address capacity-related issues once the operational demand exceeds 60% of the ASV. The capacity levels for the Las Cruces International Airport are shown in **Table 4-4**

The facility requirements analysis shows that LRU should not experience any runway-related capacity problems during the planning period. Recommendations will concentrate on developing the appropriate facilities to improve safety and service considerations rather than the operational capacity of the airfield. It should be noted that this is only with respect to runway occupancy times and the number of operations the runway system can accommodate each year. This does not include other airport facilities such as aircraft parking, hangar, GA terminal space, automobile parking, or utilities that are addressed in subsequent sections.

4-4 Critical Aircraft & Design Standards

Airport design standards provide basic guidelines for a safe, efficient, and economic airport system. The Runway Design Code (RDC) provides the information needed to determine which standards apply to a specific element of the runway. The first element of the RDC is the Aircraft Approach Category (ACC) which is defined based on the aircraft's approach speed and describes the operational characteristics of the aircraft. **Table 4-5** describes the five approach speed categories as defined by the FAA.

Table 4-5 - Aircraft Approach Category (ACC)	
Category	Approach Speed (knots)
A	< 91
B	91 – 121
C	121 – 141
D	141 – 166
E	> 166

Source: FAA AC 150/5300-13B

The second element of the RDC is the Airplane Design Group (ADG) which is defined by the aircraft's wingspan and tail height. The ADG represents the basic physical characteristics of the aircraft. **Table 4-6** describes the six design group categories as defined by the FAA.

Table 4-6 - Airplane Design Group (ADG)		
Design Group	Wingspan (feet)	Tail Height (feet)
I	<49	<20
II	49-79	20-30
III	79-118	30-45
IV	118-171	45-60
V	171-214	60-66
VI	214-262	66-80

Source: FAA AC 150/5300-13B

Current fleet mix and operations analysis shows that Runway 12/30 as well as Runway 8/26 provide the proper design criteria to accommodate C-II aircraft, which includes many of the light to medium-sized business jets as well as commercial passenger aircraft. Examples of these jet aircraft include a number of the Cessna Citation and Raytheon Hawker models, the Bombardier Challenger series of business jets, as well as the Embraer 145. For planning purposes, the medium-sized Bombardier Challenger 600 series of business jets, pictured in **Figure 4-1**, has been selected as the representative current critical aircraft. While there are a number of other business jet models with an ARC of C-II using the airfield, the Challenger series has been selected due to its heavier weight and higher tail height. Many of the Challenger series aircraft, including the heavier 600 series, have maximum allowable takeoff weights of around 48,000 pounds with a dual wheel landing gear configuration.

Figure 4-1–Bombardier Challenger 600 Series (Credit: nicepmg.com)



With upcoming commercial passenger service, it is anticipated that air carriers will utilize the Embraer 145 starting in 2025. The Embraer 145 is a C-II aircraft with similar operating characteristics as the Challenger series and is considered in the current design group. While larger aircraft do use these runways, this practice has limitations to aircraft operations and is done only at the pilot's discretion. The FAA-approved Forecast of Aviation Activity shows substantial use of over 500 annual operations by category C-III aircraft by 2027. It is recommended that, as communication continues with commercial air service providers, the Airport conduct an ALP update to support future design standards for Runway 12/30 and Runway 8/26 be increased to C-III to accommodate the Embraer 175 and Boeing 737-700.

Figure 4-2 is considered to be the short-term (1–4 years) representative future critical aircraft for Runway 12/30 as well as Runway 8/26. The forecast shows commercial service aircraft upgrading to an Embrear E175 by 2027 (within 5 years of inaugural flight). The Embrear E175 is depicted in **Figure 4-3**.

Figure 4-2 - ERJ-145



Figure 4-3 - E175



Runway 4/22 is currently designated as a B-II runway. FAA standards for runway funding eligibility along with a windrose analysis on the Runways and configuration at LRU have shown that Runway 4/22 does not meet requirements for future federal funding. Due to a future lack of federal assistance with Runway 4/22, alternative funding sources will be considered. The fleet mix expected to utilize Runway 4/22 is a predominantly light single-engine, therefore the family of aircraft is selected to be A-I similar to a Cessna 182 depicted in **Figure 4-4.**

Figure 4-4-Cessna 182 Skylane



The third element of the RDC is the visibility minimums for the lowest instrument approach procedure developed for the Airport. **Table 4-7** below depicts the instrument runway visibility minimums in feet and statute miles. If a runway is designated Visual, the visibility is greater than 3 miles.

Table 4-7 - Visibility Minimums

RVR (feet)	Visibility Minimums (miles)
5,000	> 1
4,000	1 – 0.75
2,400	0.75 – 0.5
1,600	0.5 – 0.25
1,200	< 0.25

Source: FAA AC 150/5300-13B

The following sections describe the fundamental airfield design standards for safe, efficient, and economic aircraft operations. Airfield design standards are determined by a careful analysis of the aircraft characteristics for which the airfield will be designed. Airfield geometry designs based on only existing aircraft can severely limit the ability to expand the Airport to meet future requirements for larger, more demanding aircraft. On the other hand, airfield designs that are based on large aircraft never likely to operate at the Airport are not economical.

The current RDC for Runway 12/30 is classified as C-II with visibility minimums determined by the type of instrument approach. Runway 30 is equipped with a precision ILS approach that offers visibility minimums being 1/2 of a mile or 2400 ft. Runway 12 is equipped with a non-precision RNAV GPS approach which offers visibility minimums of ¾ of a mile or 5000 ft. The current RDC for Runway 8/26 is classified as C-II-Visual. It is recommended that the Airport moves forward to develop non-precision approaches for Runways 08 and 26. Runway 4/22 is currently classified as B-II-Visual. There are no plans for future approaches to Runways 04 or 22. **Table 4-6** shows current design standards with visibility minimums. There are specific areas beyond the ends and off the sides of the runways that the FAA requires to be clear. The Runway Safety Area (RSA) is defined as the prepared and suitable ground surrounding the runway to reduce the risk of damage to aircraft in the event of an overshoot, undershoot, or excursion from the runway.

The Runway Object Free Area (ROFA) is an area surrounding the centerline that restricts protruding objects that may damage the aircraft.

The Runway Protection Zone (RPZ) is an area beyond the runway ends that restricts the land use for the protection of people and property.

The size of these areas are defined by the RDC and the ADG. The size of the clear areas increases as the Airport serves larger aircraft and/or the instrument approach procedures become more precise. **Table 4-9** shows the current design characteristics of each runway and shows a comparison to existing and future design standards.

Table 4-8 - Runway Design Characteristics

Current					
Runway 12	Runway 30	Runway 08	Runway 26	Runway 04	Runway 22
C-II-5,000'	C-II-2,400	C-II-Visual		B-II-Visual	
Future					
Runway 12	Runway 30	Runway 08	Runway 26	Runway 04	Runway 22
C-III-5,000 ft	C-III-2,400 ft	C-III-5,000 ft	C-III-5,000 ft	A-I-Visual	

Source: DuBois & King

Table 4-9 - RDC Design Standards				
Runway Design	**A-I**	**B-II**	**C-II**	**C-III**
Runway Width	60 ft	75 ft	100 ft	100 ft
Shoulder Width	10 ft	10 ft	10 ft	20 ft
Blast Pad Width	80 ft	95 ft	120 ft	140 ft
Blast Pad Length	60 ft	150 ft	150 ft	200 ft
Crosswind Component	10.5 knots	13 knots	16 knots	16 knots
Runway Protection				
Runway Safety Area (RSA)	240 ft beyond, 240 ft prior to, 120 ft wide	300 ft beyond, 300 ft prior to, 150 ft wide	1,000 ft beyond, 600 ft prior to, 500 ft wide	1,000 ft beyond, 600 ft prior to, 500 ft wide
Runway Object Free Area (ROFA)	240 ft beyond, 240 ft prior to, 250 ft wide	300 ft beyond, 300 ft prior to, 500 ft wide	1,000 ft beyond, 600 ft prior to, 800 ft wide	1,000 ft beyond, 600 ft prior to, 800 ft wide
Obstacle Free Zone (OFZ)	Refer to Paragraph 3.11 of AC 150/5300-13B			
Approach Runway Protection Zone (RPZ)	1,000 ft Length, 250 ft Inner Width, 450 ft Outer Width	1,000 ft Length, 500 ft Inner Width, 700 ft Outer Width	1,700 ft Length, 500 ft Inner Width, 1,010 ft Outer Width	1,700 ft Length, 500 ft Inner Width, 1,010 ft Outer Width
Departure Runway Protection Zone (RPZ)	1,000 ft Length, 250 ft Inner Width, 450 ft Outer Width	1,000 ft Length, 500 ft Inner Width, 700 ft Outer Width	1,700 ft Length, 500 ft Inner Width, 1,010 ft Outer Width	1,700 ft Length, 500 ft Inner Width, 1,010 ft Outer Width
Runway Separation *Runway Centerline to:*				
Parallel Runway Centerline	Refer to Paragraph 3.9 of AC 150/5300-13B			
Holding Position	125 ft	200 ft	250 ft	250 ft
Parallel Taxiway/Taxilane Centerline	150 ft	240 ft	300 ft	400 ft
Aircraft Parking Area	Refer to Paragraph 5.4.1.2 of AC 150/5300-13B			

Source: FAA AC 150/5300-13B *RDC referencing Visual Standard

4-5 Runway Requirements

Existing and potential runway configurations were examined with respect to dimensional criteria, orientation, length, width, and pavement design strength. Each activity, along with associated critical aircraft demonstrating substantial use, is analyzed and considered when conducting a runway length analysis. Runway length requirements for the Airport were determined using FAA AC 150/5325-4B, Runway Length Requirements for Airport Design. In addition to determining the critical aircraft or family of aircraft, the principal parameters necessary to determine runway length are the Airport elevation and the mean daily maximum temperature of the hottest month. The Airport elevation is 4,457 feet mean sea level (MSL). Based on the NOAAs 1911-2020 Climate Normals for Las Cruces Airport, it was determined that the mean daily maximum temperature of the hottest month occurs in July at 94.6 °F.

4-5-1 Runway Orientation

A runway's orientation is primarily influenced by the physical and meteorological environment of its desired location. The runway heading is based on the magnetic heading. While the true runway heading doesn't change over time, the magnetic heading will wander due to the persistent shift of the magnetic north pole to the north-northwest at a rate of 34 miles per year. It's because of this gradual shift the magnetic heading of the runway needs to be evaluated periodically and when appropriate the runway heading redesignated to reflect the most accurate magnetic heading. According to NOAAs National Centers for Environmental Information, the rate of magnetic declination in the Las Cruces, NM area is 7° 52 ft E ± 0° 21 ft changing by 0° 6 ft W per year.

Table 4-10- Runway Redesignation						
Runway Redesignation	4	22	8	26	12	30
Runway Redesignation	047°	227°	082°	262°	127°	307°
Runway Redesignation	5	23	8	26	13	31

Source: NOAA's National Centers for Environmental Information (ngdc.noaa.gov), FAA Datasheet (October 2020)

As shown in **Table 4-10**, because of the magnetic declination Runway 4/22 should be redesignated to 5/23 and 12/30 to 13/31. The redesignation should be accomplished as soon as possible or during the next runway pavement maintenance project.

4-5-2 Runway 8/26 & 12/30 Length Analysis

Runway 8/26 and 12/30 are utilized for larger aircraft. Runway 12/30 is designated as the primary runway at LRU as it is the only runway offering instrument approach procedures. Runway 12/30 offers a precision Instrument approach (ILS/LOC Runway 30) and non-precision RNAV (GPS) Runway 30 and RNAV (GPS) Runway 12. Runways 8/26 and 4/22 offer Visual approach only. As air carrier operations increase, to increase the success rate of air carrier operations during IFR conditions, the Airport should consider the development of an additional instrument approach procedure to Runway 8/26.

Current design standards for both runways are C-II with a Bombardier Challenger 600 series as the critical aircraft. Referencing the FAA-approved forecast of aviation demand presented in chapter 4, the critical aircraft remains the Challenger 600 series.

Following AC 150/5325-4B, Runway Length Requirements for Airport Design, Chapter 3, "Runway Lengths for Airplanes Within A Maximum Certificated Takeoff Weight of More Than 12,500 Pounds (5,670 Kg) up to and Including 60,000 Pounds," the current runway length of 6,069-ft for Runway 8/26 and 7,506-ft for Runway 12/30 were compared to what the desired runway length should be in reference to this AC Figure 3-2.

Table 4-11 is an extract from the Advisory Circular that lists the airplanes that have a maximum gross takeoff weight between 12,500 pounds up to 60,000 pounds that are considered part of the 75% of the jet fleet used to determine runway length requirements. **Table 4-12** lists the larger aircraft that make up the remaining 25% of the fleet of aircraft under 60,000 pounds used in the runway length calculations.

Table 4-12 – Remaining 25 Percent of the Fleet That Make Up 100 Percent of Fleet	
Manufacturer	Model
Bae	Corporate 800/1000
Bombardier	600 Challenger
Bombardier	601/601-3A/3ER Challenger
Bombardier	604 Challenger
Bombardier	BD-100 Continental
Cessna	S550 Citation S/II
Cessna	650 Citation III/IV
Cessna	750 Citation X
Dassault	Falcon 900C/900EX
Dassault	Falcon 2000/2000EX
Israel Aircraft Industries (IAI)	Astra 1125
IAI	Galaxy 1126
Learjet	45 XR
Learjet	55/55B/55C
Learjet	60
Raytheon/Hawker	Horizon
Raytheon/Hawker	800/800 XP
Raytheon/Hawker	1000
Sabreliner	65/75

Source: AC 150/5325-4B Runway Length Requirements for Airport Design

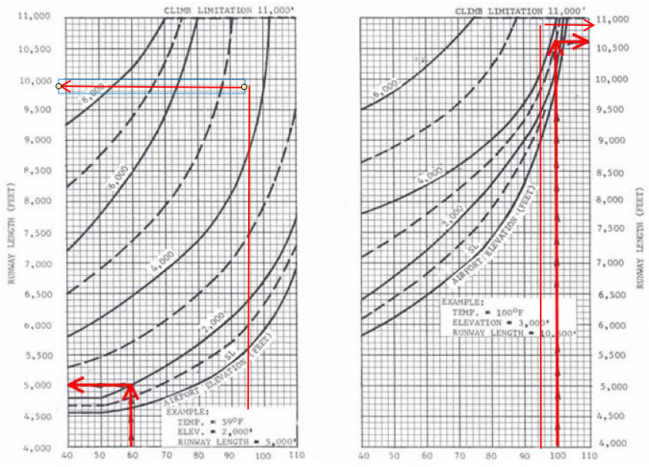
Table 4-11 – Airplanes that Makeup 75 Percent of the Fleet			
Manufacturer	**Model**	**Manufacturer**	**Model**
Aerospatiale	Sn-601 Corvette	Dassault	Falcon 10
Bae	125-700	Dassault	Falcon 20
Beech Jet	400A	Dassault	Falcon 50/50 EX
Beech Jet	Premier I	Dassault	Falcon 900/900B
Beech Jet	2000 Starship	Israel Aircraft Industries (IAI)	Jet Commander 1121
Bombardier	Challenger 300	IAI	Westwind 1123/1124
Cessna	500 Citation/501 Citation Sp	Learjet	20 Series
Cessna	Citation I/II/III	Learjet	31/31A/31A ER
Cessna	525A Citation II (CJ-2)	Learjet	35/35A/36/36A
Cessna	550 Citation Bravo	Learjet	40/45
Cessna	550 Citation II	Mitsubishi	Mu-300 Diamond
Cessna	551 Citation II/Special	Raytheon	390 Premier
Cessna	552 Citation	Raytheon Hawker	400/400 XP
Cessna	560 Citation Encore	Raytheon Hawker	600
Cessna	560/560 XL Citation Excel	Sabreliner	40/60
Cessna	560 Citation V Ultra	Sabreliner	75A
Cessna	650 Citation VII	Sabreliner	80
Cessna	680 Citation Sovereign	Sabreliner	T-39

Source: AC 150/5325-4B Runway Length Requirements for Airport Design

Table 4-13 - Runway Length & Requirements			
Current Runway Length			
Runway 8/26 (C-II)		Runway 12/30 (C-II)	
6,069 ft		7,506 ft	
Challenger 600 Series Runway Requirements (94.6 °F, 4,475 ft elevation)			
Percent Useful Load	Dry Condition	Gradient Adjustment	Wet Adjustment
60%	9,900 ft	10,110 ft	9,488 ft
90%	10,900 ft	11,110 ft	11,270 ft

Source: DuBois & King Inc., AC 150/5325-3B

The Challenger 600 series falls in the "100 Percentage of Fleet" category. Looking at the Challenger 600 series Maximum TakeOff Weight (MTOW) of 48,200 lbs, the charts provided in the AC were used as the MTOW is under 60,000 lbs. LRU has a mean daily maximum temperature of 94.6 and a field elevation of 4,475 ft, which is below the 5,000 ft minimum considered a "high altitude" airport. **Figure 4-5** shows runway length calculations for 100% of Fleet at 60 or 90 Useful Load.



The performance chart shows that runway length requirements at 60% useful load are 9,900 ft and 10,900 ft at 90% useful load. The runway lengths obtained above are increased at the rate of 10 feet (3 meters) for each foot (0.3 meters) of elevation difference between the high and low points of the runway centerline. Runway 12 has an endpoint elevation of 4,456.9 ft, a 21 ft difference from Runway 30 at an elevation of 4,435.9 ft. When we adjust the runway length to account for runway gradient we add an additional 210 ft for a total recommended length of 11,110 ft at 90% useful load.

Table 4-13 shows the current runway lengths and runway requirements of the Challenger 600 Series including dry conditions and the gradient adjustment of 210 feet.

Table 4-14 - Recommended Runway Length	
Runway 8/26	Runway 12/30
11,110	11,110

Source: DuBois & King, Inc.

Currently, Runways 8/26 and 12/30 accommodate most of the based aircraft at the Airport and most of the itinerant aircraft using the Airport with small operational restrictions like take-off weight restrictions. However, future expectations of increased business aviation and commercial passenger air services will fall short if the runway lengths for 8/26 and 12/30 are overlooked.

It is not realistic to expect runway expansion construction projects to take place simultaneously on both Runways 8/26 and 12/30 before 2024. It is our recommendation that the runway expansion project for 12/30 take priority since that is the only runway with a precision approach to 30 and a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). The runway expansion would need to happen on the approach end of Runway 12. The expansion would need to be coordinated with the FAA as they operate and manage the ILS precision approach facilities on Runway 12/30. FAA cooperation is essential as the localizer facility will need to be relocated once the new approach end of Runway 12 is determined.

The expansion for Runway 8/26 can be phased after 12/30, as that paved surface is already in the planning stages for a 2,600 ft expansion and complete relocation, a few hundred feet to north for reasons further explained in **4-5-4 Runway Width Requirements.**

4-5-3 Runway 4/22 Length Analysis

Predominantly utilized by small, light aircraft and the New Mexico State Physical Science Lab, Runway 4/22 is currently classified as a B-II runway. As previously mentioned, FAA standards for runway funding eligibility along with a windrose analysis on the runways and configuration at LRU, have shown that Runway 4/22 does not meet requirements for future federal funding. Due to a future lack of federal assistance with Runway 4/22, alternative funding sources will be considered. The fleet mix expected to utilize Runway 4/22 is a predominantly light single-engine, therefore the family of aircraft is selected to be A-I similar to a Cessna 182 Skylane. AC 150-5325-4B, Chapter 2 "Runway Lengths for Small Airplanes With Maximum Certificated Takeoff Weight Of 12,500 Pounds or Less," was referenced to determine the runway needed for an A-I aircraft under the 95% of Fleet in **Figure 2-1 -** Small Airplanes with Fewer than 10 Passenger Seats. **Table 4-15** shows the current runway length and the recommended A-I length.

Table 4-15 - Runway Length & Requirements

Current Runway Length	
Runway 4/22 (B-II)	7,501 ft
Cessna Skylane Runway Requirements (94.6 °F, 4,475 ft elevation)	
Runway 4/22 (A-I)	5,450 ft

Source: DuBois & King Inc., AC 150/5325-3B

4-5-4 Runway Width Requirements

The existing 100-foot width of Runways 8/26 and 12/30 meet the minimum width standards of 100 ft for Runway Design Group (RDG) C-II runway. A runway width of 100 ft is also the minimum for RDG (C-III); therefore no additional considerations to the width of the paved runway surface are needed. It is recommended that the current width of Runways 8/26 and 12/30 should be preserved throughout the planning period. However, as previously shown in **Table 4-9**, the runway centerline to taxiway centerline separation increases from 300 ft to 400 ft when a runway's classification transitions from a C-II to a C-III. Where Runway 8/26 is currently located does not accommodate future commercial services for C-III aircraft. To view possible alternatives that address this dilemma, please refer to Chapter 6 Alternatives.

Runway 4/22 has an existing width of 105 ft and is currently designated as an RDG B-II. The standard runway width minimum for an A-I pavement width is 60 ft. It is our recommendation that the pavement width for Runway 4/22 be reduced to 60 ft. This action would also require the runway edge lights to be relocated as well as the position hold markings and box signs on all connected taxiways.

4-5-5 Runway Pavement Design Strength and Condition

The Pavement Condition Index (PCI) relates to the current condition of the pavement surface. A PCI value of 0 would represent a paved surface in a failed condition. A PCI value of 100 would represent a pavement in excellent condition. Paved surfaces with relatively high PCIs will not show signs of significant load-related distress. However, preventive maintenance actions, such as crack sealing and surface treatments may still be warranted. As PCI values decrease, depending on the severity of the pavement condition, major rehabilitation (mill and overlay) or reconstruction become topics of discussion.

The Aircraft Classification Number (ACN) expresses the relative effect of an aircraft on the runway pavement for a specified standard subgrade category. The Pavement Condition Number (PCN) is a number that expresses the load-carrying capacity of pavement for unrestricted operations. An aircraft that has an ACN equal to or less than the PCN of a given pavement can operate without restriction on the pavement. If the PCN is lower than the ACN, the aircraft will not be able to operate on the runway and the Airport will need to consider a full-depth reconstruction. LRU provides the public with the PCN information through FAA Form 5010.

Runway 12/30

The full-length runway surface type is concrete and grooved to reduce aircraft stopping distance. The LRU Part 139 Airport Certification Manual identifies Runway 12/30 as an air carrier runway. The runway has a single-wheel and double-wheel weight-bearing capacity of 70,000 pounds and 120,000 pounds, respectively. According to the 2014 New Mexico Department of Transportation (NMDOT) PCI study, it was determined that Runway 12/30 has a PCI of 99 (scale 0-100), and the FAA Form 5010 Master Record reports the Pavement Condition Number (PCN) as 41.

Runway 8/26

Designated a Runway Design Code (RDC) C-II, Runway 8/26 is considered a visual approach, crosswind runway and is 6,069 feet long by 100 feet wide. The runway surface type is asphalt. According to the 2020 Airport Master Record (5010), the asphalt is in good condition and the LRU Part 139 ACM, identifies Runway 12/30 as an air carrier runway. Take Off Distance Available (TODA) and Landing Distance Available (LDA) are the full length of the runway at 6,069 feet. The runway has a single-wheel and double-wheel weight-bearing capacity of 70,000 pounds and 120,000 pounds, respectively. According to the 2014 NMDOT PCI study, it was determined that Runway 8/26 has a PCI of 64 (scale 0 - 100), however, the FAA Form 5010 reports the PCN as 25.

Runway 8/26 is not served by an instrument approach procedure. When the FAA develops an instrument approach procedure for 8/26, if the visibility minimum is published as ¾ mile or greater, the current runway centerline to aircraft parking area separation of 400 ft will meet FAA standards. When the FAA develops an instrument approach procedure for 8/26, if the visibility minimum is published as lower than ¾ mile, such as the Runway 30 ILS at ½ mile, the current runway centerline to aircraft parking area separation will need to increase to 500 ft and will not meet FAA standards.

Runway 4/22

Designated a Runway Design Code (RDC) B-II, Runway 4/22 is considered a visual approach, crosswind runway and is 7,501 feet long by 105 feet wide. The runway surface type is asphalt. According to the LRU Airport Certification Manual, Runway 4/22 is not identified as an Air Carrier Movement area, therefore, may not be utilized for Air Carrier Operations. According to the 2020 Airport Master Record (5010), the asphalt is in poor condition with cracked slabs, open 1/8th inch, and spalling sealant failure in multiple joints. The runway has a single-wheel and double-wheel weight-bearing capacity of 30,000 lbs. According to the 2014 NMDOT Pavement Condition Index (PCI) study, it was determined that Runway 4/22 has a PCI of 36 (scale 0 - 100), however, the FAA Form 5010 reports the Pavement Condition Number (PCN) as 3. The pavement strength of runways and taxiways must be sufficient to support the repetitive landings, takeoffs, and movement of the designed aircraft, as well as the occasional use by heavier aircraft.

PCI	Repair Type
86-100	Preventive Maintenance
71-85	
56-70	Major Rehabilitation
41-55	
26-40	Reconstruction
0-25	

Based on the PCI values, the pavement strength for Runway 12/30 is sufficient for the planning period. Using the PCI scale, Runway 12/30 should be monitored and scheduled for preventative maintenance seasonally. Runway 8/26 has a PCI of 64 and should be scheduled for major rehabilitation within the next two years. Runway 4/22 has a PCI of 36 and it is recommended that full reconstruction should be planned within the next five years.

To prolong the useful life of the pavements, the Airport should at a minimum follow the recommendations in the NMDOT Routine Maintenance Guidelines and plan for routine pavement maintenance to address normal wear. NMDOT Pavement Management System Update can be referenced at **The New Mexico Department of Transportation, Aviation Divisions** website.

4-5-6 Runway Lighting

Both Runways 4/22 and 8/26 have Medium Intensity Runway Lights (MIRL) and 12/30 has High Intensity Runway Lights (HIRL) that meet the current operational needs of the Airport. All runway lighting has been updated FAA-approved LED fixtures to minimize operation and maintenance costs and increase sustainability.

4-5-7 Runway Marking and Signage

The sign and marking plan provides the Airport manager with an easily referenced graphical depiction of the signs and markings existing on the Airport. This sheet can be posted on a website or provided to pilots to assist with familiarization with the Airport layout. All runway signage has been updated to LED lights. Runway 12/30 pavement markings are Non-Precision Instrument (Runway 12) and Precision Instrument (Runway 30).

Both Runway 4/22 and 8/26 have Basic VFR markings. The current sign and marking plan sheet meet the needs of the Airport today. However, should the Airport apply for a GPS, non-precision approach for Runways 8 and 26 (which is recommended), the sign and marking plan will need to be updated to include the runway markings for a non-precision approach. Pavement markings typically require repainting every 5–10 years. Pavement marking should be included as part of the Airport's airfield maintenance program.

4-6 Taxiway/Taxilane Requirements

The Airport's taxiway network is essential to providing access to the runways and circulation between the hangars and aprons across the Airport. The following section will discuss the taxiways that exist at the Airport as well as future plans for rehabilitation and construction.

The undercarriage dimensions of the aircraft define the Taxiway Design Group (TDG). The TDG describes the ground operating characteristics of the aircraft. The current TDG is classified as TDG-2 and is recommended for this planning period. However, future plans should consider TDG-3 standards as demand develops for commercial air service development. In **Table 4-16**, the dimensional standards for TDG-2 and 3 are outlined and compared with the current infrastructure at LRU.

Current critical design group C-II requirements for TDG-II are met on all taxiways. If the Airport is increased to ADG C-III, TDG-3 standards, it is recommended that Taxiways A, E, F, G are built to TDG-3 standards. Taxiway D should be reduced to TDG1 standards to reflect a ADG A-I for Runway 4/22.

As major design standards are addressed in the ultimate airport layout plan, consideration should be given to the current AC 150-5300.13B Airport Design standards for taxiway design and designation. The figure below shows how taxiway design should not allow direct access to runways from the apron as well as limiting non-channelized taxi paths.

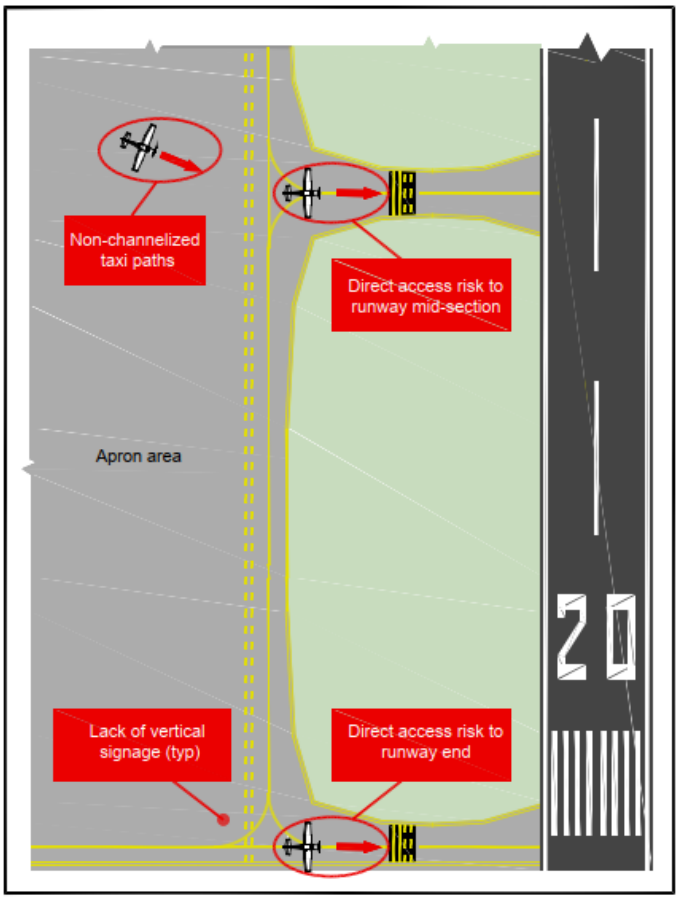


Table 4-16 – Taxiway Design Standards TDG-2 and TDG-3

Element	Taxiway Width (feet)	Taxiway Safety Area (feet)	Taxiway Object Free Area (feet)	Status
TDG-2 Standard	35	79	124	Standard
TDG-3 Standard	50	118	171	Standard
Taxiway A	35	79	131	Unrestricted TDG 2
Taxiway B	50	118	186	Unrestricted TDG 3
Taxiway C	50	118	186	Unrestricted TDG 3
Taxiway D	35	79	131	Unrestricted TDG 2
Taxiway E	35	79	131	Unrestricted TDG 2
Taxiway F	35	79	131	Unrestricted TDG 2
Taxiway G	35	79	131	Unrestricted TDG 2

Source: DuBois & King Inc., AC 150/5300-13B

Taxiway designations are critical to airfield safety and should follow guidance provided in AC 150-5340.18G. The FAA recommends using the guidelines and standards in this AC when developing or revising an airport signage plan, an airport layout plan, and for all new development projects. Key considerations should include the following:

- Use letters of the alphabet for designating taxiways. For optimization purposes, start taxiway designation at one end of the Airport and continue to the opposite end.
- Do not use numbers by themselves or the letters "I" and "O" because they could be mistaken for a runway number.
- Do not use the letter "X" because pilots could misconstrue a sign with an "X" as indicating a closed taxiway or runway.
- For a runway with a parallel taxiway, use alphanumeric designators at the entrance and exit taxiways located at the ends and along the runway. Apply an increasing, sequentially numbered pattern from one runway end to the other runway end, such as A1, A2, …, A5.

Taxilanes provide access to aprons or neighboring taxiways but taxilanes have lesser restrictions defined by the undercarriage dimensions of the aircraft. In **Table 4-17**, TDG 1 and 2 standards are referenced followed by what currently exists.

4-6-1 Taxiway Condition

The Pavement inspection and ratings were conducted by the NMDOT in 2016 and can be referenced at The New Mexico Department of Transportation, Aviation Divisions website. **Table 4-18** Taxiway & Taxilane PCI Summary shows a quick snapshot of the observed taxiway and taxilane pavement conditions in 2016 and the forecasted condition in 2021.

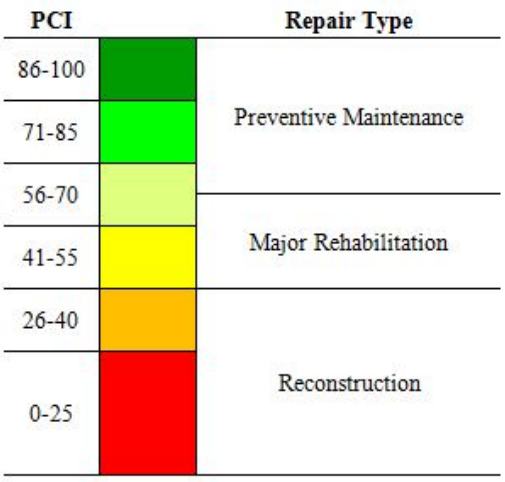


Table 4-18 - Taxiway & Taxilane PCI Summary

Surface	2016 Observation	2021 Forecast
Alpha	79	70
Bravo	70	61
Charlie	66	57
Delta	30	23
Echo	79	70
Foxtrot	79	70
Gulf	79	70
Taxilane 1	74	65
Taxilane 2	33	24
Taxilane 3	68	59
Taxilane 4	29	20
Taxilane 7	69	63
Taxilane 8	69	63
Taxilane 9	69	63
Taxilane 10	36	17
Taxilane 11	36	17
Taxilane 12	36	17
Taxilane 13	36	17
Taxilane 14	36	17
Taxilane 15	36	17

Source: NMDOT, Aviation Devisions

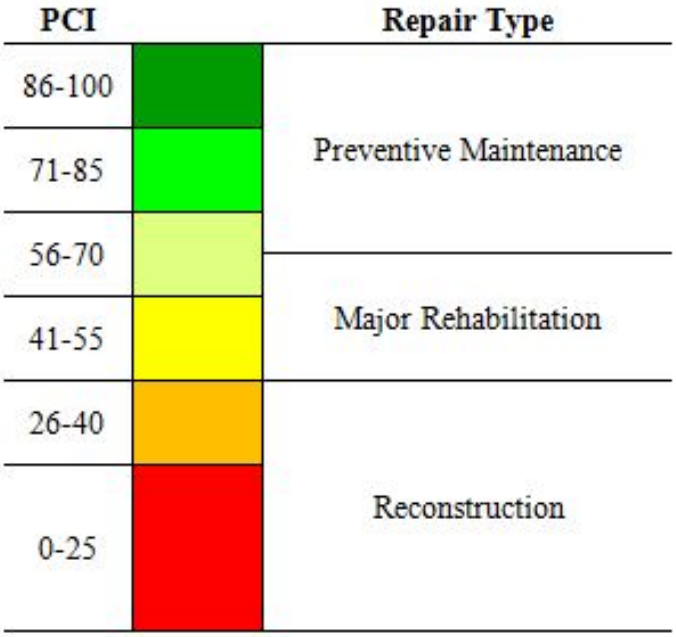


Table 4-17 – Taxilane Design Standards TDG-1 and TDG-2				
Taxilane	Pavement Width (feet)	TDG	TLOFA (Feet)	Status
TDG-1	25	1	79	Standard
TDG-2	35	2	110	Standard
1	Varies 50 to 90	2	115	Unrestricted TDG II
2	60	2	115	Unrestricted TDG II
3	120	2	115	Unrestricted TDG II
4	80	2	115	Unrestricted TDG 1: Hangar Door outrigger on the WAM hangar penetrates TOFA, TDG II.
5 / 6	80 / 113	1	79	No longer exists
7	50	1	79	Unrestricted TDG I
8	75	1	79	TOFA is deficit by 4 ft
9	75	1	79	TOFA is deficit by 4 ft
10	75	1	79	TOFA is deficit by 4 ft
11	80	1	79	Unrestricted TDG 1
12	80	1	79	Unrestricted TDG 1
13	80	1	79	Unrestricted TDG 1
14	80	1	79	Unrestricted TDG 1
15	50	1	79	TOFA is encumbered by vegetation and vehicular parking for hangar adjacent to the west

Source: DuBois & King Inc., AC 150/5300-13B

Table 4-18 shows pavement decline and highlights the importance of a pavement management program.

Each paved surface should be scheduled for pavement maintenance to some degree in the next five years. The pavement surfaces for Taxilane 2, 4, 10, 11, 12, 13, 14, and 15 are in a current state that may require a full depth reconstruction. With pavement conditions in the teens, loose aggregate or FOD could easily break apart under the weight of an aircraft and cause damage to the aircraft.

The following recommendations should be considered and incorporated into the Airport's pavement management program.

- Pavement maintenance scheduled for all taxiway and taxilane surfaces within the next 2 to 7 years.
- Taxilane 3 be relabeled as an apron surface.
- Taxilane 4 TLOFA be restored to its full width for the entire surface length. Remove WAM Hangar "outrigger" door to remove ADG-I restriction.
- Consider renaming the taxilane system, as design standards have changed since the last AC update and several surfaces are no longer used as taxilanes.

4-6-2 Future Taxiways and Taxilanes

Based on the potential future runway extensions and relocation of Runway 8/26, as well as the demand for additional hangar space, a new taxiway system may be needed to connect these facilities with the existing layout, including full parallel taxiways on all runways. Furthermore, any changes to current runway lengths and locations could adversely change the taxiway surfaces that currently exist. This includes eliminating direct access from apron space to runways. Any additional recommendations regarding the layout will be found in the alternatives section for reference as well as portrayed on the ultimate airport layout plan.

4-7 Electronic, Visual, and Satellite Aids to Navigation

A number of electronic, visual, and, more recently, satellite aids exist to help pilots find the Airport and land in less than perfect visual conditions and at night. These common tools are identified on the following page.

4-7-1 Airport Beacon

The rotating beacon produces alternate clear and green flashes of light with a flash rate of 24-30 flashes per minute. The main purpose of the beacon is to indicate the location of a lighted airport, and a rotating beacon is an integral part of an airfield lighting system. LRU's rotating beacon is located 1,365 ft south and mid-field of Runway 8/26, is enclosed within a 60-ft x 80-ft fenced area and is mounted atop a steel, four-legged tower.

The beacon is in very poor condition due to its age. The beacon meets the location and land requirements prescribed in AC 150/5300-13b; however, it does not meet the clearance requirements due to an issue produced by southerly water tower obstructions that are in close proximity and surpass the height of the rotating beacon tower. A new Rotating Beacon would increase the safety and reliability of the general and commercial aviation community at LRU. It is recommended that the Airport beacon be relocated and modernized within this planning period.

4-7-2 Runway and Taxiway Lighting

The airport has completed a full upgrade to LED lighting system for runways and taxiways, except Delta.

Runway 12/30

Lighting and approach aids include high-intensity runway lighting (HIRL).

Runway 8/26

Light and approach aids include Medium Intensity Runway Lighting (MIRL).

Runway 4/22

Lighting and approach aids include a Medium Intensity Runway Lighting (MIRL).

Taxiway Lights

Taxiway edge lights are used to outline the edges of taxiways during periods of darkness or restricted visibility conditions. These fixtures emit blue light. At LRU, Taxiways Alpha, Echo, Foxtrot, and Gulf are equipped with base-mounted, medium-intensity lights (MITL) with blue-colored globes. Taxiway Bravo and Charlie, Delta (between Runway 12/30 and TWY Bravo) are equipped with stake-mounted medium intensity lights with blue-colored globes. Taxiway Delta between Runway 12/30 and Runway 22 is equipped with elevated edge taxiway retroreflective markers (blue/yellow).

It is recommended that all runway and taxiway lights be converted from HIRL and MIRL to LED lighting with optional heaters for aircraft that utilize forward-looking infrared (FLIR) technology. The LED lights consume less power and would save the Airport in annual operational costs.

4-7-3 Runway End Identifier Light (REIL)

Runway 12 has Runway End Identifier Lights (REIL) while Runway 30 is equipped with Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). The MALSR and REILS are owned, operated, and maintained by the FAA for Runway 12. These REILs should be relocated with the proposed runway extension.

4-7-4 Precision Approach Path Indicator (PAPI)

Runway 8/26 is equipped with a four-light PAPI on both ends. It is recommended that PAPI be constructed on both ends when the runway is relocated and lengthened. Runway 12/30 does not currently have PAPIs. It is recommended that a PAPI be constructed on both runway ends to aid jet traffic that utilizes the runway and the instrument approaches.

4-7-5 Visual Approach Slope Indicator (VASI)

Runway 22 is equipped with two two-light VASI. The future of Runway 4/22 is dependent on non-federal funding. With 4/22 becoming an A-I runway, the future length and width will most likely be reduced. This reduction in length will shorten the Runway 4 end and leave the current Runway 22 endpoint at the same location. It is recommended that consideration be given to the future length and width of Runway 4/22 regarding the reuse of VASI. Given the funding eligibility and the fact that this is a visual runway with no instrument approach procedures, there is no need for installing a PAPI. However, if funding becomes available, a VASI on the Runway 4 end would be beneficial to aid pilots on a visual approach.

4-7-6 Distance Measuring Equipment (DME)

Since the completion of the 2014 LRU Action Plan, a notable change to the ILS/LOC Runway 30 Precision Instrument approach procedure includes the addition of Distance Measuring Equipment (DME). The DME improves a pilot's situational awareness when en route or inbound on final approach.

4-7-7 Segmented Circle and Wind Cones

The wind cone, also called the "windsock," is a tool that offers relevant wind information to pilots, allowing them to quickly and easily determine the approximate wind speed and direction before taking off or landing. LRU has five wind indicators, conveniently installed around the field to aid pilots in deciding which runway to use. The main wind indicator (also the largest) is located in the middle of the segmented circle, positioned on the west edge of Taxiway Bravo and the north edge of Runway 8/26. The segmented circle is not standard and should be replaced with a standard segmented circle when 8/26 is reconstructed. Additional wind indicators can be found on the approach end of Runways 8, 12, 22, and 26. All of the wind indicators are lighted for night use and each runway uses a standard left traffic pattern. Should Runway 8/26 be decoupled and relocated, it is recommend the associated wind cones at each end be relocated as well.

4-7-8 Instrument Approaches/Airspace Requirements

Runway 12/30 is the only runway with established instrument approaches. Runway 30 has a precision Instrument Landing System (ILS) approach that provides the pilot with both runway lateral alignment through the ground-based Localizer antenna as well as vertical glideslope alignment through the ground-based Glide Slope antenna. The FAA owns and operates the ILS. The Airport protects and maintains Localizer and Glide Slope critical areas on the Airport property. The straight-in ILS altitude and visibility minimums for this approach are 200 feet and ½ mile, respectively.

Runway 12 has a GPS approach procedure. This procedure is a Localizer Performance with vertical guidance (LPV) approach that uses the Wide Area Augmentation System (WAAS) and has very precise GPS capabilities to attain an airplane's position. The straight-in RNAV (GPS) decision altitude and visibility minimums for this approach are 250 feet and ¾ mile, respectively.

If it is the Airport's intent to extend and relocate Runway 8/26 to enable larger aircraft to utilize the Airport, the Airport should also consider the development of instrument approach procedures. Currently, Runway 8/26 is visual only. With the current aGIS airport survey being uploaded into the FAA OEAAA portal, it is recommended that the Airport submit a request for GPS LPV approach procedures from the FAA for Runway 8/26 to better serve GA and Commercial operations. This should be initiated in the design phase of the runway project as these procedures require a significant amount of time and coordination to become active.

Runway 4/22 is not served by an instrument approach procedure and is mainly utilized by light single-engine aircraft. Instrument approach procedures to Runway 4/22 are not recommended during this planning period.

4-7-9 Automated Weather Observing System (AWOS)

LRU's Automated Weather Observation System (3PT) is equipped to provide pilots with the date, time, wind, visibility, ceiling, temperature, dew point, altimeter, and other critical data such as density altitude, gust indication, precipitation identification, and intensity, thunderstorm, and local-area lightning tracking. This non-federal 3PT is owned and maintained by the Airport and was installed/upgraded in 2010. The 3PTI transmits the weather on two (2) discrete frequencies and is also available via landline telephone (575-526-4831). The ground-to-ground/air frequency (119.025 MHz) enables pilots to listen to the repeated weather data that is collected by the 3PT system. The 3PT system simultaneously transmits the weather data on a separate ground-to-ground UHF frequency to the weather base station at the Airport. From here, the data is transmitted through the secure FAA system through the National Airspace Data Interchange Network (NADIN) allowing local and remote pilots to access the Meteorological Aerodrome Report (METAR).

In recent years, the 3PT weather station has frequently been out of service or is under maintenance, and has required the sourcing of replacement parts that are no longer being manufactured. A new 3PT would increase the safety and reliability of the GA and commercial aviation community at LRU. It is recommended that the 3PTbe completely replaced by a more modern system within this planning period.

4-7-10 Airfield Electrical Vault

The on-airport electrical vault supplies the electricity needed for airport lighting and operations. For safety and security reasons, access to the vault should be limited only to those who have a function with airport operations and maintenance staff. As airfield lighting technology and supply sources advance, the hardware installed within the vault should also be updated.

4-7-11 Airfield Markings

Currently, Runway 12/30 pavement markings are Non-Precision Instrument (Runway 12) and Precision Instrument (Runway 30). Both Runways 4/22 and 8/26 have basic visual markings. As the airfield is developed it is recommended that all airport markings follow FAA standards layed out in AC 150-5340-1M (or current edition).

4-8 General Aviation Facility Requirements

4-8-1 Aircraft Storage Facilities

The current based aircraft total is 106, most of which are kept in individual hangars. Out of the 29 transient aircraft that land at LRU every day, 25% or 7 aircraft may require parking on a tie-down. With 100 tie-downs available, LRU has enough tie-downs to meet the needs of both local and transient aircraft with portions of the 62,000 SF of apron space that have not been outlined for tie-downs.
In the 2020 LRU Facilities Assessment, hangars were evaluated for their ability to store air carrier aircraft. Commercial hangars owned by the City of Las Cruces and the FBOs were included in this evaluation, and it was determined that there were four (4) sizable hangars on the Airport. **Table 4-19** is a summary of the hangars and associated dimensions (privately owned hangars were not included):

Table 4-19 - Commercial Hangar Storage Table

Hangar	Owner	Door Opening	Door Height	Hangar Depth
14	Southwest	68′	15′	70′
15	Las Cruces	110′	25′	80′
16	Southwest	75′	15′	80′
14	Las Cruces	54′	14′	60′

Source: DuBois & King, Inc

The Commercial Forecast in Chapter 3 highlighted air carrier service starting in 2024. The aircraft cited in the chapter to provide commercial air service in 2024 was the ERJ-145 with two-daily flights. The ERJ-145 dimension specifications are:

- Wing span: 65 ft 9 in
- Height: 22 ft 2 in
- Length: 98 ft 0 in

Contributors and stakeholders of the Master Plan noted that there is a waiting list for aircraft owners to build hangars. The Airport is currently developing plans to construct additional GA hangars on the East Side Hangar Development Area. The development would require the relocation of both Southwest Aviation and the City-owned fuel farm facilities. It is reasonable to assume that with additional hangars, the Airport will realize more based aircraft and the associated operations. Parcels 53 through 62 in the East Side Development Area will allow for the construction of five conventional hangars as well as five ten-unit T-Hangars. Conservatively, it is anticipated that these hangars will increase based aircraft by 55, and 50% of this number was used to calculate an adjustment to the forecast. Hangar construction would be phased and therefore it is forecasted that two conventional and two T-hangars would be built by year five. Three more T-hangars would be built by year ten. The remaining three conventional hangars would be built by year twenty. Gains to single-engine and multi-engine aircraft related to this hangar development are outlined in **Table 4-20**.

Table 4-20 - Operational Gains - East Side Hangar Development

	2021 (Baseline)	2026	2031	2041
Additional Aircraft Housed in East Side Hangars	0	22	52	55
Annual Operations Forecast	0	7,700	18,200	19,250

Source: DuBois & King, Inc

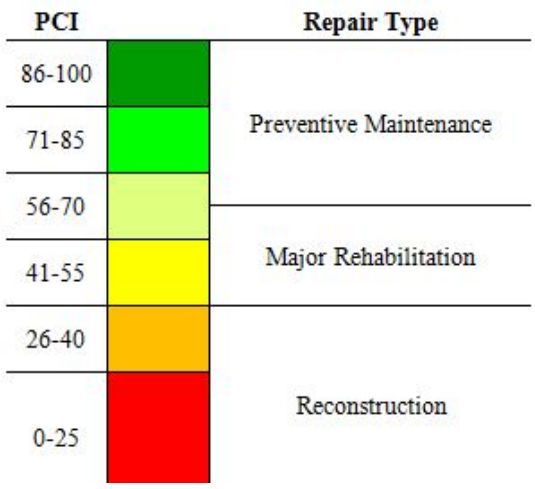
The Airport should continue to explore alternatives to fill this potential need for additional private and commercial hangars. Potential opportunities will be presented and considered in Chapter 5: Alternatives.

4-8-2 Apron Pavement Condition

The pavement inspection and ratings were conducted by the NMDOT in 2016 and can be referenced on The New Mexico Department of Transportation, Aviation Devisions website. The paved aprons are just as susceptible to natural wear over time as runways and taxiways. Table 4-21 Apron PCI Summary shows a quick snapshot of the observed apron pavement conditions in 2016 and the forecasted condition in 2021.

Table 4-21 - Apron PCI Summary				
Apron	Lease Holder	Apron SF	2016 Observation	2021 Forecast
A	Southwest Aviation	7,000	71	62
B	Southwest Aviation	16,000	47	38
C	City	11,000	50	41
D	City	7,000	Mix 87/50	Mix 80/41
E	City	5,500	Mix 87/64/50	Mix 80/55/41
F	Southwest Aviation	5,000	64	55
G	City	10,500	Mix 29/68	Mix 20/59

Source: DuBois & King, Inc



Aprons are an important part of the Airport's infrastructure. An apron is the designated area on an airport where aircraft, vehicles, and pedestrians all come within close contact with each other. Just like the runway and taxiway pavement conditions, if steps aren't taken to limit the natural degradation over the course of ten to fifteen years then the airport's options are limited to more drastic measures to rehabilitate or reconstruct the pavement.

In addition to natural degradation, hazmat incidents like oil or fuel leaks and spills will also deteriorate the integrity of the pavement over time. The chemicals in Jet A fuel are particularly corrosive to the polymers in asphalt. The damage is almost instant if a fuel spill is not cleaned up properly and immediately.

It is recommended within this planning period to schedule major rehabilitation pavement maintenance for all apron surfaces within the next two to seven years. Portions of apron "G" should be considered for reconstruction. These maintenance efforts should be phased with future airside development recommendations depicted in the ultimate airport layout plan drawing.

4-8-3 General Aviation Terminal Building

Out of the two Fixed Based Operators (FBOs) on the field, only one leases building space from LRU in a shared facility. Francis Aviation offers amenities that include aviation fuel, aircraft ground handling and parking (ramp or tie down), hangars, ground power unit, and power cart, a common area passenger terminal that is shared with the Airport administration in Building 8990, a lounge area, food catering, rental cars, a courtesy car for pilots to use in the local area, and crew rest room. Francis leases a portion of the terminal building 8990. The FBO is open seven days per week from 7 am to 6 pm after which service is provided on a call-out basis.

Southwest Aviation has served LRU for over 48 years and operates out of its own facility west of terminal building 8990 on a perpetual land lease with the City. Southwest Aviation provides aviation fuel, aircraft ground handling and parking (ramp or tie down), hangars, ground power unit, and power cart, a common area passenger terminal, aviation accessories/pilot supplies, aircraft sales/leasing/brokerage, catering, rental cars, courtesy/ground transportation, a pilot's lounge and crew restroom, public telephone, computerized weather, internet access, and restrooms. Southwest is open seven days per week from 8 am to 6 pm.



4-9 Commercial Aviation Facility Requirements

4-9-1 Commercial Service Apron

The current commercial service apron, meets the demands of the lighter nine-seat Beechcraft King Air providing Intra-State air service to Albuquerque, NM. Commercial airline providers using larger aircraft will want assurances from LRU and the City of Las Cruces that the commercial service apron meets the safety and service demands of their fleet.

4-9-2 Commercial Service Apron Pavement Condition

The commercial service apron surrounding Building 8990 and 8960 has a single-wheel and double-wheel weight-bearing capacity of 75,000 pounds and 100,000 pounds. The maximum ramp weight (dual-wheel) for an Embraer ERJ-145 is 53,352 lbs. The maximum ramp weight (duel-wheel) for an Embraer E175 is 89,353 lbs.

It is important to note that the weight-bearing capacity is not related to the pavement condition index (PCI). Although the apron's pavement area may have been engineered to support the weight of larger aircraft, the PCI rating would still warrant scheduled maintenance as necessary.

4-9-3 Commercial Service Terminal Building

This 14-foot-tall, single story, 10,400-SF fixed-base operator building was never designed to be a passenger terminal. Located immediately east of Building 8990, it currently serves the Airport as an administrative office suite with limited bunks to accommodate overnight stays. Though it has been considered for passenger terminal use, its current aspect does not make it an ideal choice. Current uses in this building are administrative offices, flight training, and operator's quarters.

In November of 2019, the City ordered a situational assessment of Building 8960 as part of the Las Cruces International Airport Terminal Planning document. The assessment included a code review. As part of the review, it was determined that the occupancy classification for Building 8960 is Mixed Business-B and Residential-R due to the bunk quarters. A summary of Building 8960 code review, relevant to air service development, includes the following:

- 2015 International Building Code (IBC) maximum building height is 40 to 55 ft depending on construction type.
- Allowable Building Area/No Sprinklers is 9,000 - 23,000 SF depending on construction type.
- If the building is of Construction Type VB, combustible construction, a fire-sprinkler system becomes a mandatory element if proceeding with alteration/renovations.
- Building 8960 occupant load based on gross area: 1,000 and 3 exits required.

Building 8960 is 14 feet in height Above Ground Level (AGL) and the set back distance from the primary surface area of Runway 8/26 is 545 feet. Building 8960 does not penetrate 14 CFR Part 77 airspace. When considering future development at the Building 8960, one assumption is that Runway 8/26 will remain a visual-only runway without an instrument approach procedure. At a lateral distance of 545 feet from Runway 8/26 primary surface, Building 8960 could be constructed vertically up to 77 feet tall. If the Airport were to consider the development of an instrument approach procedure in the future for Runway 8/26, the maximum height for Building 8990's location would be 60 feet tall.

Chapter 3: Aviation Activity Forecast estimates, twice daily service on a 50-seat regional jet could be supported with a load factor of 70%. Assuming this were to happen, the Airport terminal could see 70 or more daily passenger enplanements. The current terminal (Building 8990) is not adequately sized and will not provide the necessary facilities for air service which would include the space needed to conduct baseline/minimum operations, desired restaurant, concessions, training/office space, and future commercial operations (ticketing, baggage, TSA, ground transportation).

4-10 Support Facilities

Support facilities encompass a broad range of functions that ensure the smooth, efficient, and safe operation of the Airport.

4-10-1 Aircraft Rescue and Firefighting

As previously stated in Chapter 2: Existing Conditions, the Airport is served by the Las Cruces Fire Department from Fire Station No. 7, located on the corner of Crawford and Zia Boulevards. The proximity of the fire station enables the Airport to provide adequate Aircraft Rescue and Firefighting (ARFF) Index A response for unscheduled air carrier operations and minimizes the Airport's operational

costs. Fire Station No. 7, constructed in 2014, is a 30,000-SF building. This 3-bay facility is dimensionally adequate to support an ARFF Index B vehicle.

Title 14 CFR Part 139.315 outlines the parameters used for determining how a Certificated Part 139 Airport's index is selected. The combination of two factors, the length of the air carrier aircraft and the daily average departures of the air carrier aircraft, are what determines the ARFF Index. As stated in AC 150/5220-10E Guide Specification for Aircraft Rescue and Fire Fighting (ARFF) Vehicles, if there are five or more average daily departures of air carrier aircraft in a single index group serving that airport, the longest index group with an average of five or more daily departures is the index required for the Airport. If there are less than five average daily departures of air carrier aircraft in a single index group serving that airport, the next lower index from the longest Index group with air carrier aircraft in it is the index required for the Airport. The minimum designated index will be Index A.

Index A aircraft include aircraft less than 90 ft in length. Index B includes aircraft at least 90 ft but less than 126 ft in length. Both the Embraer ERJ-145 (98 ft) and E175 (103 ft) because of their length fall under ARFF Index B aircraft. Following the guidance of Title 14 CFR Part 139.315, with no more than four forecasted flights starting in 2036, LRU can remain an ARFF Index A airport for the foreseeable future.

4-10-2 Air Traffic Control Tower

LRU airspace falls under Class "G" airspace which is also referred to as uncontrolled airspace. An Air Traffic Control Tower does not exist at LRU. Operators utilizing the airspace communicate through a Common Traffic Advisory Frequency (CTAF), 122.7. Aircraft that are filing IFR have the ability to file, open, or close a flight plan and communicate with Flight Service on 122.6 or by calling (800) 992-7433. Albuquerque Center can be contacted on 128.2 when en route to or from LRU. There have been no reports of issues with communication between pilots and Albuquerque Center.

4-10-3 Airport Maintenance Facility

The airport maintenance team at LRU did have the use of two sunshade buildings off of Taxilane 5 and 6. Recently, those sunshades were removed, and that parcel of land is now being repurposed for a new private hangar facility. A new, fully enclosed facility is recommended to house maintenance equipment, parts, materials, and supplies. A fully enclosed building for the maintenance staff and equipment is a facility LRU has been missing for some time, and it will prolong the operational life span of the equipment housed in it. It is also recommended that a diesel/gasoline farm be constructed adjacent to the maintenance facility for use with refueling airport equipment.

4-10-4 Aviation Fuel Storage

The aviation fuel farm is located off of Gasoline Alley in a fenced-in, secured location. Southwest Aviation owns and maintains a 12,000-gallon tank for Avgas and a 12,000-gallon tank for Jet A. In 2014, the City installed an additional 12,000-gallon Avgas and a 12,000-gallon Jet A tank that Francis Aviation leases. Both FBOs are confident they would be able to meet the demands of increased traffic when air carrier service returns to LRU. With future hangar development in the current fuel farm location, it is recommended that a relocation of the fuel farm be considered during this planning period.

4-10-5 Aircraft Maintenance

The Airport does have an aircraft maintenance facility. The building, however, is not large enough to house an aircraft with a wingspan greater than 39 feet. In addition, the aircraft maintenance staff do not work on turbine-powered aircraft. It was concluded that the Air Maintenance Facility and its staff are not able to provide support to Air Service operations.

4-10-6 Airport Utilities

Water, sewer, gas, and electric are the four major utilities available for most of the facilities. All electricity comes through aboveground utility poles but is transferred to underground electric utility lines prior to crossing Zia Blvd. and Wingspan Dr.

The water line runs west of Crawford Blvd. and connects to the water towers. From the water towers water is distributed to Gasoline Alley and Zia Blvd. All the buildings along Zia Blvd. and Gasoline Alley, including the private hangars east of Building 8960, have access to water.

The gas utility runs west of Crawford Blvd. and is distributed to Gasoline Alley and Zia Blvd. All the buildings along Zia Blvd. and Gasoline Alley, including the private hangars east of Building 8960, have access to gas. The sewer runs parallel, east of Crawford Blvd. As the sewer line continues north, a section of sewer line tees off and heads east down Gasoline Alley before it terminates at the intersection of Gasoline Alley and Wingspan Dr. Roughly halfway down Gasoline Alley, another line

connects and travels north to Buildings 8960 and 8950. The sewer line that continued north along Crawford Blvd turns west before terminating at 9201 Zia Blvd. in front of the Las Cruces Fire Department training facility.

Future hangar development west of 9201 Zia Blvd. would have access to existing electric, water, and gas utilities. Aside from hangar development, open parcels adjacent to Zia Blvd., Wingspan Dr., Gasoline Alley, and Crawford Blvd. have all been identified for potential commercial development. What future hangar and commercial development might look like will be discussed in Chapter 5: Alternatives.

4-11 Airport Access, Circulation, and Parking

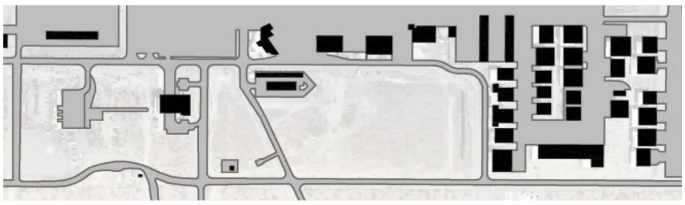
4-11-1 Airport Access

LRU is in a preferred location with direct access off Interstate 10 via Exit 132. Exit 132 provides direct access to Crawford Boulevard and LRU parking, hangars, and terminals. Access is also possible on Frontage Road which parallels the interstate. Circulation within the Airport and to various buildings and hangars is serviced by Zia Road. Additional roads exist at the airport outside of the secured area such as Gasoline Alley, which is one of the primary entrances to the secured area of the airport via gate 4, and Rocket Road, which exists outside of the secured area but has little to no use at this time. Harry Burrell runs along the power lines and connects the frontage road to Gasoline Alley and Zia. Wingspan is located along the eastern edge of the unsecured area of the airport.

The needs for planning and consideration of connecting roads, adding additional roads, or other such considerations have been considered for the growth of both airside and non-airside opportunities. To attract businesses, an understanding of the roads, availability of utilities, and access to highways and the airport are critical for the anticipated growth. As facilities, development expands—specifically the relocation of a commercial terminal area, UAS R&D facility, and future space operations support areas—access roads will be critical infrastructure and should be considered in the design of the facilities.

4-11-2 Airport Parking

Terminal Building parking is located south of Zia Boulevard, with approximately 30,000 SF of dedicated parking space. All 46 covered parking spaces are owned by the City of Las Cruces, which includes two parking spaces for people with disabilities. Airport tenants such as Southwest Aviation have additional parking areas available next to their buildings.





An Airport Facility Needs Assessment was conducted in 2020 and recommended the following parking development plan. The terminal building is currently occupied by Airport administration, reception staff, a few lease holders, and Francis Aviation. The vehicular parking area south of the terminal building is 30,000 SF and has room for expansion. Of the 30,000 SF of parking area, approximately 18,500 SF is used for vehicular maneuvering and not for parking netting the usable parking area down to 11,500 SF for parking. Of the 46 parking spaces adjacent to the current terminal building, approximately 25% or 11 parking spaces are utilized by day users of the terminal netting the usable vehicular parking spaces down to 35.

The facility needs assessment utilized two methods to determine the number of parking spaces needed at LRU once air service begins. The first method included the review of the most recent NMDOT-A Airport System Plan (NMASP) to identify other Part 139 Commercial Services airports in New Mexico. The NM ASP provided the research with a list of commercial airports and the number of enplanements per airport. A physical count of the number of vehicle parking spaces was conducted for each commercial airport using Google Earth. A summary of the physical count is provided as well as the average number of parking spaces per 1,000 enplanements. Based on this physical count, the New Mexico commercial service airports are providing an average of 2.5 parking spaces for every 1,000 enplanements.

Table 4-22 - NM Airports, Enplanements, Vehicular Parking Spaces			
Airport	Annual Enplanements	Parking Spaces	Spaces per Enplanement
Carlsbad - Cavern City (CNM)	2,600	130	20
Clovis Municipal (CVN)	1,384	50	28
Farmington Four Corners (FMN)	14,263	610	23
Grant County - Silver City (SVC)	1,670	70	24
Lea County-Hobbs (HOB)	17,246	345	50
Roswell Int'l (ROW)	32,616	509	64
Santa Fe Municipal (SAF)	65,845	470	140
Average Parking Spaces per 1,000 Enplanements			2.5

Source: DuBois & King, Inc

The second method involved the utilization of the Parking Generation Manual from the Institute of Transportation Engineers (ITE), 5th Edition. By simply inputting the number of daily enplanements, the software generates the number of parking spaces required. The research provided by RRC Associates assumes that, initially, air service at Las Cruces would include two daily flights with aircraft of 50 seats and a load factor of 70%. Given these assumptions, annual enplanements would equate to 25,550. This would meet the goals set forth in the City of Las Cruces 2017–2022 Strategic Plan which calls for, "The Las Cruces airport terminal will be renovated to accommodate 20,000 enplanements per year."

The following table provides the results of the ITE parking generation model. It should be noted that the average number of parking spaces per 1,000 enplanements is similar to the other commercial airports in New Mexico that were reviewed in method one.

It should be noted that the ITE method provides a fairly average number of parking spaces for the constrained low end, however accounts for a much higher number for the unconstrained parking spaces for the lower number of annual enplanement. Example: 25,550 annual enplanements equates to 3.99 parking spaces per 1,000 enplanements, while 153,300 annual enplanements equates to 1.28 parking spaces per 1,000 enplanements. Although they average out, our recommendation is for Las Cruces to utilize the ITE method for calculating the number of required parking spaces for the terminal building. The following table provides an estimated number of parking spaces required at various enplanement benchmarks.

Table 4-23 - LRU - ITE Parking Generation Methodology					
					Parking Surplus (+) /Deficiency (-)
70	25,550	2	20 to 102	0.78 to 3.99	+15 to - 67
140	51,100	4	41 to 121	0.80 to 2.37	-6 to - 86
280	102,200	8	81 to 158	0.79 to 1.55	-46 to -123
420	153,300	12	122 to 196	0.79 to 1.28	-87 to -161
Average Parking Spaces per 1,000 Enplanements					0.8 to 2.3

Source: Institute of Transportation Engineers Manual 5th Edition and DuBois & King, Inc

Table 4-23 - LRU - ITE Parking Generation Methodology			
Annual Enplanements	Daily Flights	# Parking Spaces Required	Parking Surplus (+) /Deficiency (-)
25,550	2	20 to 102	+15 to -67
51,110	4	41 to 121	-6 to -86
102,200	8	81 to 158	-46 to -123
153,300	12	122 to 196	-87 to -161

Source: Institute of Transportation Engineers Manual 5th Edition and DuBois & King, Inc

4-12 Aerospace Facilities Requirements

The following estimates cover expected facility needs for various levels of entrepreneurial aerospace activity at LRU, divided into low, medium, and high ranges of activity in the general commercial space marketplace. The commercial aerospace marketplace is in a state of rapid development and flux. These ventures encompass a wide variety of target markets and technological and operational approaches. It is reasonable to assume, referring to analogous patterns of development in other technology areas, that some approaches will be abandoned and others will emerge as dominant, but until more experience in operations is gained, it will not be possible to anticipate winners and losers. Since different approaches have quite different facilities requirements, the facilities requirements presented here must be considered highly provisional and subject to change as the field develops over the next 15 years. The following sections will discuss activity types and facilities needs:

4-12-1 Space Operations Support Facilities

Level one: Startup Research and Development: Typically startups in the first several years of development have small teams, in the realm of five to ten people. Often these will be distributed virtually, so workspace need not be sized for the full number of people. Most of the activity is business and engineering work performed on desktop computers, and ordinary office space is adequate (500–1000 SF would be typical). Startups are not expected to have prestigious premises, so Class B or C office space is adequate, although shared use of better-quality meeting room space is desirable. For ventures developing physical components or systems, access to workshop space suitable for machining, welding, and assembly activity will be desired (equivalent to auto-shop type activity). Small-scale ground-based testing of systems may require isolated space on airport grounds, for which the landing pad areas at the western border fence may be adequate. Support equipment can be brought in on a campaign basis with no permanent construction or installation required. Some activities may desire temporary barriers such as earth-filled sandbags and exclusion of non-involved persons from a cleared area for the duration of the testing.

Level Two: Research, Development, and Implementation. This stage occurs once the startup gains full funding and needs to develop, test, and demonstrate working prototypes. This activity would typically need in the range of 10,000 to 50,000 square feet of space, divided 20% office, 80% light industrial. Workforce would range between 30 and 100, with appropriate parking, truck access, and full utilities required. Depending on the particular technologies used, flight line access and/or propulsion testing stands and other hazardous testing areas might be required. Test stand areas typically include concrete pad adequate for test stand and propellant tankage, thrust takeout (depending on engine size, may require earth backstop), separated earth-banked bunker, and at least 100 feet separation from any other human-attended activity. Initial phase test stands may not require fixed utilities; operations can use batteries or generators for power, supplied water, and temporary sanitary facilities. However, permanent utilities would be desirable for long-term operation.

It is in this phase that users will likely want to begin low-level flight test activity. Although the exact altitude the FAA is likely to permit for such tests will depend on the maximum expected performance of the article being tested, it is likely that the tests would not exceed 10,000 feet in altitude, or even 5,000. Such testing is normal in development, allowing developers to test ignition, liftoff, guidance and control, and performance in the lower atmosphere environment. The critical

limitations on such testing would include not being able to impact inhabited areas or major roadways even in the event of a major mishap. In Phase 1, this would mean confining such tests to the northwest corner of the existing LRU footprint area, other uses permitting. As the acquisition of BLM land for Phase 2 permits, such activity would be moved to the new area.

Level Three: Ongoing R&D, Manufacture, Operations. This phase would be typical of a firm that had a product or service on the market and required future product development and upgrades, manufacture, or other mature operations. The proposed Virgin Galactic hybrid rocket motor plant would be an example of the latter activity. Facility sizes could be anywhere from 50,000 SF upward, with employee numbers in the 100 to 500 range. Static test facilities might be required for occasional QC testing for manufacture, or advanced developmental work for R&D facilities. Low-altitude flight testing similar to that of the second phase might also be required. For some technologies, flight line access might also be required.

Siting considerations specific to LRU and current expansion planning, as can be seen by the previous discussion LRU Phase 1, needs to be iterative and responsive to specific customer needs as they arise. The process of recruiting new aerospace users will require many of the user-ready facilities that they will need be available. This will likely require some facilities to be built or adapted ahead of demonstrated need. It may be worth considering designating some airport spaces currently dedicated as aeronautical as dual-use during the Phase 1 period. This would be particularly useful with any prospective tenants that require flight-line access. Current area designations have no aerospace facilities with flight-line access and could not be made so without extensive extension of taxiways. Such users could be gradually moved to the new Space Campus area in Phase Two, or possibly just remain as grandfathered exceptions.

The levels and composition of each category changes over time as the industry matures. In the earlier phases, startups will be of hopeful first-tier companies, launch providers, etc. As the industry matures, new startups will more likely be lower-tier providers as the industry begins to need more specialized niches. Level Three companies will tend to be more the ongoing R&D activities of established companies and fewer startups developing their initial products. It can be expected that the Space Campus will then take on more of the character of a research park.

4-12-2 Unmanned Aerial Systems

The FAA Modernization and Reform Act of 2012 (FMRA 2012) directed the Federal Aviation Administration (FAA) Administrator to initiate a five-year program to establish six unmanned aircraft systems (UAS) test sites to support the FAA in integrating UAS into the national airspace system (NAS). After conducting a competitive selection process, the FAA designated six UAS Test Sites, which became operational in 2014 and began to conduct test flights. In 2016, the FAA added a seventh test site as mandated by the FAA Extension, Safety and Security Act of 2016 (FESSA 2016). The original five-year program was extended for two more years under FESSA 2016, then extended another four years under the FAA Reauthorization Act of 2018 (FRA 2018) and is scheduled to continue until September 30, 2023. The following list names the seven FAA UAS Test Sites:

1. Griffiss International Airport, NY
2. **New Mexico State University, NM**
3. North Dakota Department of Commerce, ND
4. State of Nevada, NV
5. Texas A&M University Corpus Christi, TX
6. University of Alaska Fairbanks, AK
7. Virginia Polytechnic Institute & State University, VA



The main objective of the UAS Test Site Program is to provide verification of the safety of public and civil UAS, operations, and related navigation procedures before their integration into the NAS. Other program requirements include supporting the FAA during the development of certification standards, air traffic requirements, coordinating research and other work with

National Aeronautics and Space Administration (NASA), FAA NextGen, the Department of Defense, and other Federal agencies.

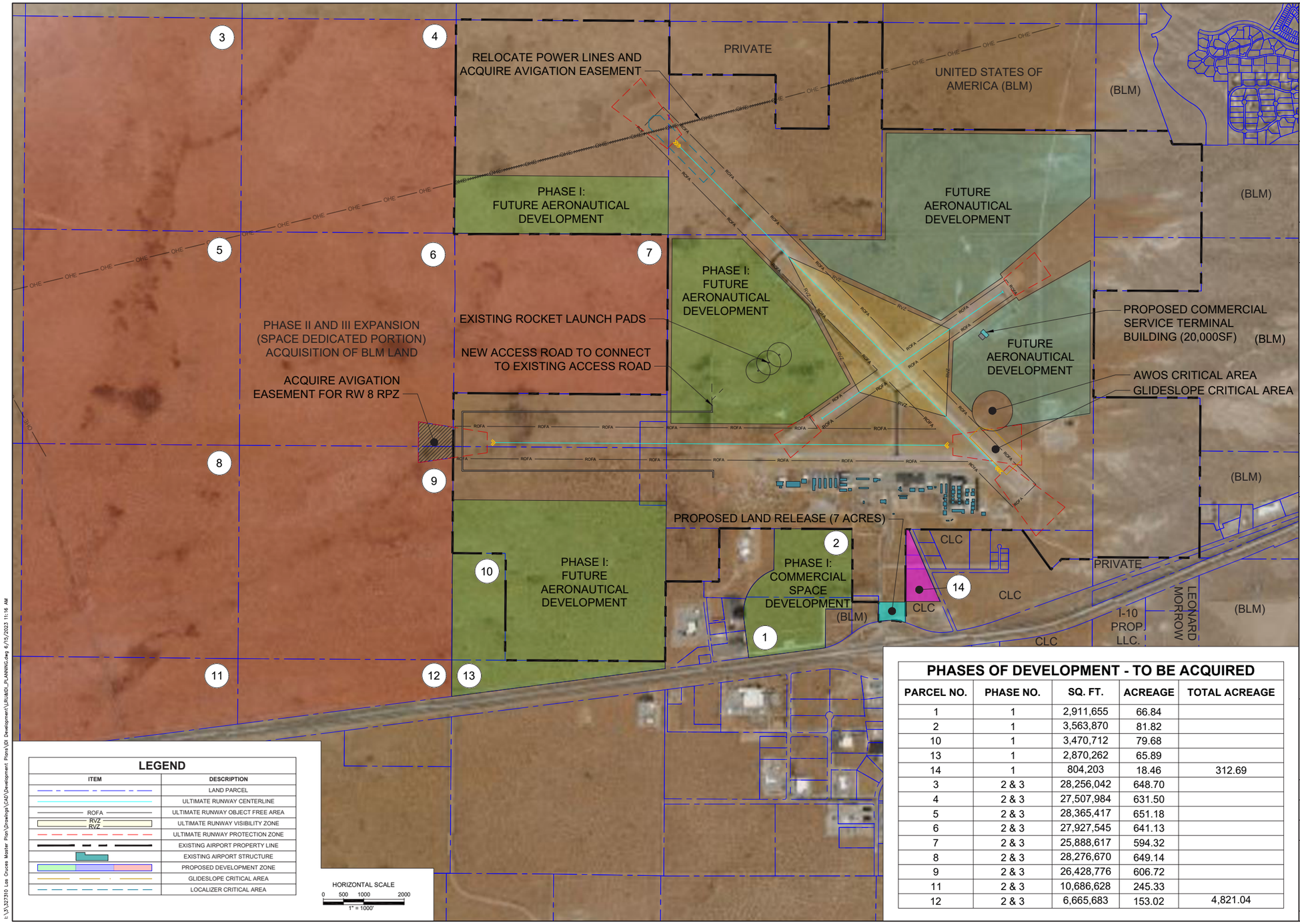
The UAS Test Sites are focusing their research and demonstration operations on the following areas, supporting the FAA advance these technologies and concepts:

- Detect and avoid (DAA)
- Command and Control (C2)
- Airworthiness
- Beyond Visual Line of Sight (BVLOS) operations
- Standards for the safe operation of UAS in various airspace classes
- Air traffic control operational and communications procedures
- Multiple UAS operations
- Counter UAS
- UAS Traffic Management (UTM)
- Test and evaluation of proposed UAS standards, processes and procedures
- Environmental impacts
- Urban Air Mobility

New Mexico State University, along with private enterprises, support the State of New Mexico and the National Airspace System by conducting governmental functions such as aeronautical research, biological and geological resource management, search and rescue, and public safety. The availability of Runway 4/22 is critical for this research and development. As Runway 4/22 does not qualify for federal funding, it is recommended that the runway be redesigned to support UAS operations in the A1 design group category. This is described in the earlier section on right-sizing Runway 4/22. It is also recommended that future plans address facility needs by developing a UAS campus to the north of Runway 4/22 with access to this runway.

4-12-3 Land Acquisition/Land Release

During the development of this planning study, the City took a holistic approach for future development of LRU. This approach balances between commercial and business aviation activity, partnerships with aerospace companies working R&D efforts, cutting-edge space operations, as well as non-aeronautical opportunities. While development of the airport infrastructure evolves, it is important that efforts are made to gain control over critical land assets surrounding LRU. This can come in the form of land acquisitions or avigation easements. The City should move forward with obtaining an avigation easement for the powerlines that will be obstructions to the 13 approach and are located within the Localizer critical area. The future RPZ for Runway 8 will extend off airport property. The City should move to acquire this land or obtain an avigation easement to protect the RPZ. There are two parcels of land located by the entrance to the airport by frontage road and Harry Burrell Boulevard. To support future non-aeronautical activities such as an airport hotel, it is recommended that the City move to acquire the parcel adjacent to Harry Burrnell and release the parcel adjacent to Frontage Rd. Finally, with the future development of the space campus, additional land to the west should be acquired in phases to support development opportunities. The following figure displays future avigation easements as well as land acquisition and land release.



LEGEND

ITEM	DESCRIPTION
	LAND PARCEL
	ULTIMATE RUNWAY CENTERLINE
ROFA	ULTIMATE RUNWAY OBJECT FREE AREA
RVZ RVZ	ULTIMATE RUNWAY VISIBILITY ZONE
	ULTIMATE RUNWAY PROTECTION ZONE
	EXISTING AIRPORT PROPERTY LINE
	EXISTING AIRPORT STRUCTURE
	PROPOSED DEVELOPMENT ZONE
	GLIDESLOPE CRITICAL AREA
	LOCALIZER CRITICAL AREA

HORIZONTAL SCALE
0 500 1000 2000
1" = 1000'

PHASES OF DEVELOPMENT - TO BE ACQUIRED

PARCEL NO.	PHASE NO.	SQ. FT.	ACREAGE	TOTAL ACREAGE
1	1	2,911,655	66.84	
2	1	3,563,870	81.82	
10	1	3,470,712	79.68	
13	1	2,870,262	65.89	
14	1	804,203	18.46	312.69
3	2 & 3	28,256,042	648.70	
4	2 & 3	27,507,984	631.50	
5	2 & 3	28,365,417	651.18	
6	2 & 3	27,927,545	641.13	
7	2 & 3	25,888,617	594.32	
8	2 & 3	28,276,670	649.14	
9	2 & 3	26,428,776	606.72	
11	2 & 3	10,686,628	245.33	
12	2 & 3	6,665,683	153.02	4,821.04

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LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

COMMERCIAL SPACE DEVELOPMENT

DRAWN BY	DATE
AJL	JUNE 2023
CHECKED BY	D&K PROJECT #
GAR	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

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14

SHEET 14 OF 18

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Chapter Five: Alternatives Development and Evaluation

5-1 Introduction

This chapter of the Airport Master Plan Update describes the development of airport facilities and improvement projects previously identified in Chapter 4 – Facility Requirements, which are anticipated to be undertaken over the course of the 20-year airport master planning period. Potential facility developments and airport improvements are anticipated to be developed over time as demand dictates. Potential facility and airport improvements were identified based upon comments and suggestions offered by the public, airport users, and stakeholders through the Public Involvement Program.

An organized approach to identifying and evaluating alternative development options is essential for effective planning. The key elements of this process are:

- Identification of alternative ways to address the facility requirements identified in the previous chapter.
- Evaluation of the alternatives, individually, and collectively to gain a thorough understanding of the strengths, weaknesses, and other implications of each alternative.
- Selection of the best (preferred) alternative.

5-2 Evaluation of Alternatives

In this chapter, the evaluation criteria of development alternatives have been divided into the following broad categories:

5-2-1 Operational Performance

Capacity–The capacity and demand analysis presented in Chapter 4 determined that there is little likelihood of exceeding the current runway capacity limitations at LRU over the planning period. Therefore, capacity is not a factor when evaluating development alternatives.

Capability–The capability of the Airport to meet the needs and desires of the flying public is at the core of the operational performance evaluations of the proposed development alternatives. The public involvement program has revealed a common theme whereby members of the flying and non-flying community believe the Airport could and should have greater capability to provide support for commercial passenger service, better amenities, and a larger role in servicing the regional aviation/aerospace community. There are also opportunities for the Airport to leverage relationships in the aerospace industry through UAS and aerospace R&D.

Efficiency–Operational performance is measured for an aircraft in a fashion similar to that of a business. Efficiency revolves around the question of whether an aircraft owner or operator can plan a flight to LRU, land, easily find parking near an FBO or terminal that provides physical and business amenities, including bathrooms, fuel, flight planning, rental cars, etc., and then just as easily file a flight plan, taxi, and depart from the field after staying for less than an hour or perhaps longer if the reason for travel requires it. Efficiency is measured against other airports from which the aircraft pilot has been able to successfully operate. If LRU does not measure up to the standards of capability and efficiency at competing airports, the aircraft owner or operator may go elsewhere and possibly not utilize LRU again, and thus business opportunities and revenue will be lost.

5-2-2 Best Planning Tenets

The common core or planning tenets that proposed development alternatives must meet include:

- Conform to best practices for safety and security.
- Conform to the intent of applicable FAA design standards.
- Provide for highest and best on- and off-airport land use.
- Allow for forecast growth throughout the planning period.
- Provide for growth beyond the planning horizon, as applicable.
- Provide the flexibility to adjust to unforeseen changes.
- Conform to the Airport sponsor's strategic vision.
- Conform to appropriate local, regional, and state transportation and other plans.
- Be technically feasible.
- Be socially and politically feasible.
- Satisfy user needs.

5-2-3 Environmental Factors

Environmental constraints play a significant role in determining alternative development feasibility from a stewardship, aesthetic, and financial perspective. Additional environmental factors include development-related impacts that may affect humans including noise, socioeconomics, public areas, disproportionate impacts, and how a specific project contributes to the cumulative total of impacts over time. All proposed developments must be closely examined during the planning phase to ensure Federal and State NEPA requirements are met and that impacts to any fourteen (14) environmental categories are avoided, minimized, or are mitigated. Specific projects will require different levels of NEPA review effort, provided extraordinary circumstances are absent, with the least impactful projects eligible to receive a Categorical Exclusion (CATEX) determination and more significant projects with more potential human environmental impacts requiring an Environmental Assessment (EA) or, if warranted, an Environmental Impact Statement (EIS). The major development alternatives at LRU that are expected to trigger the NEPA review process and the anticipated level of review in accordance with the recently released FAA Order 1050.1F Environmental Impacts: Policies and Procedures include:

- Extension of Runway 12/30– EA
- Land or Easement Acquisition for Runway 8/26 relocation and extension RPZ – CATEX
- Runway 8/26 relocation and extension – EA
- Reconstruction of Runway 4/22 – CATEX
- Taxiway A Relocation – CATEX
- Hangar Construction – CATEX
- New GA Apron Construction – CATEX
- Taxiway D Extension – CATEX
- Taxiway C Extension – CATEX
- Construct Terminal Building – CATEX
- Relocation of AWOS, Rotating Beacon, and Windsock/Segmented Circle – CATEX
- Relocation of Fuel Farm – CATEX

5-3 Airport Facility Planning Considerations

A number of considerations impact facility development alternatives that would best utilize existing airport land:

- Conformance with regional and city planning efforts
- Presence of commercial passenger service
- Area support of AEROSPACE development (NMSU physical science lab, Arrowhead, VG)
- NM aerospace alliance

A very important consideration is the known environmental site constraints of the existing airport footprint. An equally important but less tangible consideration came from the feedback during the public information program. Airport users and local residents expressed a desire to improve the image of the Airport and attract and accommodate more business activity, including strengthening partnerships with aerospace companies, commercial air service development, cargo opportunities, and support for the existing aeronautical businesses including FBOs.

LRU has several opportunities that provide the Airport great potential for economic development. A list of these opportunities follow:

- There is a significant amount of land available in the northwest and southwest quadrants for additional aeronautical and non-aeronautical development and revenue generation.
- FAA and New Mexico DOT funding programs remain committed to supporting and encouraging infrastructure improvement at LRU.
- The City and State are committed to the development of commercial service and aerospace development at LRU.
- Local private businesses are committed to basing operations at LRU.

5-4 Selection of the Recommended Alternatives

The selection of the development alternatives is based upon how well the development meets the needs of the Airport and users. According to Chapter 4, Facility Requirements, even moderately loaded heavier aircraft require runway lengths exceeding those currently available. This is based on the approved aviation activity forecast found in Chapter 3. To meet the current needs of the Challenger 600 series and commercial ERJ-145 (both C-II aircraft) at 60% of useful load, 10,110 feet is required for takeoff. These same aircraft operating at 90% useful load require 11,110 feet. Future critical aircraft such as the ERJ-175 (C-III) require 9,210 feet at 60% useful load and 11,410 feet at 90% useful load. There is a clear need for longer runways to meet the landing and takeoff needs of the fleet mix at LRU.

In addition to meeting the needs, the alternative must have public support and be financially feasible. The desire for airport improvements was expressed during the public information gathering sessions. The estimate of probable development cost for each runway alternative will dictate which alternative is attainable and in what timeframe.

Environmental impacts are also a major component in the federal approval of development projects. These impacts will be discussed and their effect on the development will be represented in the estimate of probable costs, as permitting and mitigation can be significant if avoidance is not possible.

5-5 Runway Development Alternatives

Three runway development alternatives were selected for further analysis: No-Build Alternative, Alternative 1, and Alternative 2. The following sections describe each alternative in detail and explain their ability to meet the needs of the Airport and users.

Included with the runway extension or relocation projects will be redesignation of the runway ends. Due to magnetic declination change, Runway 12/30 will now be known as Runway 13/31, and Runway 4/22 will now be known as Runway 5/23. For all alternatives, this will include remarking of the runway ends to the appropriate numbers.

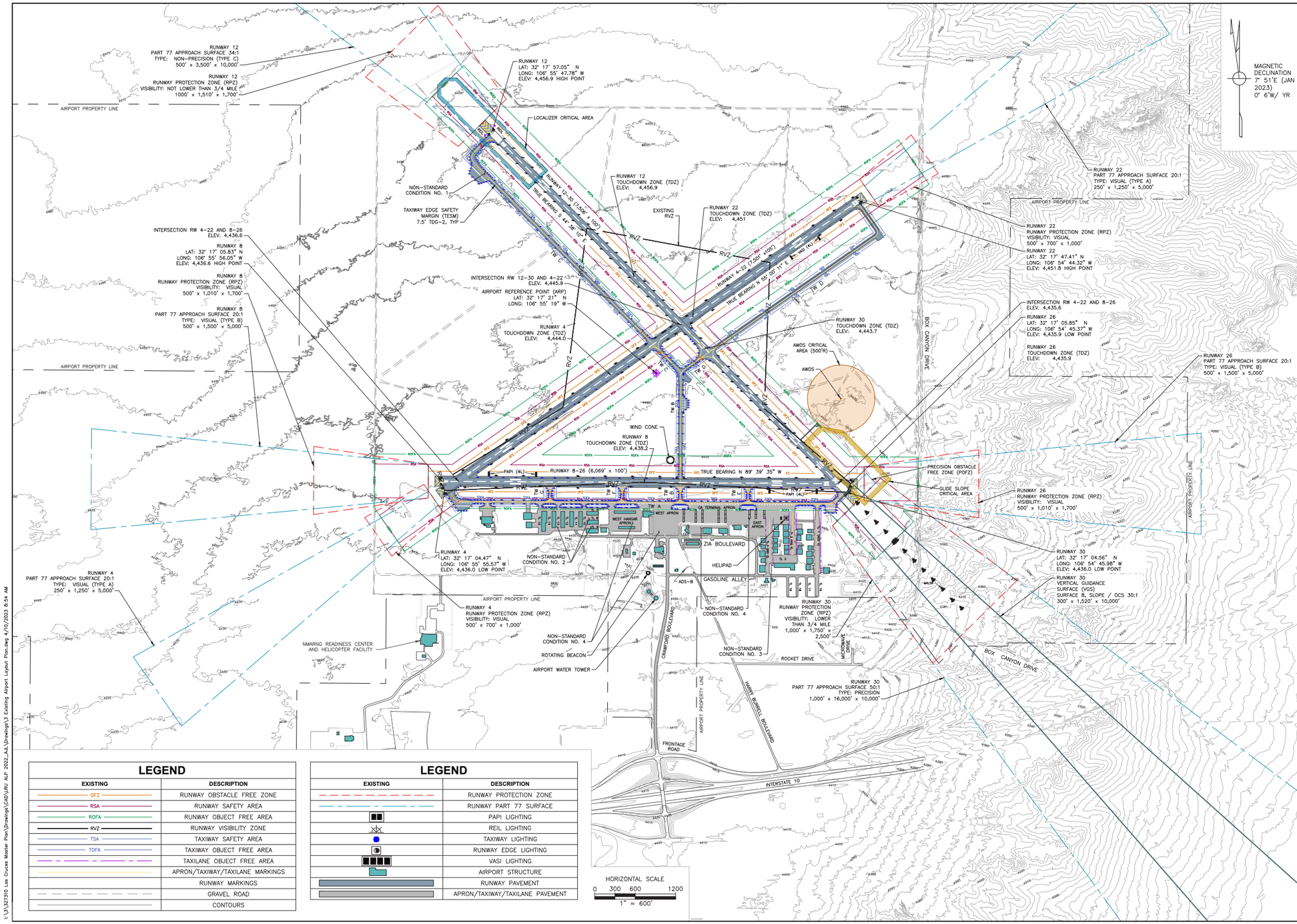
5-5-1 No Build Alternative

The "No-Build" does not propose any new changes to the existing runway configuration. Runway 12/30 would remain 7,506 feet in length and 100 feet wide, 8/26 would remain at 6,069 feet in length and 100 feet wide with 50 foot shoulders, and Runway 4/22 would remain at 7,501 feet in length and 105 feet wide.

There are no biotic resources impacted by this alternative, however it will have an effect on the future economic development of the Airport and the surrounding community by limiting the size of aircraft that can utilize the facility. It should also be noted that Runway 4/22 is currently closed due to the pavement conditions and is in need of rehabilitation. Studies have shown that this runway is not eligible for federal funding and must be supported with alternative funding sources. It is not recommended that Runway 4/22 remain in this current condition or retain its current B-II design standard. If nothing is done to Runway 4/22, it is anticipated that the runway could remain closed. This No-Build alternative may limit the Airport to minimal commercial passenger service growth and minor business growth or may result in a decline—as businesses and users grow and expand, they will relocate to facilities that meet their needs.

This alternative does not meet the needs of the Airport or current and future fleet mix. However, it does provide the least expensive available option when considering capital improvement costs and not the potential economic impacts. This alternative allows the public to decide whether or not it is worth investing in this airport. The No-Build alternative is depicted graphically in **Exhibit 5-1**.

Exhibit 5-1 No Build Alternative



LEGEND

EXISTING	DESCRIPTION
OFZ	RUNWAY OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
RVZ	RUNWAY VISIBILITY ZONE
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
	TAXILANE OBJECT FREE AREA
	APRON/TAXIWAY/TAXILANE MARKINGS
	RUNWAY MARKINGS
	GRAVEL ROAD
	CONTOURS

LEGEND

EXISTING	DESCRIPTION
	RUNWAY PROTECTION ZONE
	RUNWAY PART 77 SURFACE
	PAPI LIGHTING
	REIL LIGHTING
	TAXIWAY LIGHTING
	RUNWAY EDGE LIGHTING
	VASI LIGHTING
	AIRPORT STRUCTURE
	RUNWAY PAVEMENT
	APRON/TAXIWAY/TAXILANE PAVEMENT

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LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
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MASTER PLAN

SHEET TITLE

EXISTING AIRPORT LAYOUT PLAN

DRAWN BY	DATE
AJL	JUNE 2023
CHECKED BY	D&K PROJECT #
PJS	327310
PROJ. ENG.	D&K ARCHIVE #

SHEET NUMBER

3

SHEET 03 OF 17

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5-5-2 Runway 12/30 & 8/26 Extension, 4/22 Reduction and Decoupling Alternative 1

- Extend Runway 12/30 to a length of 10,110 feet with the extension of Taxiway C to meet the new runway end.
- Decouple Runway 8/26 from Runway 4 and Runway 30. Relocate the 26 end and extend the 8 end to a total length of 10,110 with the extension of Taxiway A to meet the new runway end.
- Decouple Runway 22 and shorten the runway to a total length of 5,450'. Reduce width to 60 feet and extend Taxiway D to meet the new runway end.

Alternative 1 shifts Runway 26 to the west by 600 feet and extends the 8 end by 4,641 feet. The width of Runway 8/26 would remain the same at 100 feet. This would increase the runway length from 6,069 feet to 10,110 feet. Runway 30 will remain in the same location, while Runway 12 would extend 2,604 feet to a new length of 10,110 feet. This new length allows for the Challenger 600 at a 60% load to utilize the runways. Alternative 1 is depicted graphically in **Exhibit 5-2.**

Runway 8 meets current FAA standards with minimal impacts to biotic resources. However, with the extension of Runway 8, there may be future environmental impacts that will have to be considered. Vegetative clearing would be required for the new instrument approaches, which may require off-airport brush removal. This alternative accomplishes reduction of the development constraints caused by the Runway Visibility Zone (RVZ) with the decoupling of multiple runway ends.

With the decoupling of multiple runway intersection points and taxiway extensions, overall safety and movement area traffic flow is improved.

5-5-3 Preferred Runway 12/30 Extension, Runway 8/26 Relocation, 4/22 Reduction and Decoupling Development Alternative 2

As previously determined using FAA design guidelines, the runway length needed for 100% of the fleet at 60% of useful load for the Challenger 600 is 10,110 feet for takeoff and 11,110 feet for 90% of the useful load when adjusted for runway grade. The alternatives meet the needs of the heavier fleet mix for both takeoff and landing. The No Build Alternative is the least expensive, but has future restrictive consequences to the economic development of the airport and does not support the critical design aircraft runway length requirement. Alternative 1 provides an ultimate runway length of 11,110 feet with the location of 8/26 remaining the same, while alternative 2 details the relocation of Runway 8/26 to the northwest. This alternative provides the same runway length, but does so with limited environmental impacts and at less cost. Alternative 2 will be more costly to build and require an avigation easement for the RPZ on the western side of the airfield, but will improve overall safety and movement area traffic flow.

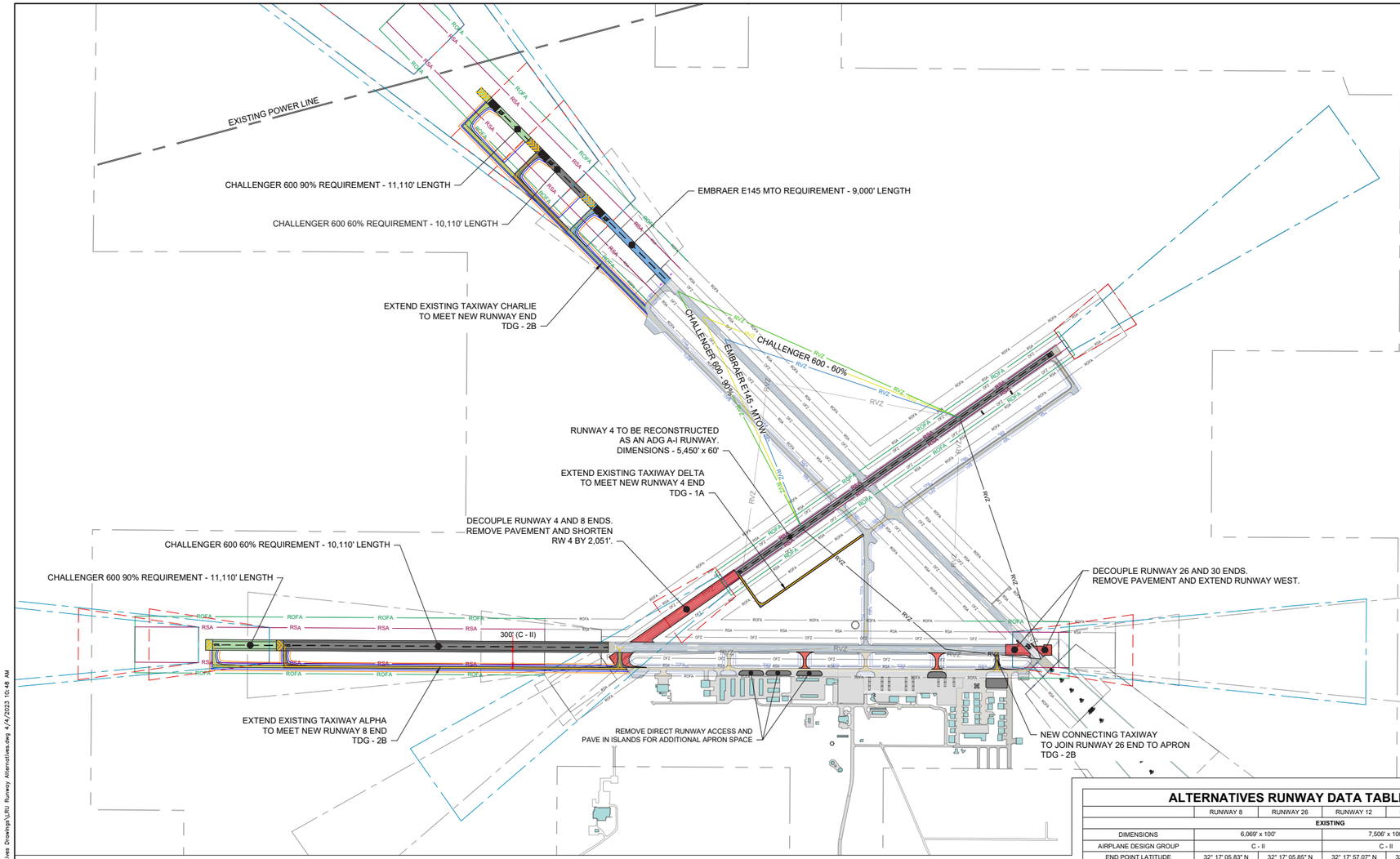
The Airport Advisory Board and Las Cruces International Airport Director reached consensus after a public discussion on 12 April 2023 that Alternative 2 is the desirable proposed action. The board members encouraged the Airport to revise the originally proposed CIP to expedite the Environmental Assessment required for Alternative 2 and to move the design and construction of the proposed action into the near-term CIP from the Intermediate Term. This document reflects those changes.

Alternative 2 contains the following improvements to the runway system:

- Extension of Runway 12/30 to a total length of 11,110 feet with the extension of Taxiway C to meet the new runway end at TDG 2B.
- Relocation and extension of Runway 8/26 to a location just northwest of the existing one. New extended length will be 11,110 feet and utilizes the existing Runway 8/26 to become the new full parallel Taxiway A to meet the new runway end, with multiple connecting taxiway stubs.
- Decoupling of Runway 22 and shortening the runway to a total length of 5,450', reducing width to 60 feet, and extending Taxiway D to meet the new runway end.
- Extension of Taxiway C to the southeast to meet the new Runway 26 end, as well as demolition of a section of the existing Taxiway B.

Alternative 1 shifts the entire layout of the runway to the northwest, essentially building a new runway at a length of 11,110 feet. The width of Runway 8/26 would remain the same at 100 feet. Runway 30 will remain in the same location, while Runway 12 would extend 3,604 feet to a new length of 11,110 feet. This new length allows for the Challenger 600 at a 90% load to utilize the runways, as well as the Embraer E145 at Maximum Takeoff Weight. Alternative 2 is depicted graphically in **Exhibit 5-3.**

The shifting and relocation of Runway 8/26 as well as the redesigned taxiway route through the airport result in a smoother traffic flow path to not only the GA apron, but to the proposed commercial terminal building as well.



HORIZONTAL SCALE
0 250 700 1400
1" = 700'

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PAVEMENT
RVZ	RUNWAY VISIBILITY ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	RUNWAY PROTECTION ZONE
	RUNWAY PART 77 SURFACE
	AIRPORT STRUCTURE

LEGEND

PROPOSED	DESCRIPTION
	RUNWAY PAVEMENT
RVZ	RUNWAY VISIBILITY ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
	RUNWAY PROTECTION ZONE
	RUNWAY PART 77 SURFACE
	DEMOLITION/REMOVAL
	TAXIWAY SAFETY AREA
	TAXIWAY OBJECT FREE AREA

RW DESIGNATIONS

PREVIOUS	NEW
8 - 26	NO CHANGE
4 - 22	5 - 23
12 - 30	13 - 31

ALTERNATIVES RUNWAY DATA TABLE - SCENARIO 1

	RUNWAY 8	RUNWAY 26	RUNWAY 12	RUNWAY 30	RUNWAY 4	RUNWAY 22
EXISTING						
DIMENSIONS	6,069' x 100'		7,506' x 100'		7,501' x 100'	
AIRPLANE DESIGN GROUP	C - II		C - II		B - II	
END POINT LATITUDE	32° 17' 05.83" N	32° 17' 05.85" N	32° 17' 57.07" N	32° 17' 04.56" N	32° 17' 04.47" N	32° 17' 47.41" N
END POINT LONGITUDE	-106° 55' 56.05" W	-106° 54' 45.37" W	-106° 55' 47.78" W	-106° 54' 45.97" W	-106° 55' 55.57" W	-106° 54' 44.32" W
INSTRUMENT APPROACH TYPE	VISUAL (TYPE B)		NON-PRECISION (TYPE C)	PRECISION	VISUAL (TYPE A)	
	CHALLENGER 600 - 60% LOAD REQUIREMENT				**CESSNA 182 - DESIGN REQUIREMENT**	
DIMENSIONS	10,110' x 100'		10,110' x 100'		5,450' x 60'	
AIRPLANE DESIGN GROUP	C - II		C - II		A - I	
END POINT LATITUDE	32°17'05.80" N	32° 17' 05.85" N	32° 18' 15.32" N	NO CHANGE	32° 17' 16.21" N	NO CHANGE
END POINT LONGITUDE	-106° 56' 50.73" W	-106° 54' 52.96" W	-106° 56' 09.25" W	NO CHANGE	-106° 55' 36.10" W	NO CHANGE
INSTRUMENT APPROACH TYPE						
	CHALLENGER 600 - 90% LOAD REQUIREMENT					
DIMENSIONS	11,110' x 100'		11,110' x 100'			
AIRPLANE DESIGN GROUP	C - II		C - II			
END POINT LATITUDE	32° 17' 05.80" N	32° 17' 05.85" N	32° 18' 22.32" N	NO CHANGE		
END POINT LONGITUDE	-106° 57' 02.38" W	-106° 54' 52.96" W	-106° 56' 17.49" W	NO CHANGE		
INSTRUMENT APPROACH TYPE						
	EMBRAER E145 MAXIMUM TAKEOFF WEIGHT REQUIREMENT					
DIMENSIONS	9,000' x 100'		9,000' x 100'			
AIRPLANE DESIGN GROUP	C - III		C - III			
END POINT LATITUDE			32° 18' 09.02" N	NO CHANGE		
END POINT LONGITUDE			-106° 56' 01.83" W	NO CHANGE		
INSTRUMENT APPROACH TYPE						

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BANGOR, ME
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PROFESSIONAL SEAL

FOR PLANNING PURPOSES

NO.	DATE	DESCRIPTION	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT
8990 ZIA BLVD.
LAS CRUCES, NEW MEXICO 88007

MASTER PLAN

SHEET TITLE
RUNWAY AND TAXIWAY ALTERNATIVES
SCENARIO 1

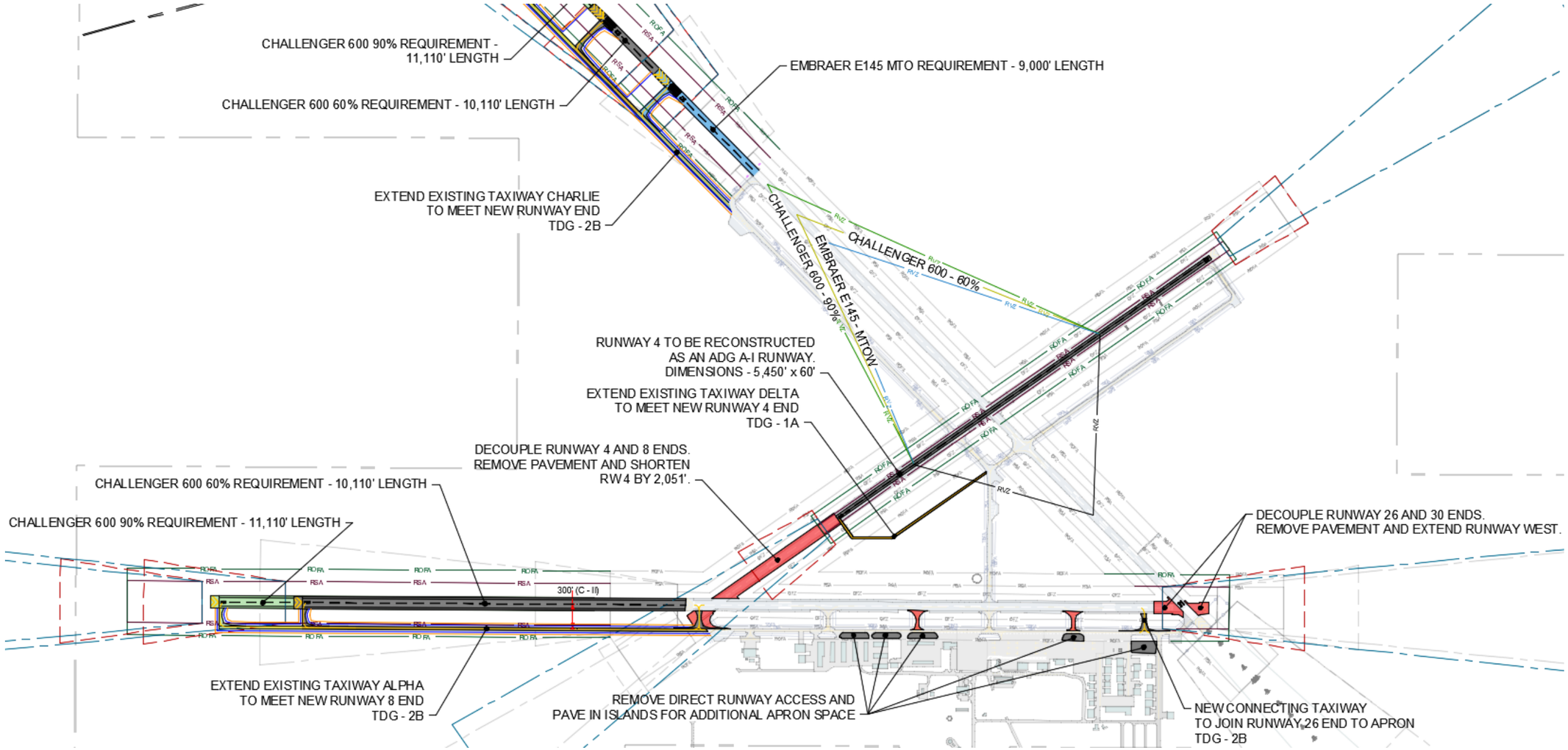
DRAWN BY	DATE
AJL	JUNE 2023
CHECKED BY	D&K PROJECT #
PJS	327310
PROJ. ENG.	D&K ARCHIVE #
MCG	

SHEET NUMBER
1

SHEET 01 OF 14

I:\3\327310 Las Cruces Master Plan\Drawings\CAD\LRU ALP 2022_ALS\Drawings\Alternatives Drawings\LRU Runway Alternatives.dwg 4/4/2023 10:48 AM

Exhibit 5-3 Alternative Two (Preferred Alternative)



5-6 Commercial Passenger Service

5-6-1 No Action Commercial Passenger Service Development Alternative

The current small-scale commercial service operations are supported by Terminal Building 8990. Terminal building 8990 is a 14-foot-tall, single-story, 4,400 SF building located south of and mid-field of Runway 8/26 and adjacent to the main apron. Building 8990 was built in 1975 and remodeled in 1984. Historically, 8990 was used to accommodate commercial air carrier passengers. Currently, the terminal building houses airport management, restrooms, and Francis Aviation, one of two FBOs. Francis Aviation occupies much of the building's current space and, according to their lease, utilizes the space for administrative offices, flight line service, restrooms, and a pilot's lounge.

5-6-2 Interim Commercial Passenger Service Development Alternative 1

Plans for a temporary transitional terminal building have been developed in order to meet the commercial service requirements while a proper commercial terminal building can be designed and constructed. Alternative 1 details the addition of a building extension to the existing building 8960 that will provide temporary dedicated commercial airline services. Though building 8960 itself has been considered for passenger terminal use, its current aspect does not make it an ideal choice. Current uses in this building are administrative offices, flight training, and operator's quarters. Shown in **Exhibit 5-4** is the building extension in relation to the existing terminal.

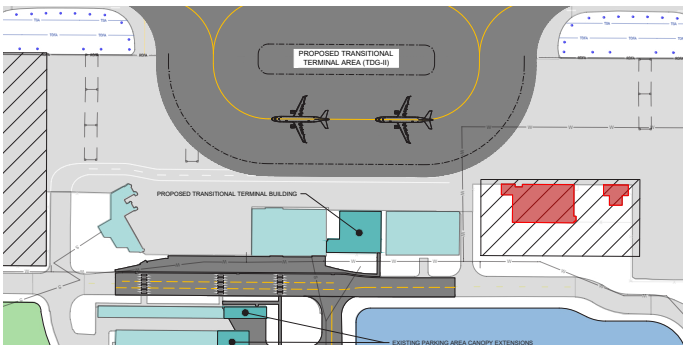


Exhibit 5-4 - Commercial Service Alternative 1
Source: DuBois & King, Inc.

5-6-3 Eastside Commercial Passenger Service Development Alternative 2 - Preferred Alternative

Alternative 2 for commercial passenger service includes construction of a new dedicated commercial service terminal building with a vehicular parking area. The construction of a new terminal that is separate from the GA area will separate GA and commercial activities, giving each their own respective operations areas. The new commercial terminal will be 30,000 SF and is located to the east of the northern portion of Runway 5/23 as shown below in **Exhibit 5-5.**

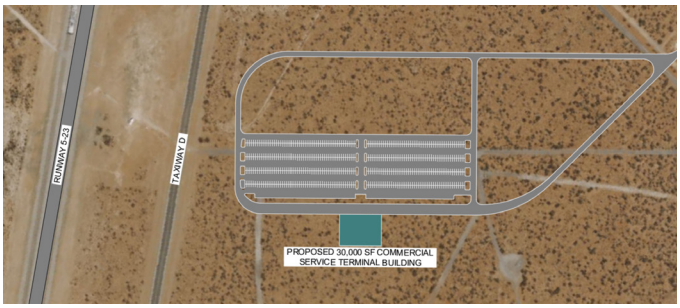


Exhibit 5-5 - Commercial Service Alternative 2
Source: DuBois & King, Inc.

5-7 General Aviation Facilities

Three different alternative layouts for GA Facilities and the terminal area were designed and presented to the Airport Advisory Board, City of Las Cruces, and Las Cruces International for discussion. The layouts considered three important factors crucial to the operations of the airport: access to general and aviation maintenance facilities, additional hangar spaces for commercial or general leasing, and ease of access to the new commercial terminal building. For planning purposes in the ALP, this drawing set was broken down into three different sections: west of the terminal, the terminal area, and east of the terminal (refer to the Las Cruces ALP sheets 6-8.) The Airport and city's preferred facilities layout alternative was determined to be Alternative 2.

5-7-1 General Aviation Terminal Area Hangar Development - No Action/Alternative 1

The current layout of the airport provides a small GA apron area to the west, with no commercial airline services or terminal to supplement that. Taxilanes 7–15 provide access to those hangars, while taxilanes 1–4 give access to the group of hangars to the east. One helipad is located in the eastern apron as well. The existing General Aviation Terminal Area and Layout is shown below in **Exhibit 5-6.**

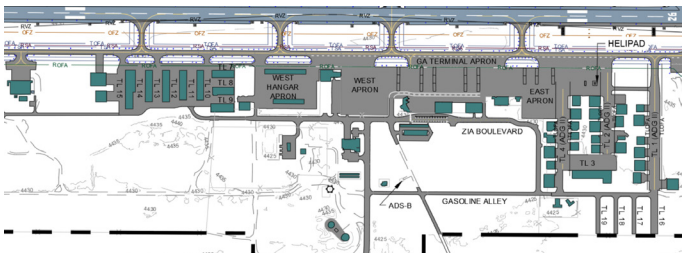


Exhibit 5-6 - Existing Facilities Layout
Source: DuBois & King, Inc.

5-7-2 General Aviation Terminal Area Hangar Development - Alternative 2

Alternative 2 begins with the preservation of existing facilities and non-movement areas, and includes the addition of a larger GA apron with several variations of hangar sizes to accommodate larger aircraft. A new taxilane to the west will provide a path for planes to taxi from either the runway or the existing apron to the new apron. The new terminal area taxilane at TDG 2B will essentially create a space for commercial planes to park and taxi in and out of the proposed transitional terminal, shown in **Exhibit 5-5**. Several zones in the alternative will be reserved for future non-aeronautical development south of the terminal area. A new Fixed Base Operator office will provide non-commercial operations and procedures. Finally, both Zia Boulevard and Gasoline Alley are to be realigned into a more direct vehicular traffic path. Shown below is a breakdown of Alternative 2 in **Exhibit 5-7.**

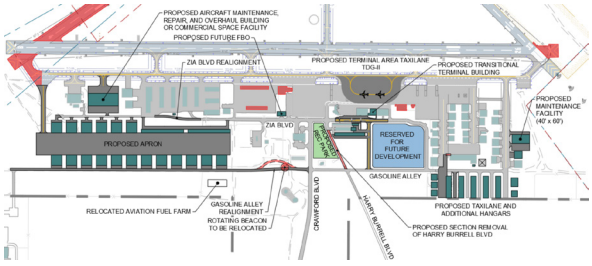


Exhibit 5-7 - Apron Alternative 2
Source: DuBois & King, Inc.

5-7-3 General Aviation Terminal Area Hangar Development - Alternative 3 - Full Build

Alternative 3 is similar to the layout of alternative 2, but boasts a maximum-potential GA Apron space with hangars to accommodate any size aircraft that could potentially use the airport with room to grow. This alternative begins with the preservation of existing facilities and non-movement areas, and the aforementioned expanded apron. A new taxilane to the west will provide a path for planes to taxi from either the runway or the existing apron to the new apron. The new terminal area taxilane at TDG 2B will essentially create a space for commercial planes to park and taxi in and out of the proposed transitional terminal, shown in Exhibit 5-8. Several zones in the alternative will be reserved for future non-aeronautical development south of the terminal area. A new Fixed Base Operator office will provide non-commercial operations and procedures. Finally, both Zia Boulevard and Gasoline Alley are to be realigned into a more direct vehicular traffic path. Shown below is a breakdown of Alternative 3 in **Exhibit 5-8.**

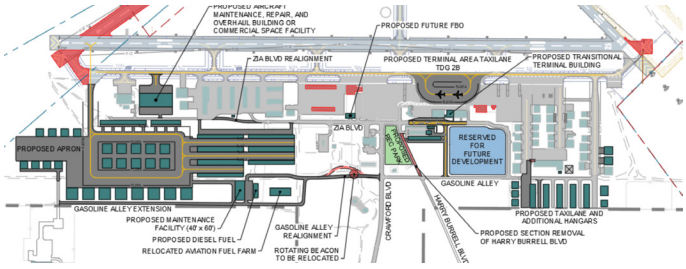


Exhibit 5-8 - Apron Alternative 3
Source: DuBois & King, Inc.

5-8 Aerospace and Aviation Development

5-8-1 Aerospace and Aviation Commercial Development

A phased approach will be taken with regard to Aerospace and Aviation Development as Las Cruces International. Given the fact that commercial space launch and related space activities are undergoing a rapid expansion—in which both the levels and types of activities are uncertain—this plan will approach the question of future facilities development for space commerce through the definition of a multi-phase implementation plan built around a core facilities plan that can be expanded in response to market development. This ensures that the region is not hampered by shortfalls in facilities and can be competitive for new facilities and users, while at the same time not overbuilt with facilities in excess of actual demand. The three phases are broken down as follows:

Phase 1 (2024-29). Development within the current LRU footprint, and immediately adjacent to BLM land to the south of the present boundary. Areas marked "Future Aeronautical and Commercial Development" on Exhibit 5-9, plus designation of some areas within LRU boundaries as interim "dual use" aviation and space commerce facilities. Static test stands and/or low-level launch test areas to be developed along Western boundary fence, including on currently existing pads from the 2006 Lunar Lander competition.

Phase 2. (2030–35). Acquisition of BLM parcel to the west of the current LRU boundary. Development of a "Space Campus" on the southern 3rd of BLM parcel, with tenant facilities, common use facilities, and admin offices. Development of new static rocket test stands and low-level launch test pads on the northern 3rd of the BLM parcel.

Phase 3. (2035–2045). Expansion of tenant facilities in the Space Campus area. Development (if warranted by demand) of a dedicated space operations runway in the middle third of the BLM parcel, including dedicated hangars and industrial facilities with flightline access. Possible acquisition of the state land parcel to the west of the BLM parcel.

5-8-2 Preferred Space Commerce Development Westside Alternative

The preferred initial development site would begin with a precise inventory of existing available office and lab/workshop space in existing airport structures. These structures would be defined as "dual-use" (aviation plus space commerce) facilities and available for immediate or near-term use by space commerce tenants. (They would continue to be classified as "aeronautical" uses, defining aeronautical as any activity requiring a license from the FAA.)

Requirements for light industrial facilities with or without flightline access would be met by construction of a dual-use facility on currently vacant land to the immediate west of the current NMSU drone hangar, capable of being converted to hangar use. Size would be somewhat dependent on expected tenant need, but nominally 50,000SF, divided 20% office, 80% industrial.

Concurrently, an initial test operations area would be developed along the current western boundary of the airport beginning with the existing test pads built for the Lunar Landing Challenge. (See call-out on Exhibit 5-9.)

These would consist initially of one to two static rocket engine test areas, which when built out would each consist of one concrete pad to accommodate test stand, propellant and pressurization run tankage, instrumentation, and thrust take-out. For larger engines (4000 lbf or more) an earth-banked thrust take-out might be desired. At a safe distance (TBD according to engine thrust and propellant mix, but nominally 100 ft), an earth-banked control bunker would contain room for 6 to 8 workstations and observers. A simple semicircular metal structure on concrete foundation was used at Mojave; such would be adequate for LRU initially. Utilities would not be needed initially; testing could be done on a campaign basis with batteries or generators for power, and other requirements (e.g., water, sanitation) similarly met by portable equipment.

Maximum height could be limited to on the order of 10 ft if needed to comply with Part 77 restrictions, wherever they might apply.

If the western boundary area becomes fully dedicated to test stand use, additional testing areas can be developed along the northern boundary of the airport, starting at the westernmost end.

As space commerce use increases, new potential users may require more space than can be accommodated along the flightline west of the NMSU facility. The BLM parcel between the southern boundary and Interstate 10 would be acquired and developed, starting with the utility and road access on the eastern side of the parcel, and one or more industrial/office facilities can be built, according to tenant needs.

LRU should also investigate the possibility of using Arrowhead Incubator office space, and Industrial Park industrial space, as interim locations for LRU space commerce users. Use of existing space on or near LRU, combined with the ability to rapidly establish test stands on LRU premises, would provide a low-cost near-term entry strategy for LRU in the commercial space arena.

Further development will require acquisition and construction on the BLM land parcel west of the airport.

5-8-3 Space Commerce Development Alternatives

Alternative 1 for further expansion of the Space Commerce activities at LRU is the development of the Space Campus on the BLM tract immediately west of the western airport boundary. This 4,400-acre tract is currently raw land and would require the standard preparation for building,

including access roads, utilities, and land-leveling for building sites. The land area would be allocated in three equal sections. The southernmost third would be the actual Campus area, consisting of one or more building sites for light industrial space, a commons building containing space for common facilities to be shared among tenants, including meeting rooms of various sizes, space for educational activities to be developed in conjunction with NMSU, Arrowhead, and other local institutions, a cafe, and office and lab space for Spaceport tenants not requiring industrial space, such as space-related software and service developers. This could be accomplished in the Phase 2 period.

During this phase, static testing and low-level launch pads would be migrated to the operational area on the northern third of the BLM parcel. As with the test facilities along the western border in Phase 1, operations could initially begin without permanent utilities, operating on a campaign basis. However, as the phase progresses, and as user demand dictates, permanent utility lines can be installed, making the test areas more attractive to users with a heavy ongoing test schedule.

In the event that systems utilizing the runways become a significant percentage of Space Campus users, consideration should be given to construction of a space-dedicated runway in the middle third of the BLM area to accommodate takeoffs and landings of space-related systems. If the runway is dedicated solely to systems licensed as space operators, FAA requirements for runways would not necessarily be fully applicable, which might permit lower costs in initial phases of operations. Even if that were to be the case, it would still be prudent to refrain from any permanent decisions that would prevent it from being brought into conformity at a later phase.

Alternative 2 would develop Phase 1 as planned in Alternative 1 up to the point at which BLM land needed to be developed either for the parcel south of the existing LRU southern boundary, (Phase 1b), or when Phase 2 required the acquisition of the 4,400-acre BLM parcel to the west of the current LRU boundary. In the event that the acquisition of the BLM parcels is denied, burdened with impractical conditions or costs, or otherwise rendered unusable or undesirable, Alternative 2 would seek to acquire or gain use of the State land parcel to the west of the western BLM parcel. As this is state land, and the State has chosen to actively pursue space commerce business, it is possible that acquisition of said parcel might be easier, quicker, or less expensive than the acquisition of the BLM parcel. It may also be the case that the land need not be formally transferred, but merely leased or assigned to space use, possibly under the formal auspices of Spaceport Authority. The state parcel would be developed in the same general way or manner as Alternative 1 envisions for the BLM parcel.

This would have the disadvantage of being non-contiguous with the LRU property, and might make sharing infrastructure more complicated. Other issues, like the question of police and fire jurisdiction, would need to be addressed. On the other hand, separation might lessen noise and safety issues less problematic. Finally, the fact of Space Campus operations on both sides of the BLM parcel might strengthen the case for transferring that parcel, which would then give LRU and the Space Campus room for expansion well beyond the time horizon of this Plan. Shown below in **Exhibit 5-9** is a breakdown of commercial space developments at Las Cruces International.

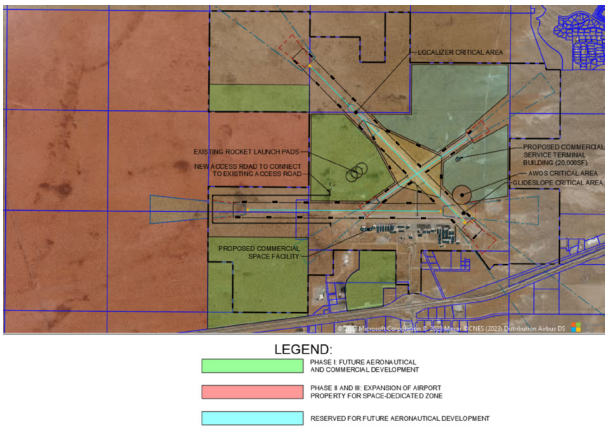


Exhibit 5-9 - Commercial Space Development
Source: DuBois & King, Inc.

Chapter Six: Airport Layout Plan

6-1 Introduction

The Airport Layout Plan (ALP) is a scaled set of drawings that depict existing and proposed land and facilities necessary for the operation and future development of LRU. The ALP is a key communication and agreement document between the City of Las Cruces, the Federal Aviation Administration (FAA), and the New Mexico Department of Transportation (NMDOT). The drawings represent an understanding among these three parties regarding the current and future operation and development of the airport.

The five primary functions of the ALP may be summarized as follows:

1. An ALP creates a blueprint for airport development by depicting proposed facility improvements. The ALP provides a guideline by which the airport sponsor can ensure that development maintains airport design standards and safety requirements and is consistent with airport and community land use plans.
2. The ALP is a public document that serves as a record of aeronautical requirements, both present and future, and as a reference for community deliberations on land use proposals and budget resource planning.
3. The approved ALP enables the airport sponsor and the FAA to plan for facility improvements at the airport. It also allows the FAA to anticipate budgetary and procedural needs. The approved ALP will also allow the FAA to protect the airspace required for facility or approach procedure improvements.
4. The ALP can be a working tool for the airport sponsor, including its development and maintenance staff.
5. An approved ALP is necessary for the airport to receive financial assistance under the terms of the Airport and Airway Improvement Act of 1982, as amended, and to be able to impose and use Passenger Facility Charges. An airport must keep its ALP current and follow that plan, in accordance with grant assurance requirements of the AIP and previous airport development programs, including the 1970 Airport Development Aid Program (ADAP) and Federal Aid Airports Program (FAAP) of 1946, as amended.

6-2 FAA Review and Approval of the ALP

The ALP drawing set approval process may vary, depending on the requirements of the state aviation agency.

Conditional Approval – After review of draft documents using the FAA ALP SOP Checklist agreed to during the scoping for the project, and when satisfied that any necessary edits have been made, the FAA will conditionally approve the ALP drawing set. Approval typically comes in the form of a letter stating that projects depicted will be subject to further environmental review and approvals prior to funding and implementation. This drawing set—particularly the Airport Layout Plan drawing—also becomes a historical record of the physical changes at the airport and as such should be updated as developments occur or as design standards change.

6-3 ALP Sheets Description

The ALP Drawing Set for LRU comprises 26 sheets, each of which is briefly described in the following sections. These drawings were prepared in accordance with the latest version of the FAA Airports Standard Operating Procedures (AOP) 2.00, "Standard Procedure for FAA Review and Approval of Airport Layout Plans," and FAA SOP 3.00, "Standard Operating Procedure for FAA Review of Exhibit A Airport Property Inventory Maps." The drawing set is described below and included at half scale.

6-3-1 Title Sheet (Sheet 1)

Pertinent information on this sheet includes the grant identification number and index of the sheets contained in the drawing set, vicinity/location map, approval signature blocks, space for an FAA approval stamp, and other pertinent information as required by the local FAA Airports District Office (ADO).

6-3-2 Existing Airport Data Sheet (Sheet 2)

A separate sheet containing existing airport facilities data tables.

6-3-3 Existing Airport Layout Plan Drawing (Sheet 3)

A separate drawing depicting the existing airport facilities.

6-3-4 Future Airport Data Sheet (Sheet 4)

A separate sheet containing future airport facilities and runway data tables.

6-3-5 Future Airport Layout Plan Drawing (Sheet 5)

The ALP is a comprehensive presentation of the recommended improvements and conceptual layouts intended to provide the facilities needed to satisfy the forecasted demands at LRU for the planning period. The facility layout shown on the Future ALP sheet meets all of the requirements documented in Chapter 4. Phasing of the recommended development plan is shown relative to the forecasted demands; however, it is understood that development should occur when demand materializes and not at a predetermined timeline. This development plan provides flexibility and enables the airport to evaluate the operating environment and respond to interim changes while considering potential long-term impacts.

6-3-6 Airport Airspace Drawing (Sheet 6)

The Airport Airspace Drawing is a large-scale presentation of the future Part 77 surfaces and their relationships to the surrounding communities. Title 14 CFR Part 77, Objects Affecting Navigable Airspace, defines this as a drawing depicting obstacle identification surfaces for the full extent of all airport development, including the limit of the FAA Form 7460, "Notice of Proposed Construction or Alteration" notification area.

6-3-7 Inner Portion of the Approach Surface Drawings (Sheets 7-12)

This section includes six drawings containing the plan and profile views of the inner portion of the approach and departure surfaces to the end of each runway and a tabular listing of all surface penetrations. The drawings include an existing conditions depiction as well as the future build depiction. The drawings further depict the obstacle identification approach surfaces contained in 14 CFR Part 77, Objects Affecting Navigable Airspace, as well as those surfaces associated with United States Standards for Instrument Procedures (TERPS) or those required by the local FAA office or state agency.

6-3-8 Terminal Area Layout Plan (Sheets 13-15)

The Terminal Area Layout Plan (TALP) is a detailed depiction of the terminal and apron areas. The TALP is divided up into three sheets: the Eastside development, Terminal area development, and Westside area development. These plan sheets include detailed information regarding taxilanes, apron drive lanes, and parking tie-downs, as well as existing and future building heights.

6-3-9 Airport Land Use Drawing (Sheet 16)

A drawing depicting the land uses surrounding the airport, as well as within the airport property boundary.

6-3-10 Airport Utility Drawing (Sheet 17)

A drawing depicting the utilities associated with the airport.

6-3-11 Exhibit "A" Property Map (Sheet 18)

A drawing depicting the airport property boundary, the various tracts of land that were acquired to develop the airport, and the methods of acquisition. This drawing is required as LRU has acquired land with Federal funds or through an FAA-administered land transfer program. If any obligations were incurred as a result of obtaining property or an interest therein, they should be noted. Obligations that stem from a Federal grant or an FAA-administered land transfer program, such as surplus property programs, should also be noted. The drawing should also depict easements beyond the airport boundary. Exhibit A provides a detailed account of the property owned by the airport. It is a formal drawing required for the submission of grant applications. This drawing was prepared in accordance with the latest version of the FAA SOP 3.00, "Standard Operating Procedure for FAA Review of Exhibit A Airport Property Inventory Maps."

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LAS CRUCES INTERNATIONAL AIRPORT

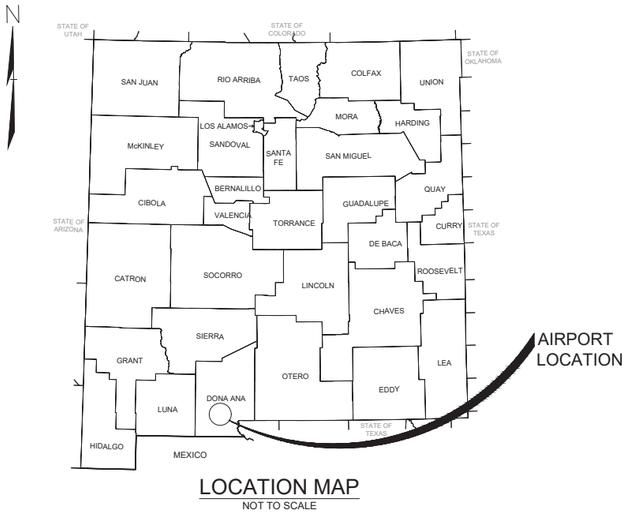
LAS CRUCES, NEW MEXICO

AIRPORT MASTER PLAN

NMDOT-A PROJECT NO. LRU-21-02

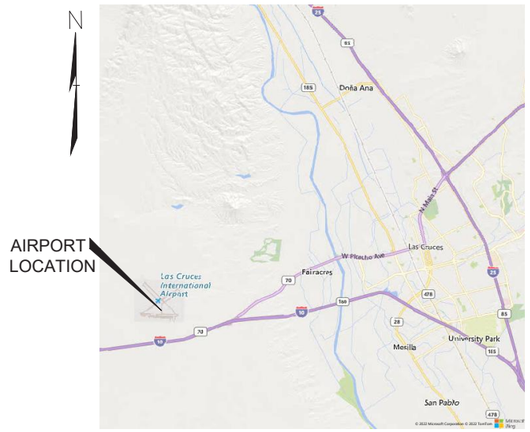
FOR THE CITY OF LAS CRUCES
JUNE 2023

INDEX OF SHEETS		
SHEET NO.	DESCRIPTION	REVISION DATE
1	COVER SHEET	
2	EXISTING AIRPORT DATA SHEET	
3	EXISTING AIRPORT LAYOUT PLAN	
4	ULTIMATE AIRPORT DATA SHEET	
5.1 - 5.2	ULTIMATE AIRPORT LAYOUT PLAN	
6	ULTIMATE AIRSPACE PLAN	
7.1 - 7.2	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 12-30	
8.1 - 8.2	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 8-26	
9.1 - 9.2	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 4-22	
10.1 - 10.2	ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 13-31	
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12.1 - 12.2	ULTIMATE INNER PORTION OF THE APPROACH SURFACE RW 5-23	
13	ULTIMATE FACILITIES LAYOUT PLAN - WEST AREA	
14	ULTIMATE FACILITIES LAYOUT PLAN - TERMINAL AREA	
15	ULTIMATE FACILITIES LAYOUT PLAN - EAST AREA	
16	LAND USE PLAN	
17	UTILITIES PLAN	
18.1 - 18.2	EXHIBIT "A"	



LOCATION MAP
NOT TO SCALE

FEDERAL AVIATION ADMINISTRATION	STATE OF NEW MEXICO	LAS CRUCES INTERNATIONAL AIRPORT
SOUTHWEST REGION	DEPARTMENT OF TRANSPORTATION	CITY OF LAS CRUCES, NEW MEXICO
AIRPORTS DIVISION		
APPROVED BY:	APPROVED BY:	APPROVED BY:
TITLE:	TITLE:	TITLE:
DATE:	DATE:	DATE:



VICINITY MAP
SCALE: 1" = 10,000'

LAS CRUCES INTERNATIONAL AIRPORT
8990 ZIA BLVD.
LAS CRUCES, NM 88007

COVER SHEET

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DRAWN BY:	DATE:
AJL	JUNE 2023
CHECKED BY:	PROJECT NO.:
GAR	327310
PROJECT MGR:	SHEET NO.:
PJS	1
SHEET 1 OF 18	

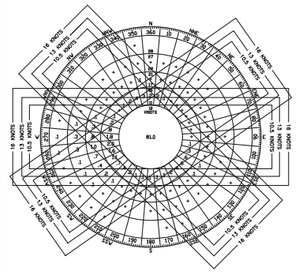
EXISTING RUNWAY DATA TABLE

DESCRIPTION		EXISTING					
		RUNWAY 4	RUNWAY 22	RUNWAY 8	RUNWAY 26	RUNWAY 12	RUNWAY 30
RUNWAY DESIGN CODE (RDC)		B - II - VIS		C - II - VIS		C - II - 4000	C - II - 2400
APPROACH REFERENCE CODE (APRC)		B - II - VIS		C - II - VIS		C - II - 4000	C - II - 2400
PAVEMENT STRENGTH / MATERIAL TYPE	STRENGTH	SINGLE WHEEL 30,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS	
	SURFACE	ASPHALT		ASPHALT		CONCRETE	
	PCR	3 / F/D/Y/T		25 / F/C/X/T		41 /R/B/W/T	
	TREATMENT	NO SPECIAL SURFACE TREATMENT		NO SPECIAL SURFACE TREATMENT		GROOVED	
EFFECTIVE GRADIENT (%)		0.1		0.2		0.2	0.3
RUNWAY LENGTH		7,501'		6,069'		7,506'	
RUNWAY WIDTH		105'		100'		100'	
RUNWAY END ELEVATION		4,435.9	4,451.7	4,436.5	4,435.9	4,456.9	4,435.9
DISPLACED THRESHOLD ELEVATION		NONE		NONE		NONE	
RUNWAY SAFETY AREA (RSA)		150' (W) x 300' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY END COORDINATES (NAD 83/ NAVD 88)	LATITUDE	32° 17' 04.47" N	32° 17' 47.41" N	32° 17' 05.83" N	32° 17' 05.85" N	32° 17' 57.07" N	32° 17' 04.56" N
	LONGITUDE	106° 55' 55.57" W	106° 54' 44.32" W	106° 55' 56.05" W	106° 54' 45.37" W	106° 55' 47.78" W	106° 54' 45.97" W
DISPLACED THRESHOLD COORDINATES (NAD 83/ NAVD 88)	LATITUDE	NONE		NONE		NONE	
	LONGITUDE	NONE		NONE		NONE	
RUNWAY LIGHTING		MIRL		MIRL		HIRL	
RUNWAY PROTECTION ZONE		500' x 700' x 1,000'		500' x 1,010' x 1,700'		1000' x 1,510' x 1,700'	1,000' x 1,750' x 2,500'
RUNWAY MARKING		BASIC		BASIC		NON-PRECISION	PRECISION
14 CFR PART 77 APPROACH SLOPE		20:1		20:1		34:1	50:1
PART 77 APPROACH TYPE		VISUAL (TYPE A)		VISUAL (TYPE B)		NON-PRECISION (TYPE C)	PRECISION
VISIBILITY MINIMUMS		VISUAL		VISUAL		3/4 MILE	1/2 MILE
AERONAUTICAL SURVEY TYPE		NON-VERTICALLY GUIDED SURVEY (VGS)		NON-VERTICALLY GUIDED SURVEY (VGS)		VERTICALLY GUIDED SURVEY (VGS)	
RUNWAY DEPARTURE SURFACE		NA		NA		1,000' x 7512' x 12,152'	
RUNWAY OBJECT FREE AREA (ROFA)		500' (W) x 300' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY OBSTACLE FREE ZONE (ROFZ)		250' (W) x 200' (L) BEYOND RUNWAY END		250' (W) x 200' (L) BEYOND RUNWAY END		250' (W) x 200' (L) BEYOND RUNWAY END	
THRESHOLD SITING SURFACE (TSS)		250' x 700' x 2,250' x 2,750' (SURFACE 2)		400' x 1,000' x 1,500' x 8,500' (SURFACE 3)		200' x 400' x 3,400' x 10,000' (SURFACE 5)	200' x 400' x 3,400' x 10,000' (SURFACE 7)
NAVIGATIONAL AIDS	VISUAL	NONE	VASI (4L)	PAPI (4L)		REIL	MALSR
	INSTRUMENT	NONE		NONE		RNAV GPS	RNAV GPS, ILS OR DME
TOUCHDOWN ZONE (TDZ) ELEVATION		4,444	4,451	4,438.2	4,435.9	4,456.9	4,443.7
TAXIWAY (TW) WIDTH		TW D: 35'; TW C: 50'		TW A, E, F, G: 35'; TW B: 50'		TW D: 35'; TW C: 50'	
TAXILANE (TL) WIDTH		NA		TL 1: VARIES FROM 50' TO 90'; TL 2: 60'; TL 3: 120'; TL 4, 11, 12, 13, 14: 80'; TL 7, 15: 50'; TL 8, 9, 10: 75'		NA	
TAXIWAY SAFETY AREA (TSA) WIDTH		TW C - 118'; TW D - 79'		TW A, E, F, G: 79'; TW B: 118'		TW C: 118'; TW D: 79'	
TAXILANE SAFETY AREA (TLSA) WIDTH		N/A		TL 1, 2, 3, 4: 110'; TL 7, 8, 9, 10, 11, 12, 13, 14, 15: 79'		N/A	
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH		TW C: 171'; TW D: 124'		TW A, E, F, G: 124'; TW B: 171'		TW D - 131'; TW C - 186'	
TAXILANE OBJECT FREE AREA (TLOFA) WIDTH		NA		TL 1, 2, 3, 4: 110'; TL 7, 8, 9, 10, 11, 12, 13, 14, 15: 79'		NA	
TAXIWAY SAFETY AREA (TSA) LIST OF OBJECTS WITHIN		TW D SIGN		TW A, B, E, F, G, SIGNS		TW C SIGN	
TAXILANE SAFETY AREA (TLSA) LIST OF OBJECTS WITHIN		NA		TL 7-15 HANGARS		NA	
TAXIWAY (TW) CENTERLINE DIMENSION TO OBJECTS		NONE		TW A APRON: 129', 137', 157', 234', 265', 309', 310', 314', 367', 371'; TW B WIND CONE: 151'		NONE	
TAXILANE (TL) CENTERLINE DIMENSION TO OBJECTS		NA		TL T HANGARS: 83', 91.8', 113'		NONE	
TAXIWAY / TAXILANE LIGHTING		TW C - MITL; TW D - ELEVATED EDGE RETRO REFLECTIVE MARKERS		MITL		TW C - MITL; TW D - ELEVATED EDGE RETRO REFLECTIVE MARKERS	

EXISTING AIRPORT DATA TABLE

DATA		EXISTING
AIRPORT REFERENCE CODE (ARC)		C-II
MEAN MAX. TEMPERATURE AND HOTTEST MONTH		94.6°F (JUNE)
AIRPORT ELEVATION		4456.90
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)		BEACON (CITY OF LAS CRUCES) ; LOCALIZER, GLIDESLOPE (FAA)
AIRPORT REFERENCE POINT (NAD 83/NAVD 88)	LATITUDE	32° 17' 21" N
	LONGITUDE	106° 55' 19" W
MISCELLANEOUS FACILITIES (OWNERSHIP)		MALSR, VASI, ADS-B ANTENNA (FAA) ; AWOS-III, MIRL, REIL, LIGHTED WIND INDICATOR, SEGMENTED CIRCLE (CITY OF LAS CRUCES)
CRITICAL AIRCRAFT		C - II / CHALLENGER 600 - WINGSPAN: 61'-10", TAIL HEIGHT: 20'-9", APPROACH SPEED: 100
AIRPORT MAGNETIC DECLINATION		7° 52' E (DEC. 2022), ± 0° 21' CHANGING BY 0° 6' W / YR
NPIAS SERVICE LEVEL		GENERAL AVIATION
STATE SERVICE LEVEL		REGIONAL GENERAL

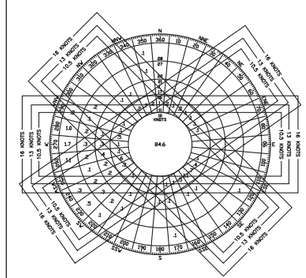
ALL WEATHER WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
12-30	89.00%	93.17%	96.90%
8-26	96.16%	98.04%	99.45%
4-22	94.24%	97.10%	99.30%
COMBINED	99.64%	99.92%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

IFR WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
12-30	89.89%	91.12%	92.80%
8-26	92.81%	95.18%	97.32%
4-22	90.56%	93.56%	96.91%
COMBINED	99.39%	99.74%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

DECLARED DISTANCES

					LDA		ASDA	
RUNWAY END ID	TORA	TODA	ASDA	LDA	APPROACH END RSA LENGTH	STOP END RSA LENGTH	RSA LENGTH	DATE OF APPROVAL
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE OF APPROVAL
–	NONE	–	–	–	–

EXISTING NON-STANDARD CONDITIONS

NO.	NON-STANDARD CONDITION	EXISTING CONDITION	FAA STANDARD (C-II)	PROPOSED ACTION
1	TAXILANES 8, 9, AND 13: DO NOT MEET GROUP I TAXILANE OBJECT FREE AREA (TLOFA)	TAXILANES 8, 9 AND 13 ARE 74', 75' AND 75' RESPECTIVELY	TAXILANE CLEARANCE = 79'	NONE; AIRCRAFT SPEEDS ARE MINIMAL
2	TAXILANE 4: DOES NOT MEET GROUP II TAXILANE OBJECT FREE AREA (TLOFA)	OUTRIGGING ADJACENT TO HANGAR 33 EXTENDS INTO TAXILANE 4 OBJECT FREE AREA	TAXILANE CLEARANCE = 110'	REMOVE OUTRIGGING AND CLEAR OBJECT FREE AREA

NOTES

1. THERE ARE NO KNOWN OBSTACLE FREE ZONE (OFZ) OBJECTS THAT ARE PENETRATIONS.
2. FUTURE DEVELOPMENT IS TO SUPPORT ACCESS AND CIRCULATION BY ARC GROUP II AIRCRAFT THROUGHOUT THE TERMINAL AREA.
3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
4. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
5. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83/ NAVD 88.
6. TOPOGRAPHY AND PLANIMETRICS FROM AERIAL SURVEYS OBTAINED FROM THE FOLLOWING:

GEOPRO CONSULTANTS, LLC. SURVEY DATE: 01/25/2023

7. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.
8. ALL RUNWAYS MEET LINE OF SIGHT REQUIREMENTS.
9. MAGNETIC DECLINATION CALCULATED BY USING NOAA MAGNETIC CALCULATOR.

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BANGOR, ME

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PROFESSIONAL SEAL

FOR PLANNING PURPOSES

NO.	DESCRIPTION	DATE	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXISTING AIRPORT DATA SHEET

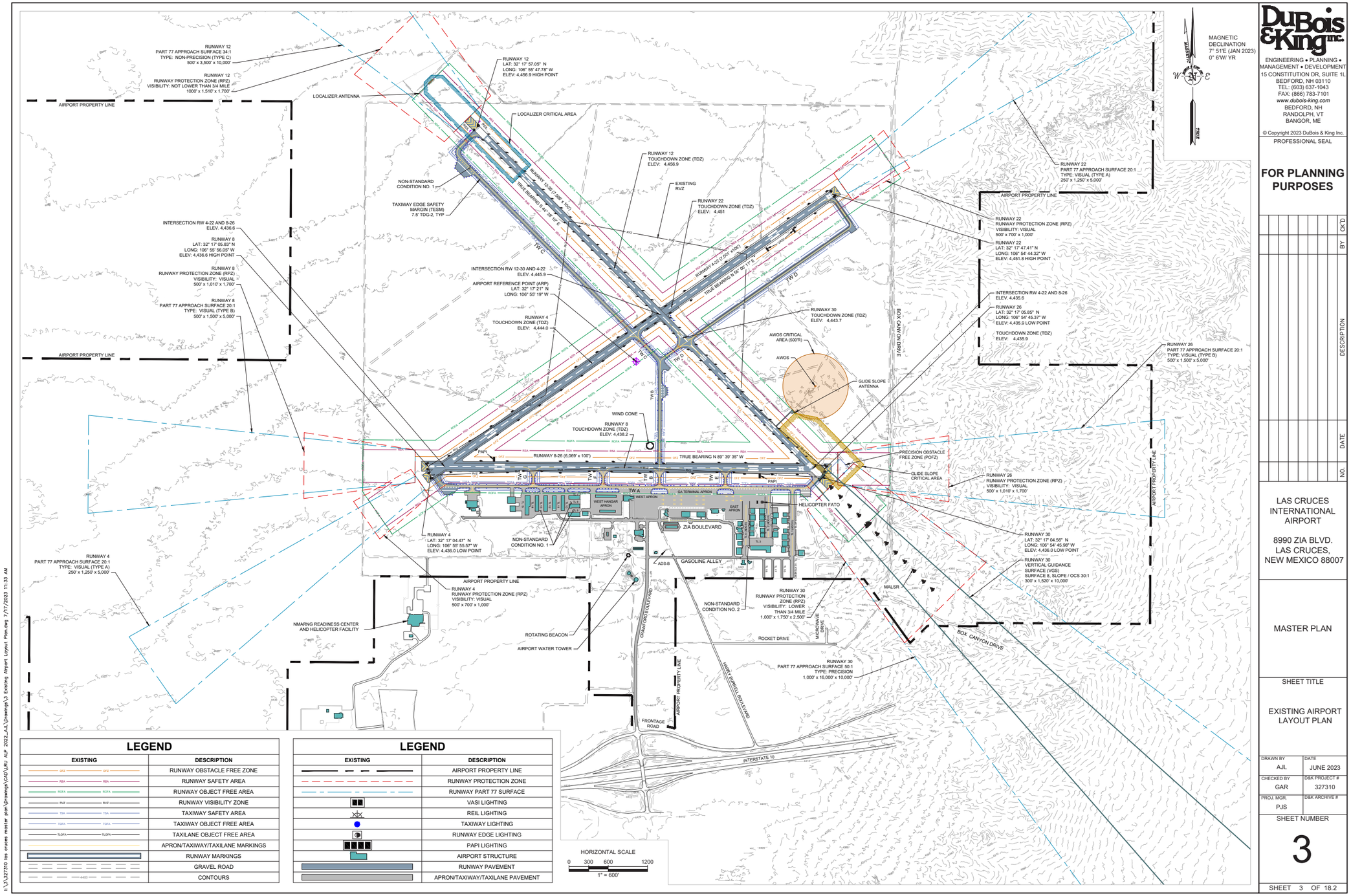
DRAWN BY	DATE
AJL	JUNE 2023
CHECKED BY	D&K PROJECT #
GAR	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

2

SHEET 2 OF 18.2

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LEGEND

EXISTING	DESCRIPTION
OFZ	RUNWAY OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
RVZ	RUNWAY VISIBILITY ZONE
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
TLOFA	TAXILANE OBJECT FREE AREA
	APRON/TAXIWAY/TAXILANE MARKINGS
	RUNWAY MARKINGS
	GRAVEL ROAD
4400	CONTOURS

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	RUNWAY PROTECTION ZONE
	RUNWAY PART 77 SURFACE
	VASI LIGHTING
	REIL LIGHTING
	TAXIWAY LIGHTING
	RUNWAY EDGE LIGHTING
	PAPI LIGHTING
	AIRPORT STRUCTURE
	RUNWAY PAVEMENT
	APRON/TAXIWAY/TAXILANE PAVEMENT

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FOR PLANNING PURPOSES

NO.	DATE	DESCRIPTION	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXISTING AIRPORT LAYOUT PLAN

DRAWN BY	DATE
AJL	JUNE 2023
CHECKED BY	D&K PROJECT #
GAR	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

3

SHEET 3 OF 18.2

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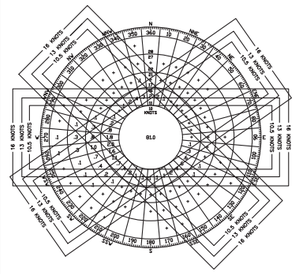
ULTIMATE RUNWAY DATA TABLE

DESCRIPTION		ULTIMATE					
		RUNWAY 5	RUNWAY 23	RUNWAY 8	RUNWAY 26	RUNWAY 13	RUNWAY 31
RUNWAY DESIGN CODE (RDC)		A - I - VIS		C - II - 4000		C - II - 4000	C - II - 2400
APPROACH REFERENCE CODE (APRC)		A - I - VIS		C - II - 4000		C - II - 4000	C - II - 2400
PAVEMENT STRENGTH / MATERIAL TYPE	STRENGTH	SINGLE WHEEL 30,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS	
	SURFACE	ASPHALT		ASPHALT		CONCRETE	
	PCR	3 / F/D/Y/T		25 / F/C/X/T		41 /R/B/W/T	
	TREATMENT	NO SPECIAL SURFACE TREATMENT		NO SPECIAL SURFACE TREATMENT		GROOVED	
EFFECTIVE GRADIENT (%)		0.1		0.2		0.2	0.3
RUNWAY LENGTH		5,450'		11,110'		11,110'	
RUNWAY WIDTH		60'		100'		100'	
RUNWAY END ELEVATION		4,435.9	4,451.7	4,436.5	4,435.9	4,456.9	4,435.9
DISPLACED THRESHOLD ELEVATION		NONE		NONE		NONE	
RUNWAY SAFETY AREA (RSA)		150' (W) x 300' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY END COORDINATES (NAD 83/ NAVD 88)	LATITUDE	32° 17' 16.21" N	32° 17' 47.40" N	32° 17' 09.75" N	32° 17' 09.79" N	32° 18' 22.31" N	32° 17' 04.56" N
	LONGITUDE	106°55'36.10" W	106° 54' 44.31" W	106° 57' 10.18" W	106° 55' 00.75" W	106° 56' 17.49" W	106° 54' 45.97" W
DISPLACED THRESHOLD COORDINATES (NAD 83/ NAVD 88)	LATITUDE	NONE		NONE		NONE	
	LONGITUDE	NONE		NONE		NONE	
RUNWAY LIGHTING		MIRL		MIRL		HIRL	
RUNWAY PROTECTION ZONE (RPZ)		500' x 700' x 1,000'		1000' x 1,510' x 1,700'		1000' x 1,510' x 1,700'	1,000' x 1,750' x 2,500'
RUNWAY MARKING		BASIC		NON-PRECISION		NON-PRECISION	PRECISION
14 CFR PART 77 APPROACH SLOPE		20:1		34:1		34:1	50:1
PART 77 APPROACH TYPE		VISUAL (TYPE A)		NON-PRECISION (TYPE C)		NON-PRECISION (TYPE C)	PRECISION
VISIBILITY MINIMUMS		VISUAL		3/4 MILE		3/4 MILE	1/2 MILE
AERONAUTICAL SURVEY TYPE		NON-VERTICALLY GUIDED SURVEY (VGS)		NON-VERTICALLY GUIDED SURVEY (VGS)		VERTICALLY GUIDED SURVEY (VGS)	
RUNWAY DEPARTURE SURFACE		N/A		N/A		1,000' x 7512' x 12,152'	
RUNWAY OBJECT FREE AREA (ROFA)		500' (W) x 300' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY OBSTACLE FREE ZONE (ROFZ)		250' (W) x 200' (L) BEYOND RUNWAY END		250' (W) x 200' (L) BEYOND RUNWAY END		250' (W) x 200' (L) BEYOND RUNWAY END	
THRESHOLD SITING SURFACE (TSS)		250' x 700' x 2,250' x 2,750' (SURFACE 2)		400' x 1,000' x 1,500' x 8,500' (SURFACE 3)		200' x 400' x 3,400' x 10,000' (SURFACE 5)	200' x 400' x 3,400' x 10,000' (SURFACE 7)
NAVIGATIONAL AIDS	VISUAL	NONE	NONE	PAPI (4L)		REIL	MALSR
	INSTRUMENT	NONE		ILS		RNAV GPS	RNAV GPS, ILS OR DME
TOUCHDOWN ZONE (TDZ) ELEVATION		4,444	4,451	4,438.2	4,435.9	4,456.9	4,443.7
TAXIWAY (TW) WIDTH		TW D: 25' (WEST OF TW C), TW C: 50', TW D: 35' (EAST OF TW C)		TW A, A1, A2, A3, A4, A5, A6, C, E: 35'; TW B: 50'		TW A, D: 35'; TW C: 50'	
TAXILANE (TL) WIDTH		N/A		TL 1: VARIES FROM 50' TO 90'; TL 2: 60'; TL 3: 120'; TL 4, 11, 12, 13, 14: 80'; TL 7, 15: 50'; TL 8, 9, 10: 75'; TL 21, 22, 23: 25'		N/A	
TAXIWAY SAFETY AREA (TSA) WIDTH		TW D: 49' (WEST OF TW C), TW C: 118', TW D: 79' (EAST OF TW C)		TW A, A1, A2, A3, A4, A5, A6, C, E: 79'		TW C: 118'; TW A, D: 79'	
TAXILANE SAFETY AREA (TLSA) WIDTH		N/A		TL 1, 2, 3, 4: 110'; TL 7, 8, 9, 10, 11, 12, 13, 14, 15, 21, 22, 23: 79'		N/A	
TAXIWAY OBJECT FREE AREA (TOFA) WIDTH		TW D: 89' (WEST OF TW C), TW C: 171', TW D: 124' (EAST OF TW C)		TW A, A1, A2, A3, A4, A5, A6, E: 124'; TW B: 171'		TW A: 124', TW D: 131'; TW C: 186'	
TAXILANE OBJECT FREE AREA (TLOFA) WIDTH		N/A		TL 1, 2, 3, 4: 110'; TL 7, 8, 9, 10, 11, 12, 13, 14, 15, 21, 22, 23: 79'		N/A	
TAXIWAY SAFETY AREA (TSA) LIST OF OBJECTS WITHIN		TW C, D SIGNS		TW A, A1, A2, A3, A4, A5, A6, B, E SIGNS		TW A, C, D SIGNS	
TAXILANE SAFETY AREA (TLSA) LIST OF OBJECTS WITHIN		N/A		TL 7-15 HANGARS		N/A	
TAXIWAY (TW) CENTERLINE DIMENSION TO OBJECTS		NONE		NONE		NONE	
TAXILANE (TL) CENTERLINE DIMENSION TO OBJECTS		N/A		TL TO HANGARS: 83', 91.8', 113'		NONE	
TAXIWAY / TAXILANE LIGHTING		TW C - MITL; TW D - ELEVATED EDGE RETRO REFLECTIVE MARKERS		MITL		TW C - MITL; TW D - ELEVATED EDGE RETRO REFLECTIVE MARKERS	

ULTIMATE AIRPORT DATA TABLE

DATA		EXISTING
AIRPORT REFERENCE CODE (ARC)		C-II
MEAN MAX. TEMPERATURE AND HOTTEST MONTH		94.6°F (JUNE)
AIRPORT ELEVATION (NAVD88)		4456.90
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)		BEACON (CITY OF LAS CRUCES) ; LOCALIZER, GLIDESLOPE (FAA)
AIRPORT REFERENCE POINT (NAD83)	LATITUDE	32° 17' 21" N
	LONGITUDE	106° 55' 19" W
MISCELLANEOUS FACILITIES (OWNERSHIP)		MALSR, VASI, ADS-B ANTENNA (FAA) ; AWOS-III, MIRL, REIL, LIGHTED WIND INDICATOR, SEGMENTED CIRCLE (CITY OF LAS CRUCES)
CRITICAL AIRCRAFT		C - II / CHALLENGER 600 - WINGSPAN: 61'-10", TAIL HEIGHT: 20'-9", APPROACH SPEED: 100
AIRPORT MAGNETIC DECLINATION		7° 52' E (DEC. 2022), ± 0° 21' CHANGING BY 0° 6' W / YR
NPIAS SERVICE LEVEL		NON-PRIMARY COMMERCIAL
STATE SERVICE LEVEL		REGIONAL GENERAL

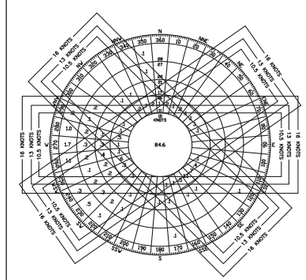
ALL WEATHER WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
12-30	89.00%	93.17%	96.90%
8-26	96.16%	98.04%	99.45%
4-22	94.24%	97.10%	99.30%
COMBINED	99.64%	99.92%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

IFR WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
12-30	89.89%	91.12%	92.80%
8-26	92.81%	95.18%	97.32%
4-22	90.56%	93.56%	96.91%
COMBINED	99.39%	99.74%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

DECLARED DISTANCES

					LDA		ASDA	
RUNWAY END ID	TORA	TODA	ASDA	LDA	APPROACH END RSA LENGTH	STOP END RSA LENGTH	RSA LENGTH	DATE OF APPROVAL
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–
–	–	–	–	–	–	–	–	–

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE OF APPROVAL
–	NONE	–	–	–	–

ULTIMATE NON-STANDARD CONDITIONS

NO.	NON-STANDARD CONDITION	EXISTING CONDITION	FAA STANDARD (C-II)	PROPOSED ACTION
1	TAXILANES 8, 9, AND 13: DO NOT MEET GROUP I TAXILANE OBJECT FREE AREA (TLOFA)	TAXILANES 8, 9 AND 13 ARE 74', 75' AND 75' RESPECTIVELY	TAXILANE CLEARANCE = 79'	NONE; AIRCRAFT SPEEDS ARE MINIMAL
2	TAXILANE 4: DOES NOT MEET GROUP II TAXILANE OBJECT FREE AREA (TLOFA)	OUTRIGGING ADJACENT TO HANGAR 33 EXTENDS INTO TAXILANE 4 OBJECT FREE AREA	TAXILANE CLEARANCE = 110'	REMOVE OUTRIGGING AND CLEAR OBJECT FREE AREA

NOTES

1. THERE ARE NO KNOWN OBSTACLE FREE ZONE (OFZ) OBJECTS THAT ARE PENETRATIONS.
2. FUTURE DEVELOPMENT IS TO SUPPORT ACCESS AND CIRCULATION BY ARC GROUP II AIRCRAFT THROUGHOUT THE TERMINAL AREA.
3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
4. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
5. ALL LATITUDE AND LONGITUDE COORDINATES AND ELEVATIONS ARE NAD 83/ NAVD 88.
6. TOPOGRAPHY AND PLANIMETRICS FROM AERIAL SURVEYS OBTAINED FROM THE FOLLOWING:
   GEOPRO CONSULTANTS, LLC. SURVEY DATE: JAN. 25, 2023
7. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.
8. ALL RUNWAYS MEET LINE OF SIGHT REQUIREMENTS.

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SHEET TITLE

ULTIMATE AIRPORT DATA SHEET

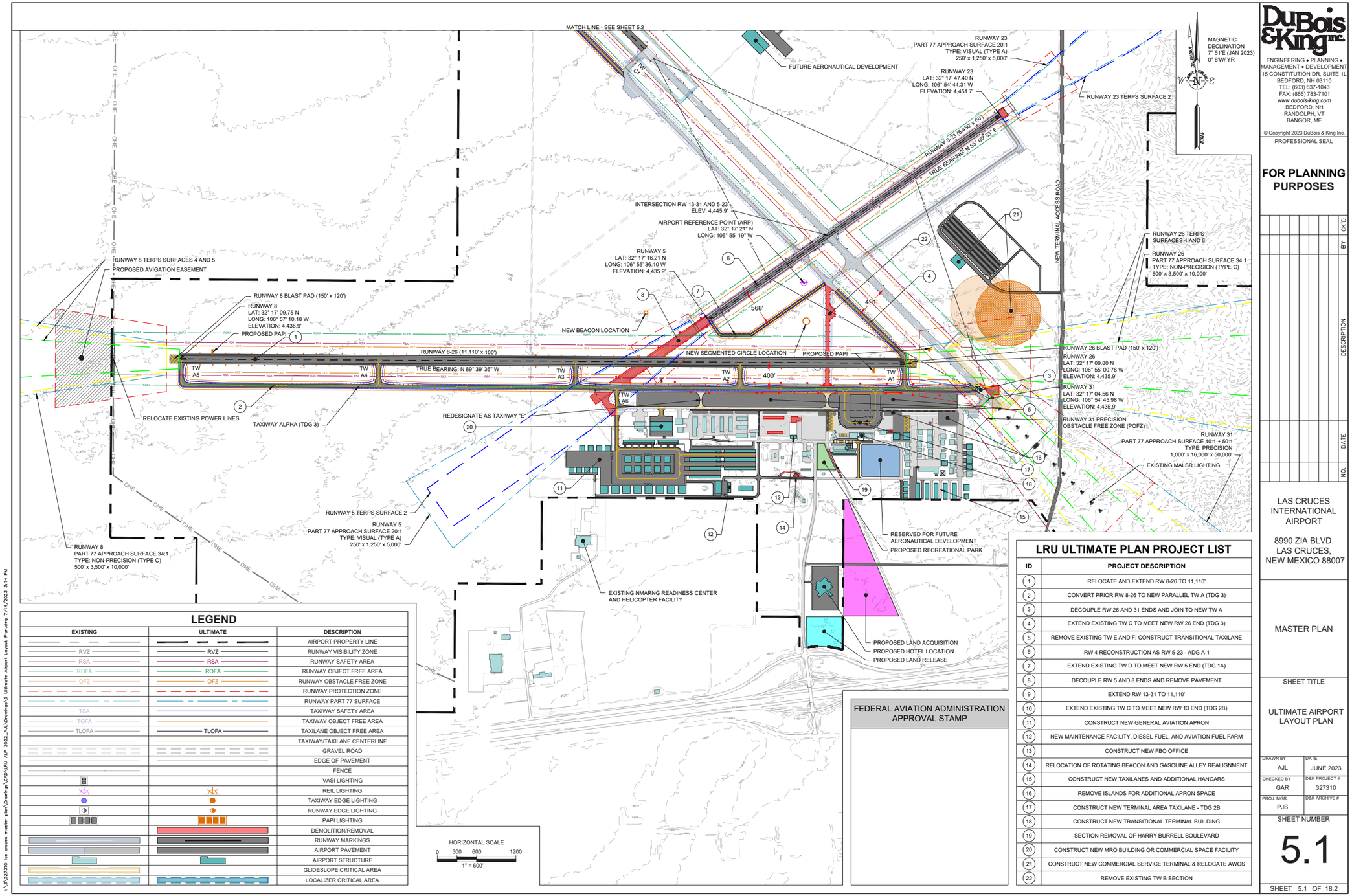
DRAWN BY: AJL	DATE: JUNE 2023
CHECKED BY: GAR	D&K PROJECT #: 327310
PROJ. MGR.: PJS	D&K ARCHIVE #:

SHEET NUMBER

4

SHEET 4 OF 18.2

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LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
		FENCE
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

HORIZONTAL SCALE
0 300 600 1200
1" = 600'

FEDERAL AVIATION ADMINISTRATION
APPROVAL STAMP

LRU ULTIMATE PLAN PROJECT LIST

ID	PROJECT DESCRIPTION
1	RELOCATE AND EXTEND RW 8-26 TO 11,110'
2	CONVERT PRIOR RW 8-26 TO NEW PARALLEL TW A (TDG 3)
3	DECOUPLE RW 26 AND 31 ENDS AND JOIN TO NEW TW A
4	EXTEND EXISTING TW C TO MEET NEW RW 26 END (TDG 3)
5	REMOVE EXISTING TW E AND F; CONSTRUCT TRANSITIONAL TAXILANE
6	RW 4 RECONSTRUCTION AS RW 5-23 - ADG A-1
7	EXTEND EXISTING TW D TO MEET NEW RW 5 END (TDG 1A)
8	DECOUPLE RW 5 AND 8 ENDS AND REMOVE PAVEMENT
9	EXTEND RW 13-31 TO 11,110'
10	EXTEND EXISTING TW C TO MEET NEW RW 13 END (TDG 2B)
11	CONSTRUCT NEW GENERAL AVIATION APRON
12	NEW MAINTENANCE FACILITY, DIESEL FUEL, AND AVIATION FUEL FARM
13	CONSTRUCT NEW FBO OFFICE
14	RELOCATION OF ROTATING BEACON AND GASOLINE ALLEY REALIGNMENT
15	CONSTRUCT NEW TAXILANES AND ADDITIONAL HANGARS
16	REMOVE ISLANDS FOR ADDITIONAL APRON SPACE
17	CONSTRUCT NEW TERMINAL AREA TAXILANE - TDG 2B
18	CONSTRUCT NEW TRANSITIONAL TERMINAL BUILDING
19	SECTION REMOVAL OF HARRY BURRELL BOULEVARD
20	CONSTRUCT NEW MRO BUILDING OR COMMERCIAL SPACE FACILITY
21	CONSTRUCT NEW COMMERCIAL SERVICE TERMINAL & RELOCATE AWOS
22	REMOVE EXISTING TW B SECTION

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MASTER PLAN

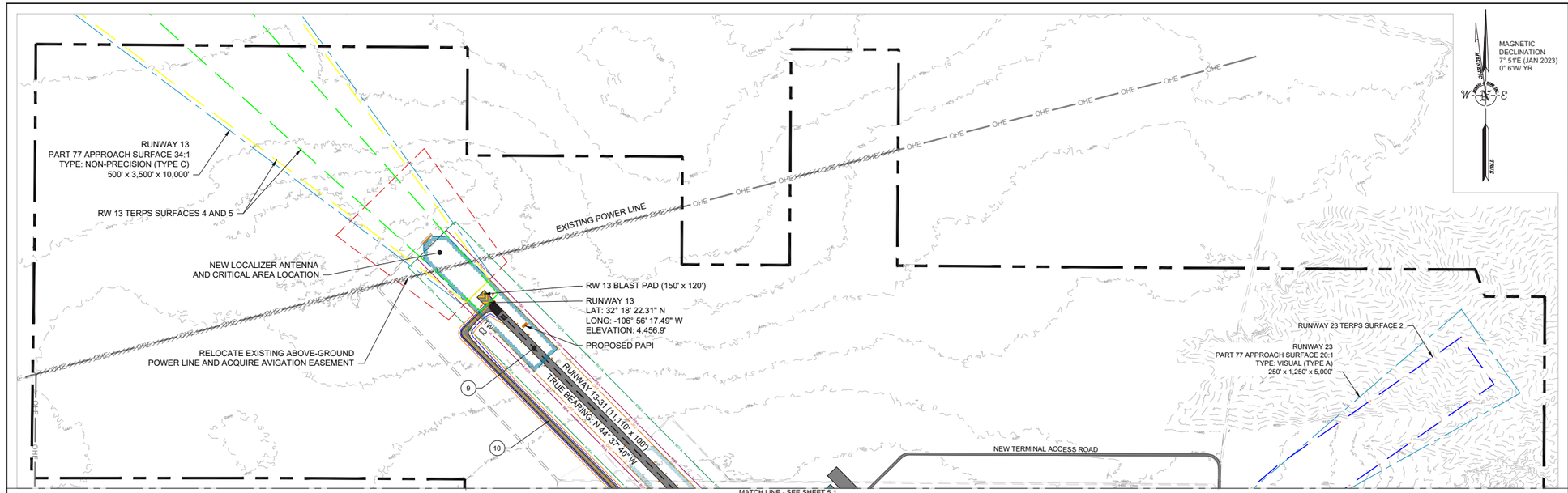
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ULTIMATE AIRPORT LAYOUT PLAN

DRAWN BY	DATE
AJL	JUNE 2023
CHECKED BY	D&K PROJECT #
GAR	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER
5.1

SHEET 5.1 OF 18.2

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LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
		FENCE
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

LRU ULTIMATE PLAN PROJECT LIST

ID	PROJECT DESCRIPTION
1	RELOCATE AND EXTEND RW 8-26 TO 11,110'
2	CONVERT PRIOR RW 8-26 TO NEW PARALLEL TW E
3	DECOUPLE RW 26 AND 31 ENDS AND JOIN TO NEW TW E
4	EXTEND EXISTING TW C TO MEET NEW RW 26 END
5	REMOVE EXISTING TW E AND F
6	RW 4 RECONSTRUCTION AS RW 5-23 - ADG A-1
7	EXTEND EXISTING TW D TO MEET NEW RW 5 END
8	DECOUPLE RW 5 AND 8 ENDS AND REMOVE PAVEMENT
9	EXTEND RW 13-31 TO 11,110'
10	EXTEND EXISTING TW C TO MEET NEW RW 13 END (TDG 3)
11	CONSTRUCT NEW GENERAL AVIATION APRON
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21	CONSTRUCT NEW COMMERCIAL SERVICE TERMINAL BUILDING
22	REMOVE EXISTING TW B SECTION

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ULTIMATE AIRPORT LAYOUT PLAN

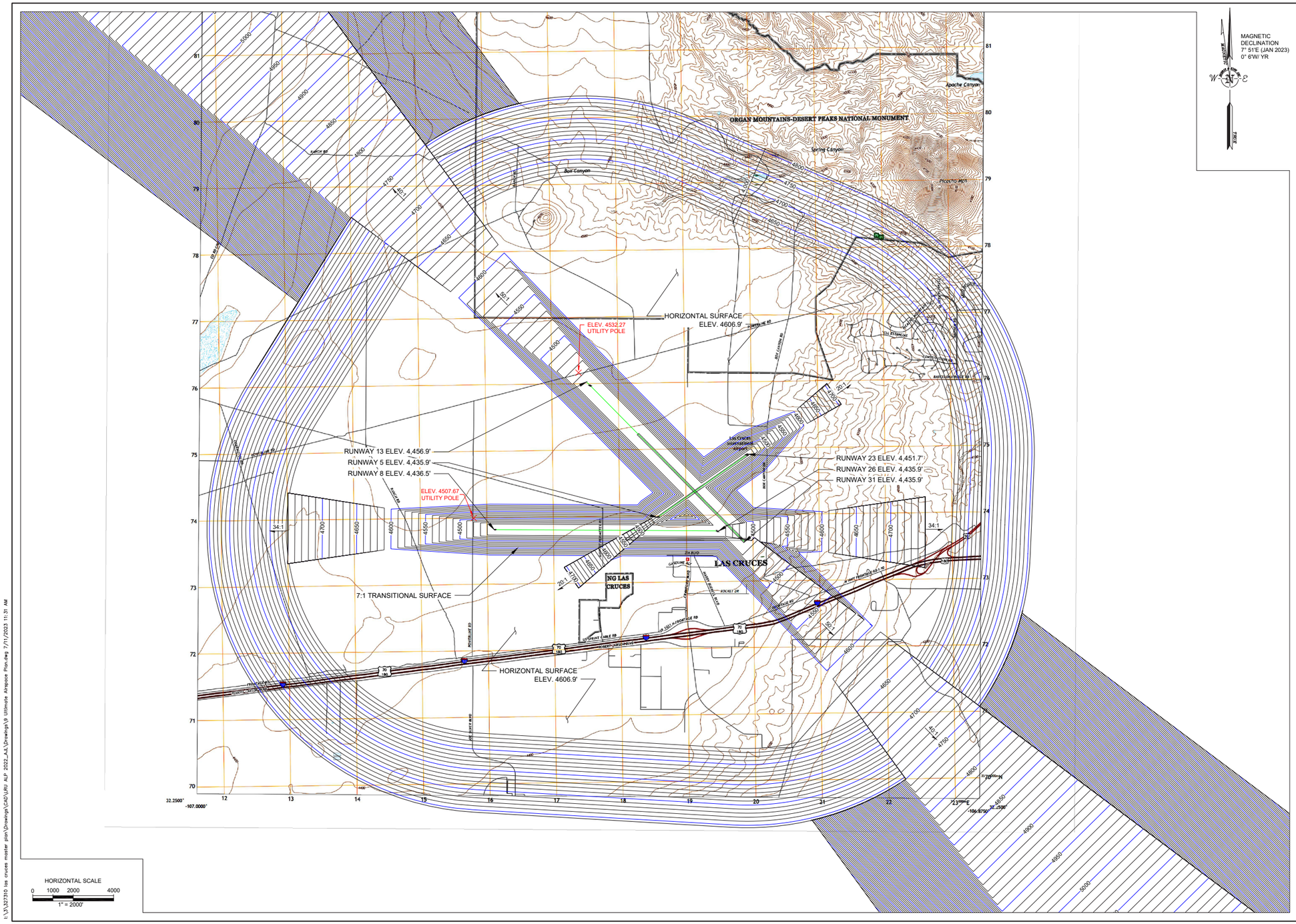
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ULTIMATE AIRSPACE PLAN

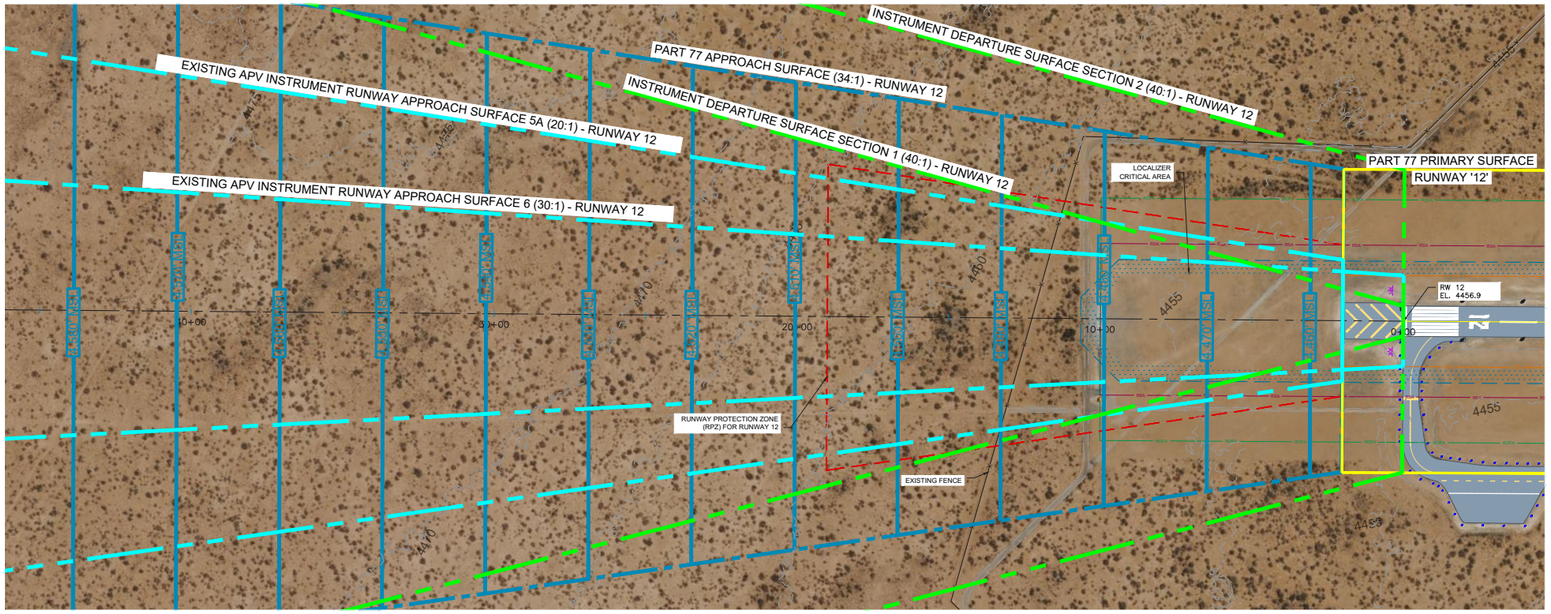
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6

SHEET 6 OF 18.2

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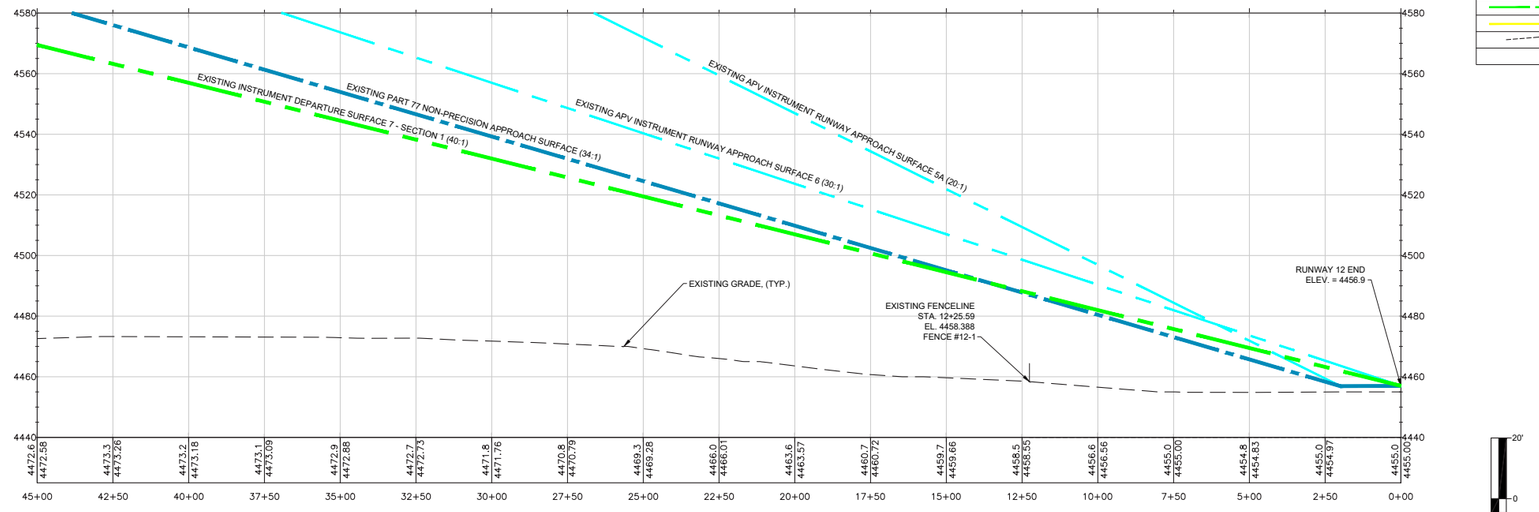
RUNWAY 12
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING APV APPROACH SURFACE
	EXISTING INSTRUMENT DEPARTURE SURFACE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 12
PROFILE VIEW

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EXISTING INNER APPROACH SURFACE RUNWAY 12

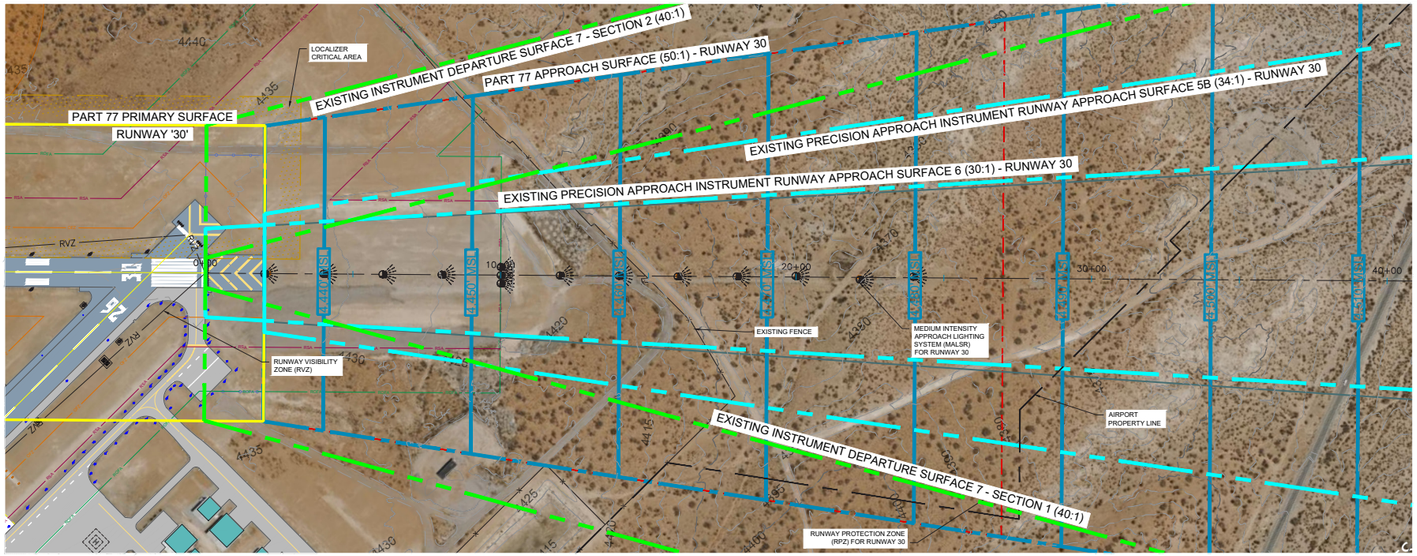
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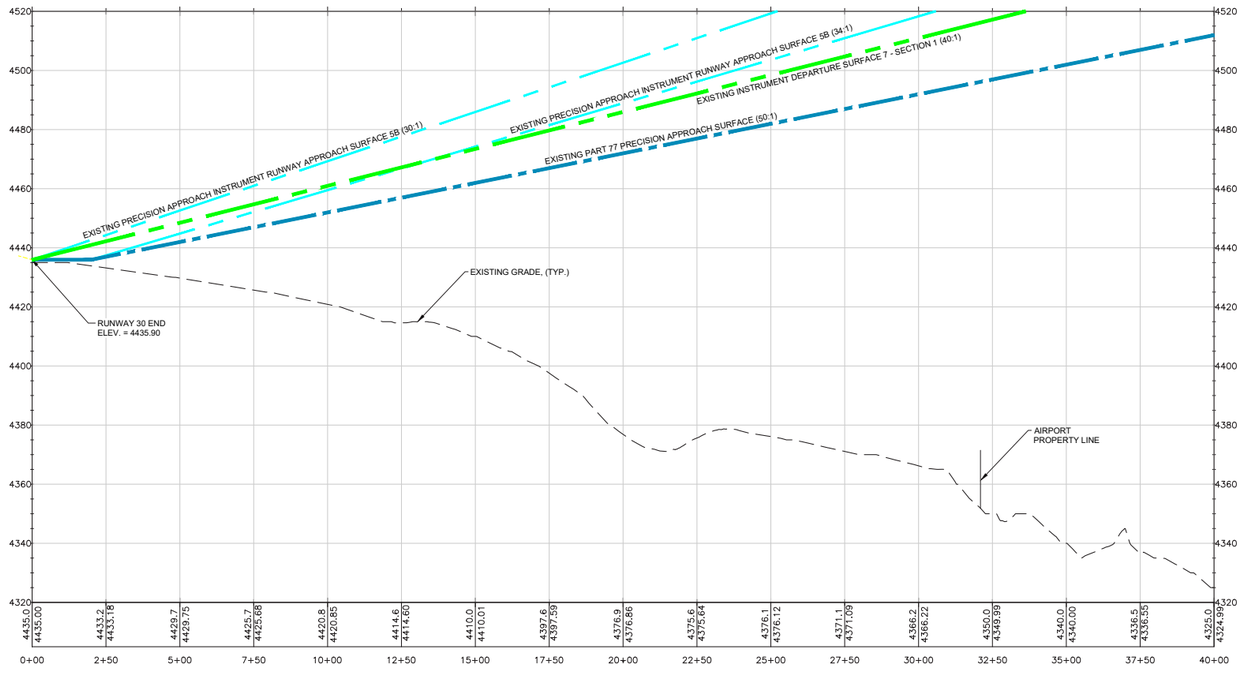
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RUNWAY 30 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'



RUNWAY 30 PROFILE VIEW

SCALE IN FEET
200' 100' 0 200'
20' 0 10' 20'

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING PA APPROACH SURFACE
	EXISTING INSTRUMENT DEPARTURE SURFACE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS

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EXISTING INNER APPROACH SURFACE RUNWAY '30'

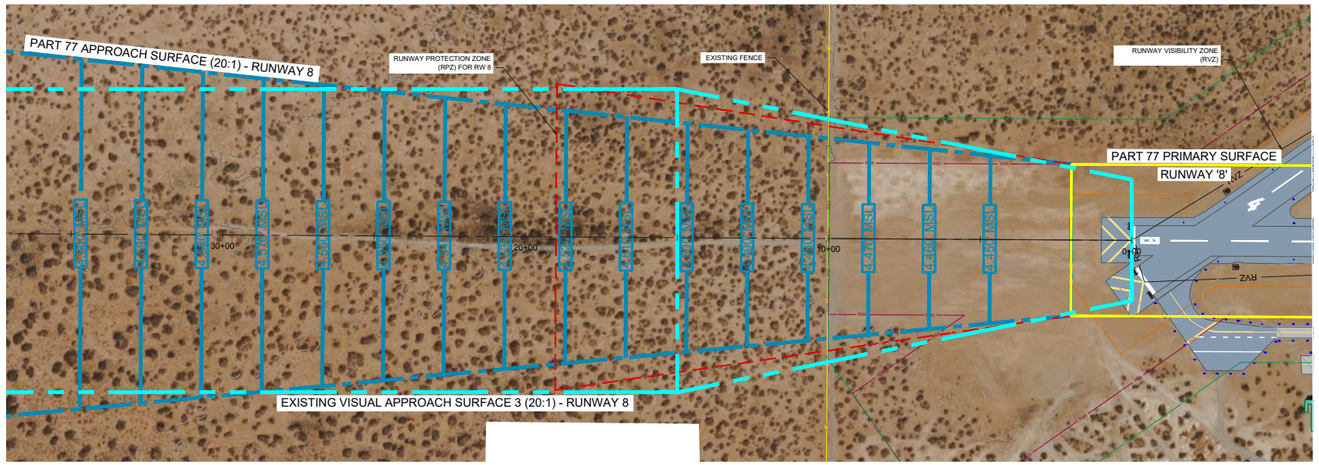
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PROJ. MGR.	D&K ARCHIVE #
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7.2

SHEET 7.2 OF 18.2

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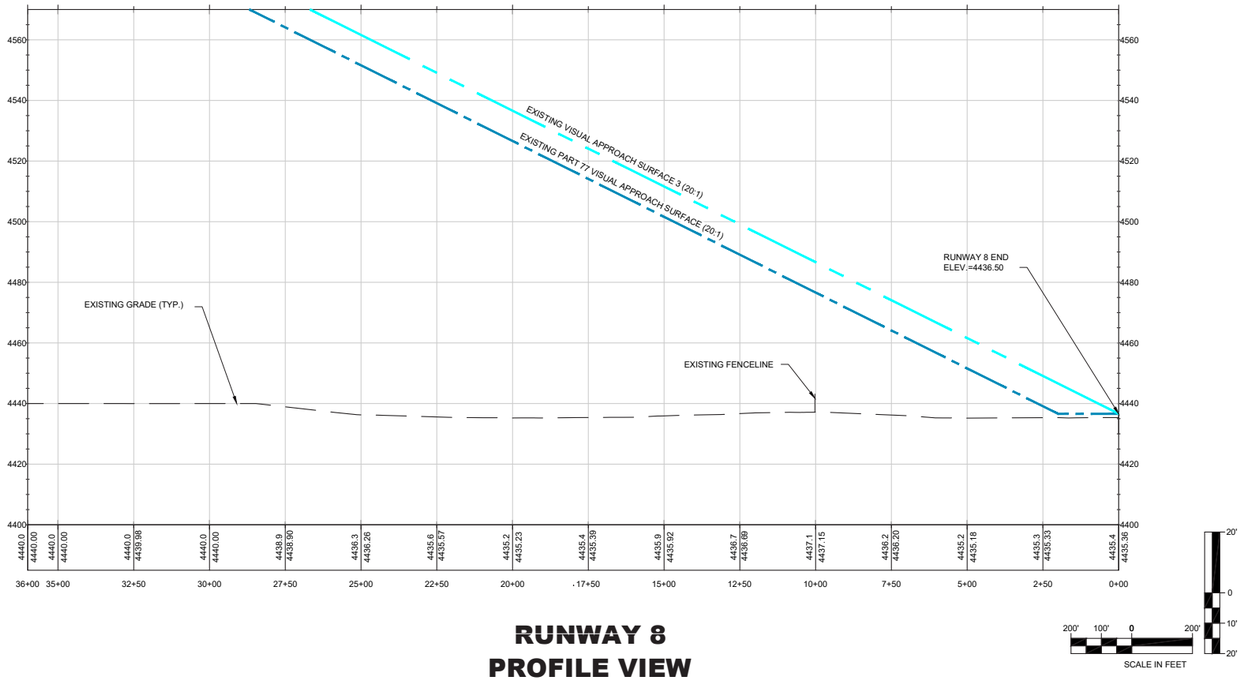


RUNWAY 8
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

LEGEND	
EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING VISUAL APPROACH SURFACE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 8
PROFILE VIEW

SCALE IN FEET
200' 100' 0 200'
20' 0 10' 20'

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MASTER PLAN

SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY '8'

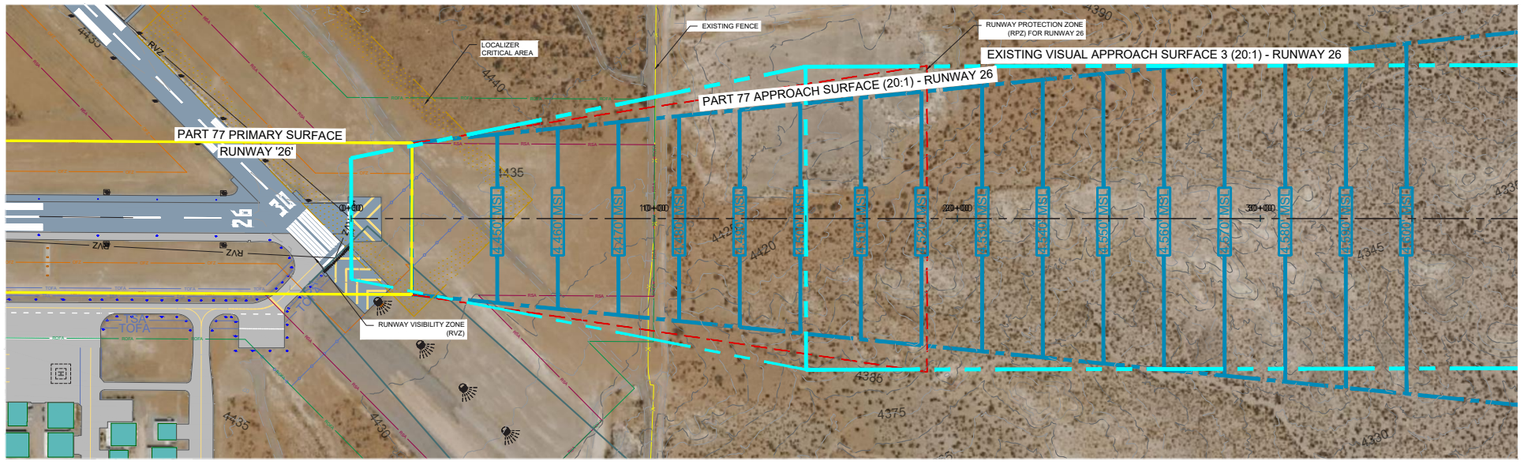
DRAWN BY	DATE
AJL	JUNE 2023
CHECKED BY	D&K PROJECT #
GAR	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

8.1

SHEET 8.1 OF 18.2

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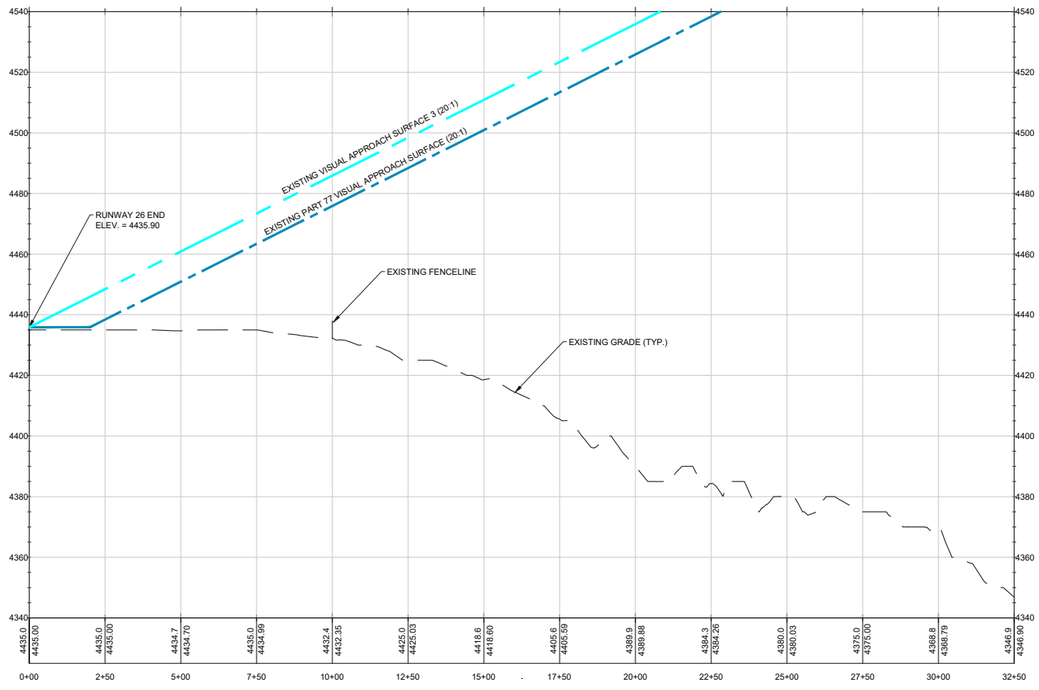


RUNWAY 26
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

LEGEND	
EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING VISUAL APPROACH SURFACE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 26
PROFILE VIEW

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MASTER PLAN

SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY '26'

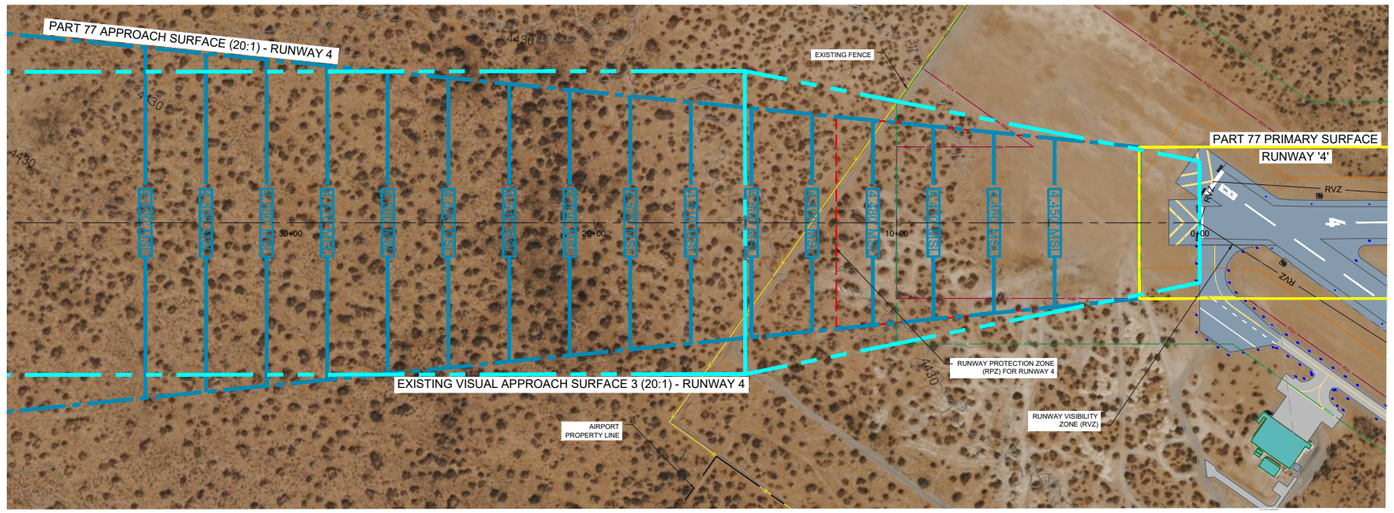
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PROJ. MGR.	D&K ARCHIVE #
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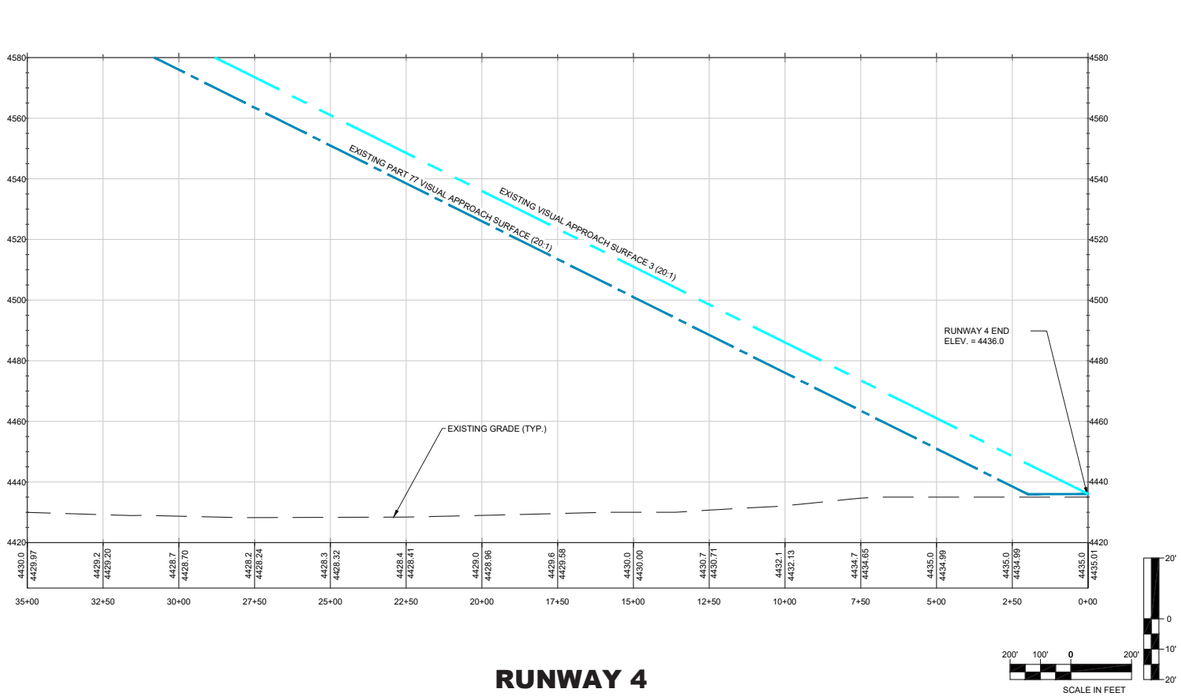
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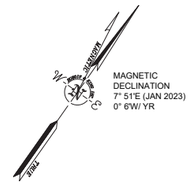


RUNWAY 4
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'



RUNWAY 4
PROFILE VIEW



LEGEND	
EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING VISUAL APPROACH SURFACE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS

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SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY '4'

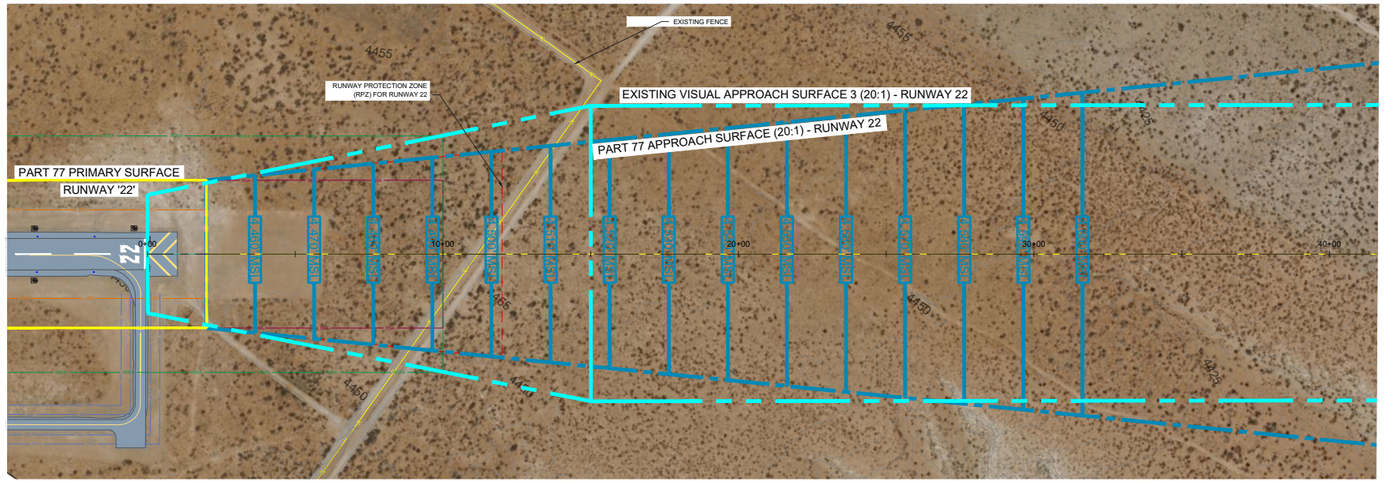
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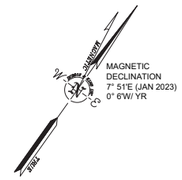
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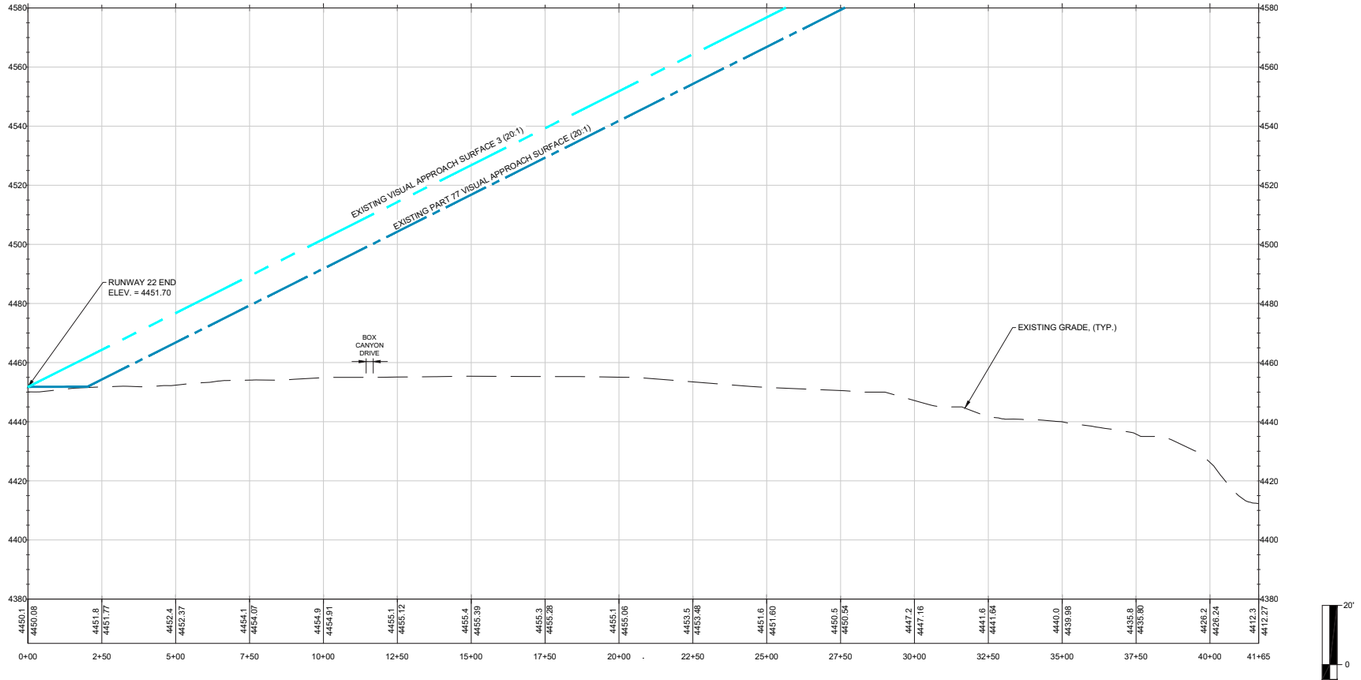
RUNWAY 22
PLANVIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'



LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING VISUAL APPROACH SURFACE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 22
PROFILE

SCALE IN FEET
200' 100' 0 200'
20' 0 10' 20'

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SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY '22'

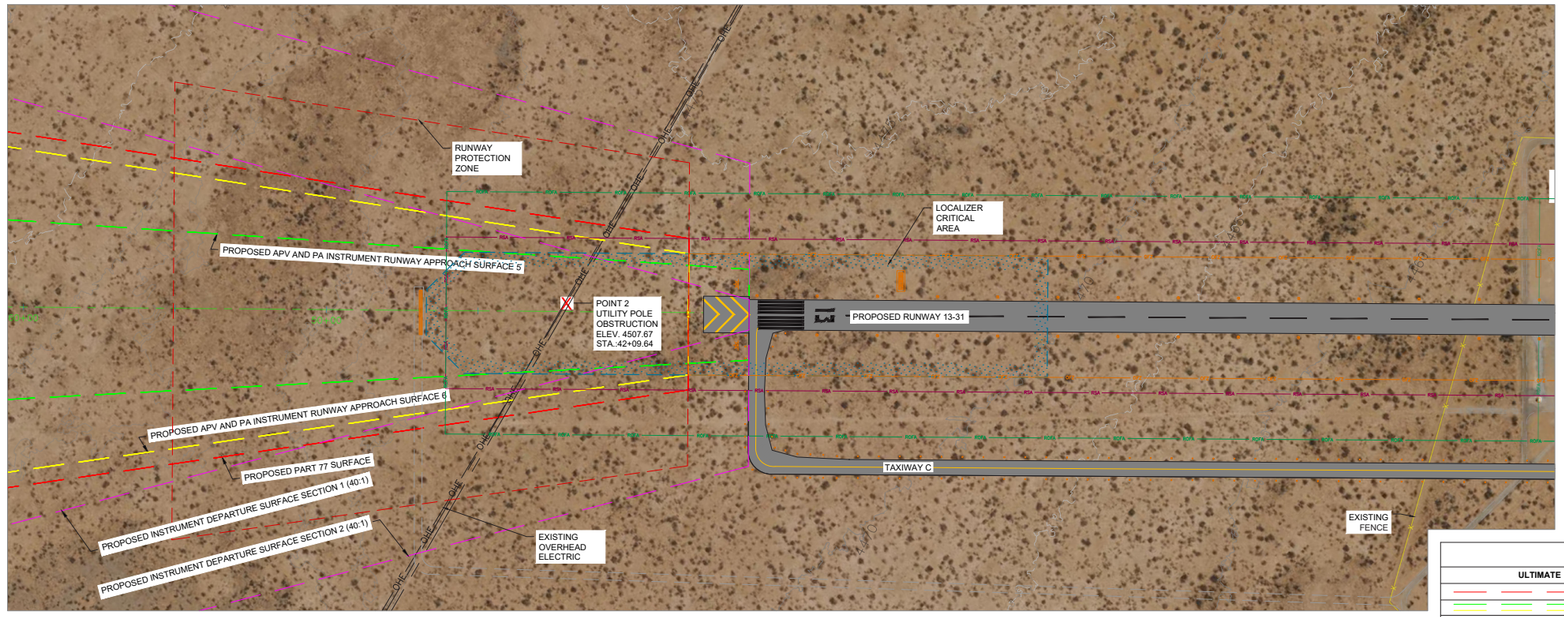
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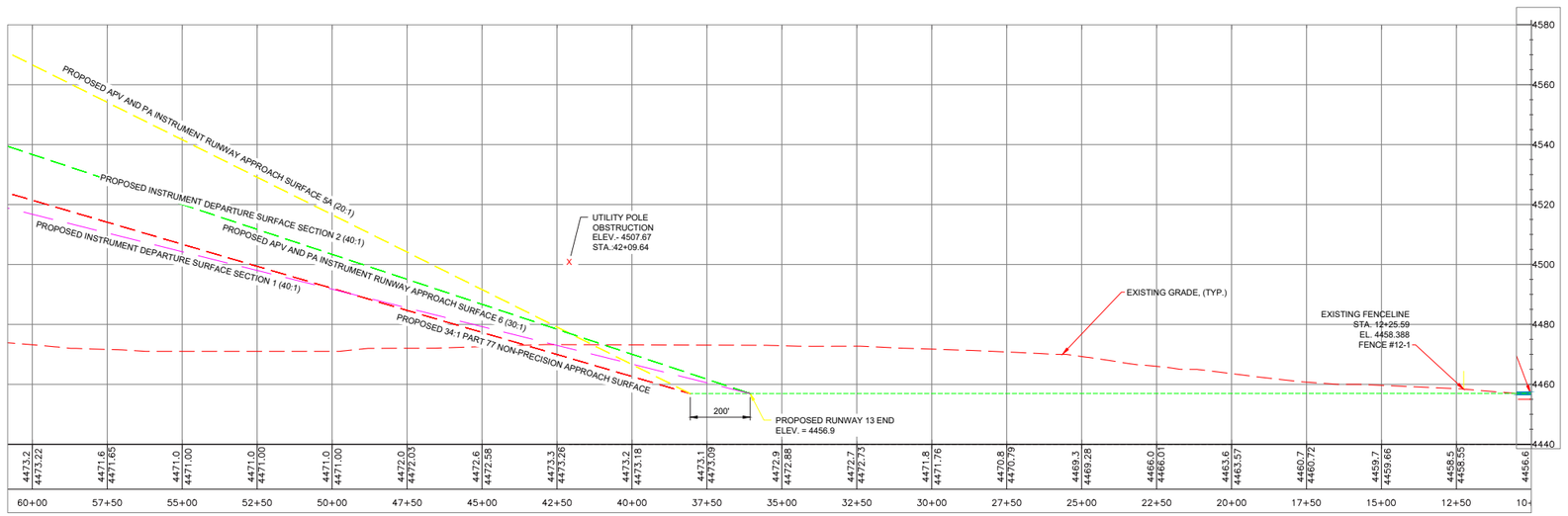
RUNWAY 13
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"=200'



LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACES
	INSTRUMENT DEPARTURE SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 13 OBSTRUCTION TABLE

POINT NUM.	DESCRIPTION	POINT ELEV.	DISTANCE ABOVE PART 77 SURFACE	SURFACE ELEVATION	EASTING	NORTHING	ACTION
2	UTILITY POLE	4,507.67'	38.88'	4,468.79'	672556.36	1346089.78	RELOCATE POWER LINES

RUNWAY 13
PROFILE VIEW

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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '13'

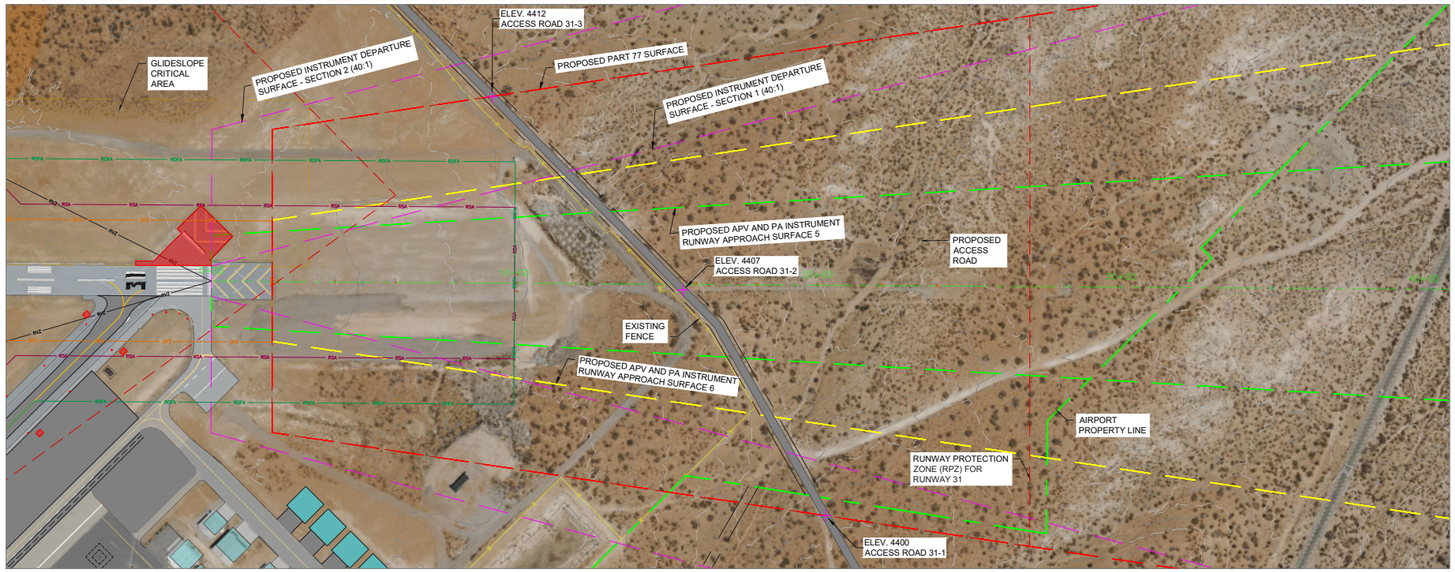
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SHEET NUMBER

10.1

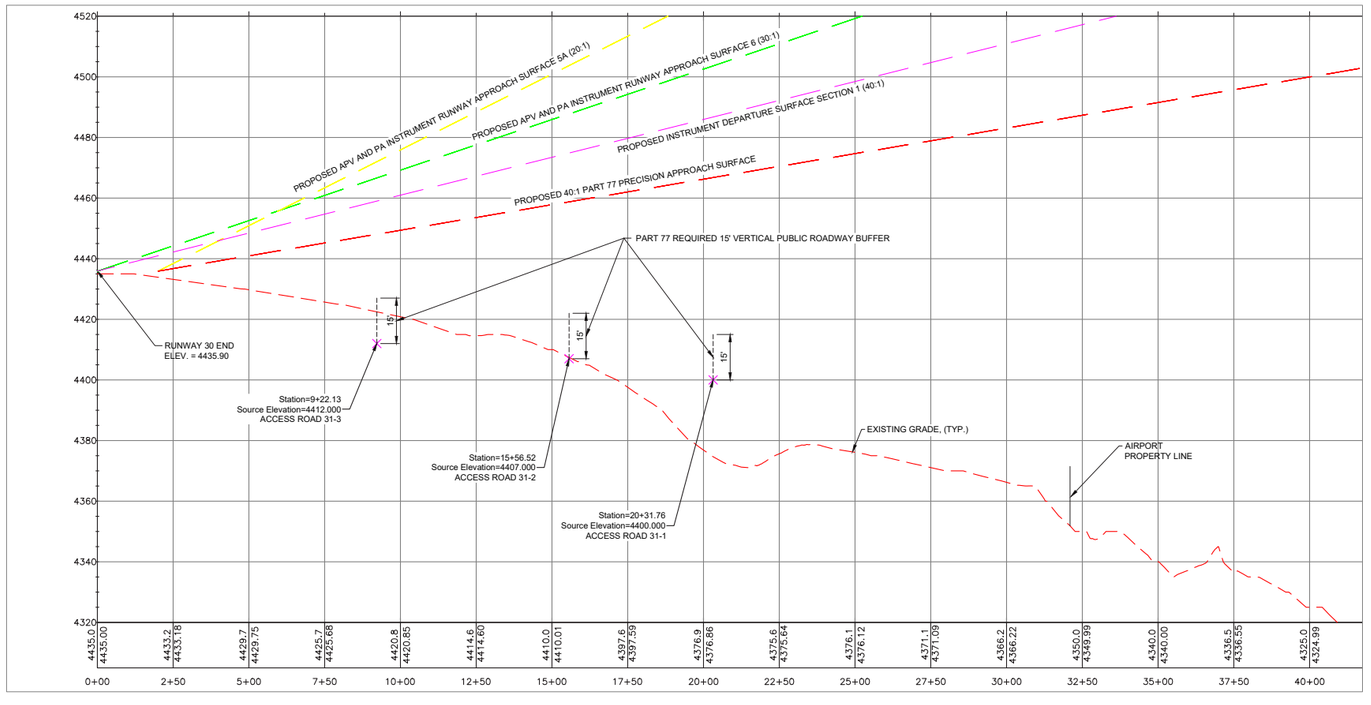
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RUNWAY 31 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"=200'



RUNWAY 31 PROFILE VIEW

SCALE IN FEET
200' 100' 0 200'
20' 0 10' 20'

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACES
	AIRPORT PROPERTY LINE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS

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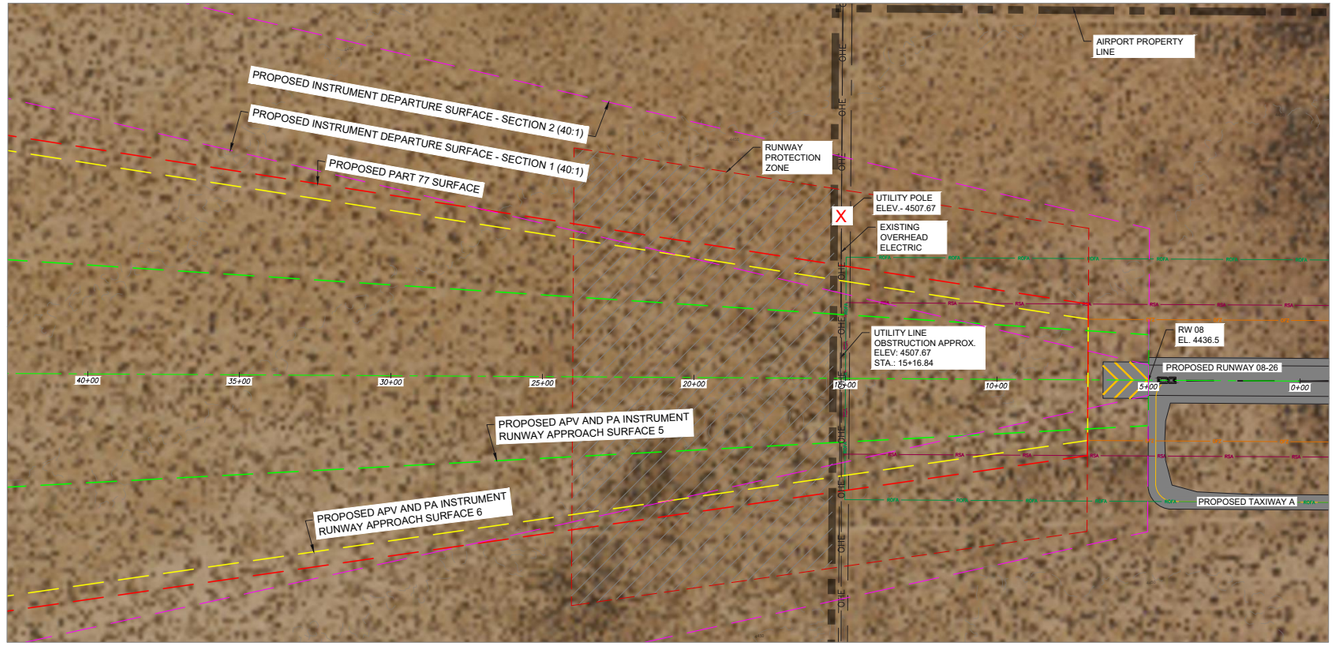
SHEET TITLE
ULTIMATE INNER APPROACH SURFACE RUNWAY '31'

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GAR	327310
PROJ. MGR.	D&K ARCHIVE #
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SHEET NUMBER
10.2

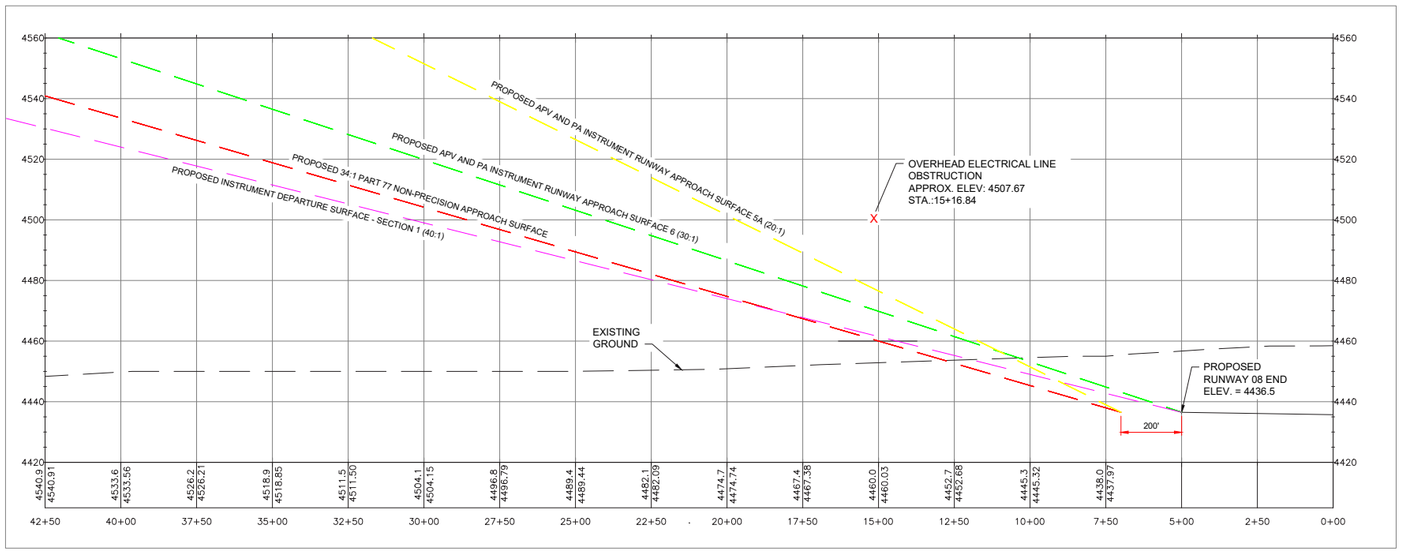
SHEET 10.2 OF 18.2

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RUNWAY 08 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"=200'

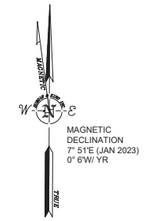


RUNWAY 08 PROFILE VIEW

SCALE IN FEET
200' 100' 0 200'
20' 0 10' 20'

RUNWAY 8 OBSTRUCTION TABLE

POINT NUM.	DESCRIPTION	POINT ELEV.	DISTANCE ABOVE PART 77 SURFACE	SURFACE ELEVATION	EASTING	NORTHING	ACTION
1	UTILITY POLE	4,507.67'	47.14'	4,460.53'	1422213.97	469040.19	RELOCATE POWER LINES



LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS

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NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '8-26'

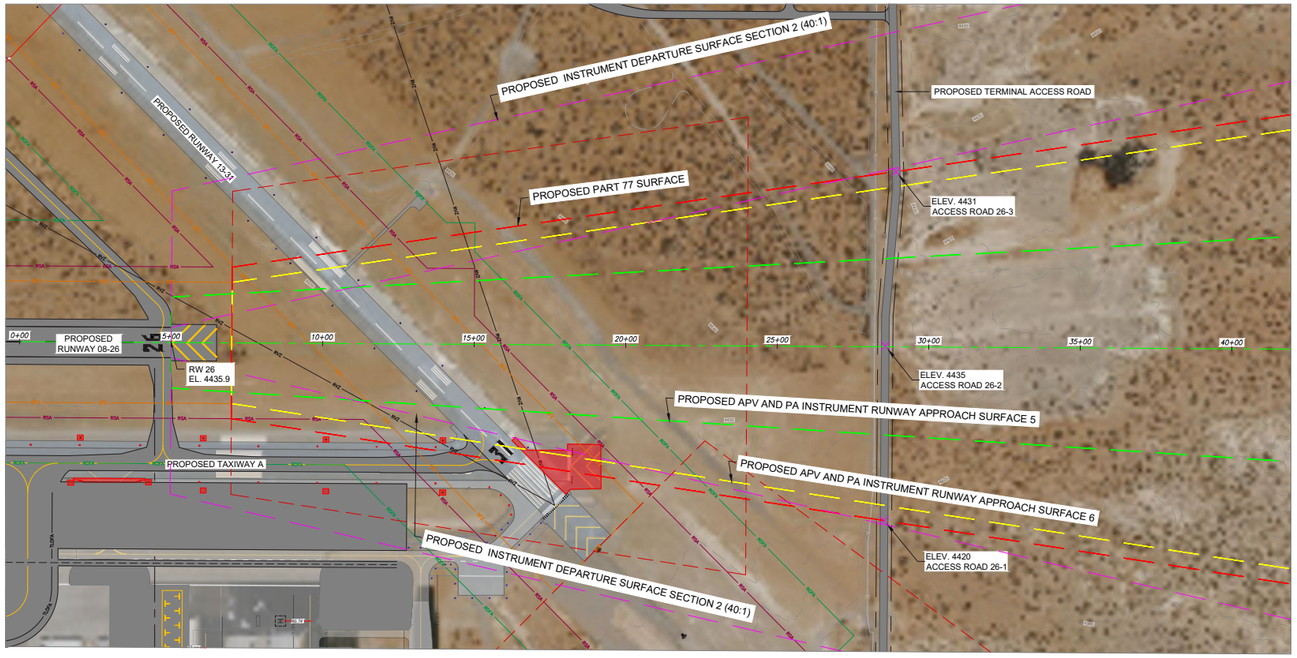
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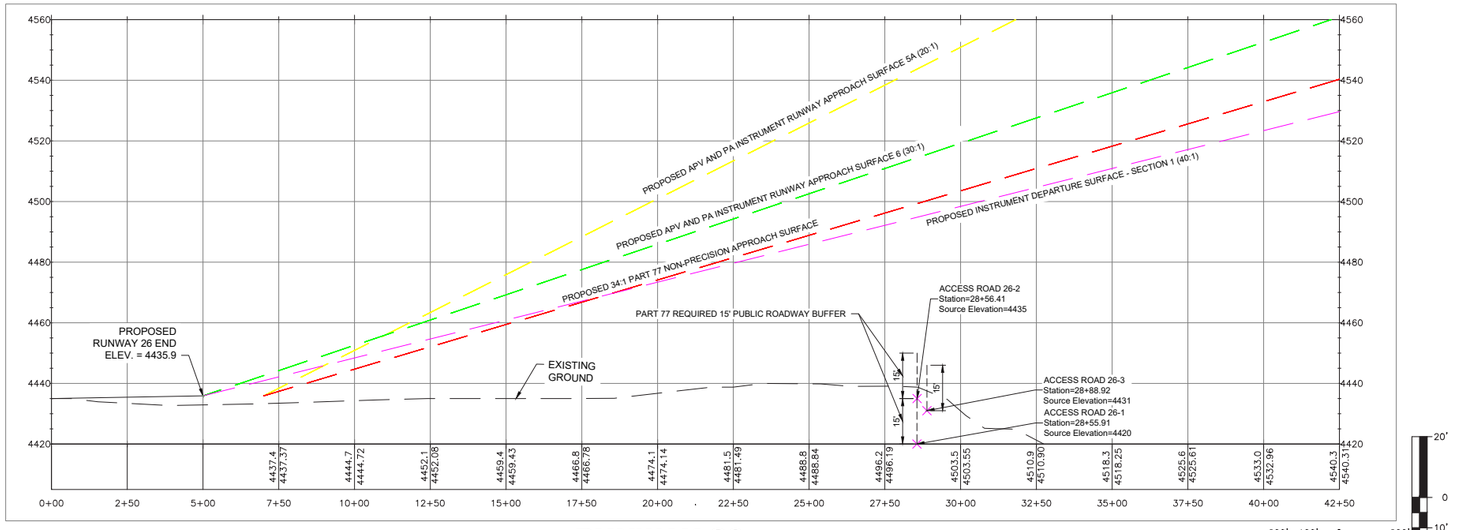
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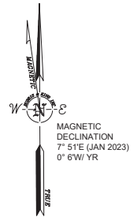


RUNWAY 26
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"=200'



RUNWAY 26
PROFILE VIEW



LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS

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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '26'

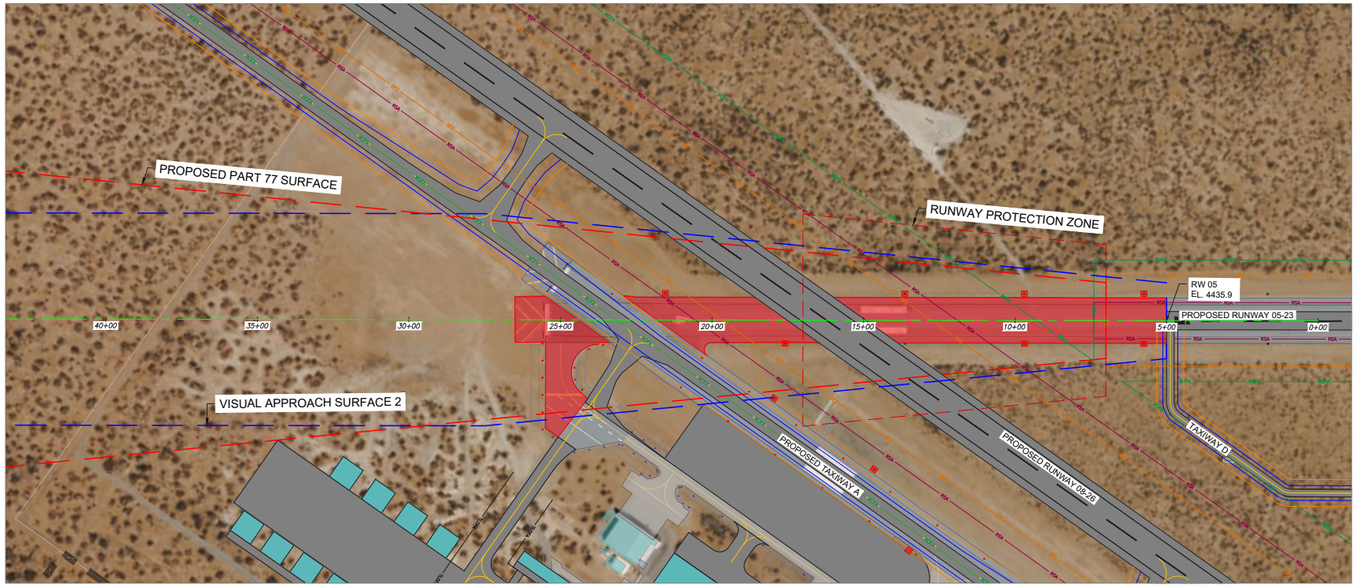
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11.2

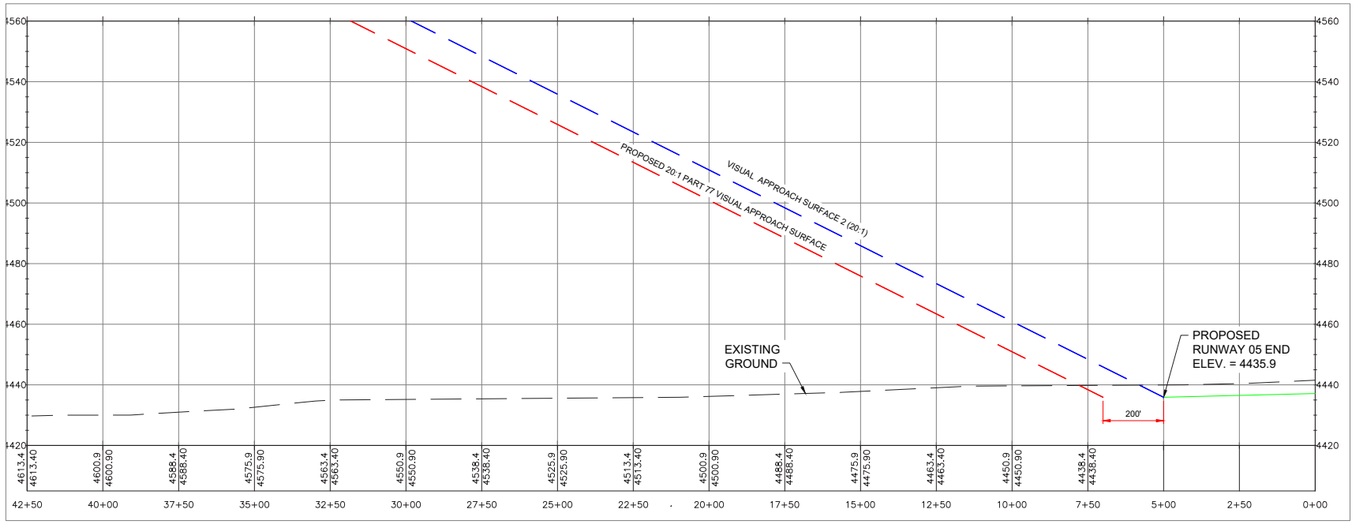
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RUNWAY 05 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"=200'



RUNWAY 05 PROFILE VIEW

200' 100' 0 200'
20'
0
10'
20'
SCALE IN FEET

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	VISUAL APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS

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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '05-23'

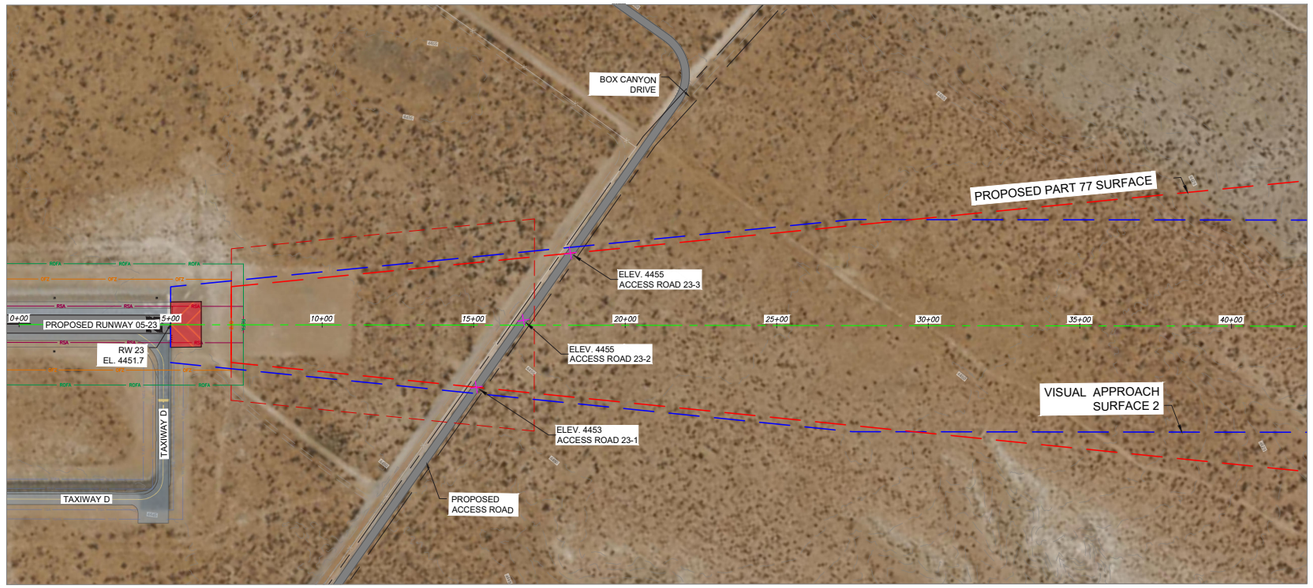
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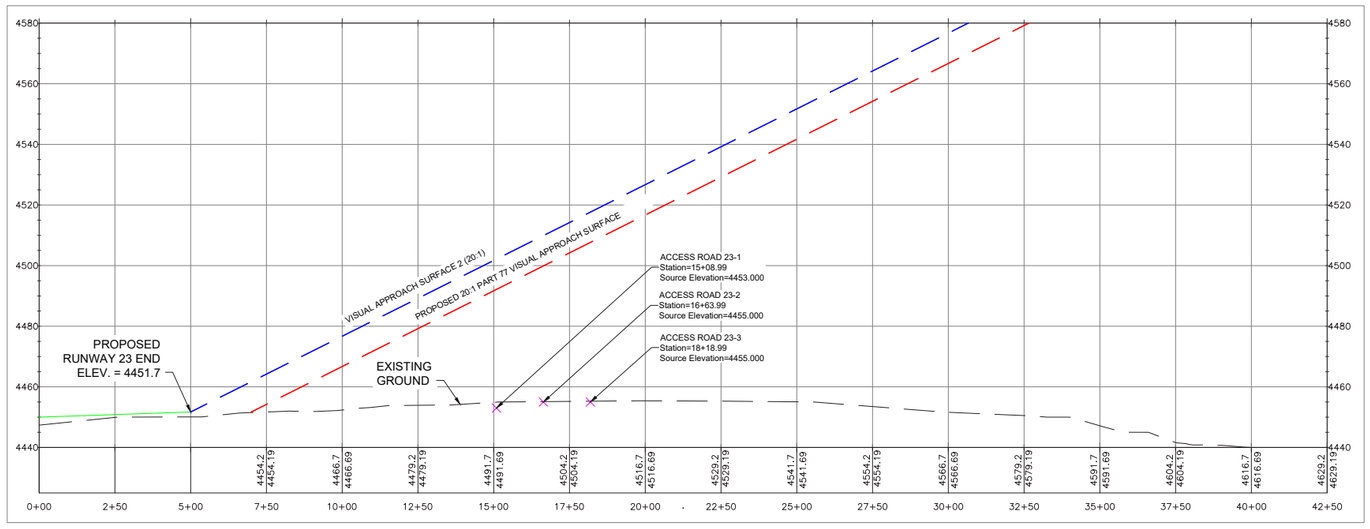
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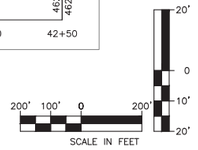


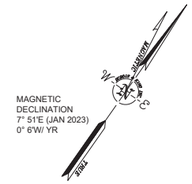
RUNWAY 23
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"=200'



RUNWAY 23
PROFILE VIEW





LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	VISUAL APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	CONTOURS
	PART 77 OBSTRUCTION POINTS

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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '05-23'

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SHEET 12.2 OF 18.2

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MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

TAXIWAY A3

TAXIWAY A6

NEW TAXIWAY ALPHA

EXISTING TAXIWAY ALPHA

FACILITIES TABLE

EXISTING			ULTIMATE			
ELEV.	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME
4471.49'	H1	CORPORATE HANGAR	A1	80' x 80' HANGAR	A20	120' x 120' HANGAR
4463.82'	H2	CORPORATE HANGAR	A2	80' x 80' HANGAR	A21	120' x 120' HANGAR
4457.44'	H3	T-HANGAR	A3	80' x 80' HANGAR	A22	120' x 120' HANGAR
4452.62'	H4	T-HANGAR	A4	80' x 80' HANGAR	A23	120' x 120' HANGAR
4452.83'	H5	T-HANGAR	A5	80' x 80' HANGAR	A24	120' x 120' HANGAR
4450.63'	H6	T-HANGAR	A6	80' x 80' HANGAR	A25	120' x 120' HANGAR
4450.58'	H7	SHADE HANGAR	A7	80' x 80' HANGAR	A26	120' x 120' HANGAR
4451.53'	H8	T-HANGAR	A8	80' x 80' HANGAR	A27	480' x 40' CLEAR SPAN HANGAR
4452.45	H9	T-HANGAR	A9	100' x 100' HANGAR	A28	308' x 40' CLEAR SPAN HANGAR
4459.51'	H10	CORPORATE HANGAR	A10	100' x 100' HANGAR	A29	480' x 40' CLEAR SPAN HANGAR
4452.98'	H11	CORPORATE HANGAR	A11	100' x 100' HANGAR	A30	480' x 40' CLEAR SPAN HANGAR
4445.35'	S1	SUPPORT BUILDING	A12	100' x 100' HANGAR	A31	480' x 58' CLEAR SPAN HANGAR
			A13	100' x 100' HANGAR	A32	480' x 58' CLEAR SPAN HANGAR
			A14	100' x 100' HANGAR	A33	480' x 58' CLEAR SPAN HANGAR
			A15	100' x 100' HANGAR	A34	480' x 40' CLEAR SPAN HANGAR
			A16	100' x 100' HANGAR	A35	480' x 40' CLEAR SPAN HANGAR
			A17	100' x 100' HANGAR	S14	AIRCRAFT MRO/COMM. SPACE
			A18	100' x 100' HANGAR	S15	MAINTENANCE AND DIESEL FUEL
			A19	120' x 120' HANGAR	S16	AVIATION FUEL FARM

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
		FENCE
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE

PROPOSED VEHICLE ACCESS ROAD
REMOVE ISLANDS FOR ADDITIONAL APRON SPACE

EXISTING TAXILANE 7
EXISTING TAXILANE 8
EXISTING TAXILANE 9
EXISTING TAXILANE 10
EXISTING TAXILANE 11
EXISTING TAXILANE 12
EXISTING TAXILANE 13
EXISTING TAXILANE 14
EXISTING TAXILANE 15

ZIA BLVD

PROPOSED PUBLIC RESTROOM

ZIA BLVD REALIGNMENT

PROPOSED APRON

PROPOSED TAXILANE 21 (TDG-I)

PROPOSED TAXILANE 22 (TDG-I)

PROPOSED TAXILANE 23 (TDG-I)

GASOLINE ALLEY EXTENSION

MATCHLINE - SEE SHEET 14

HORIZONTAL SCALE
0 50 100 200
1" = 100'

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SHEET TITLE

FACILITIES LAYOUT PLAN

WEST AREA

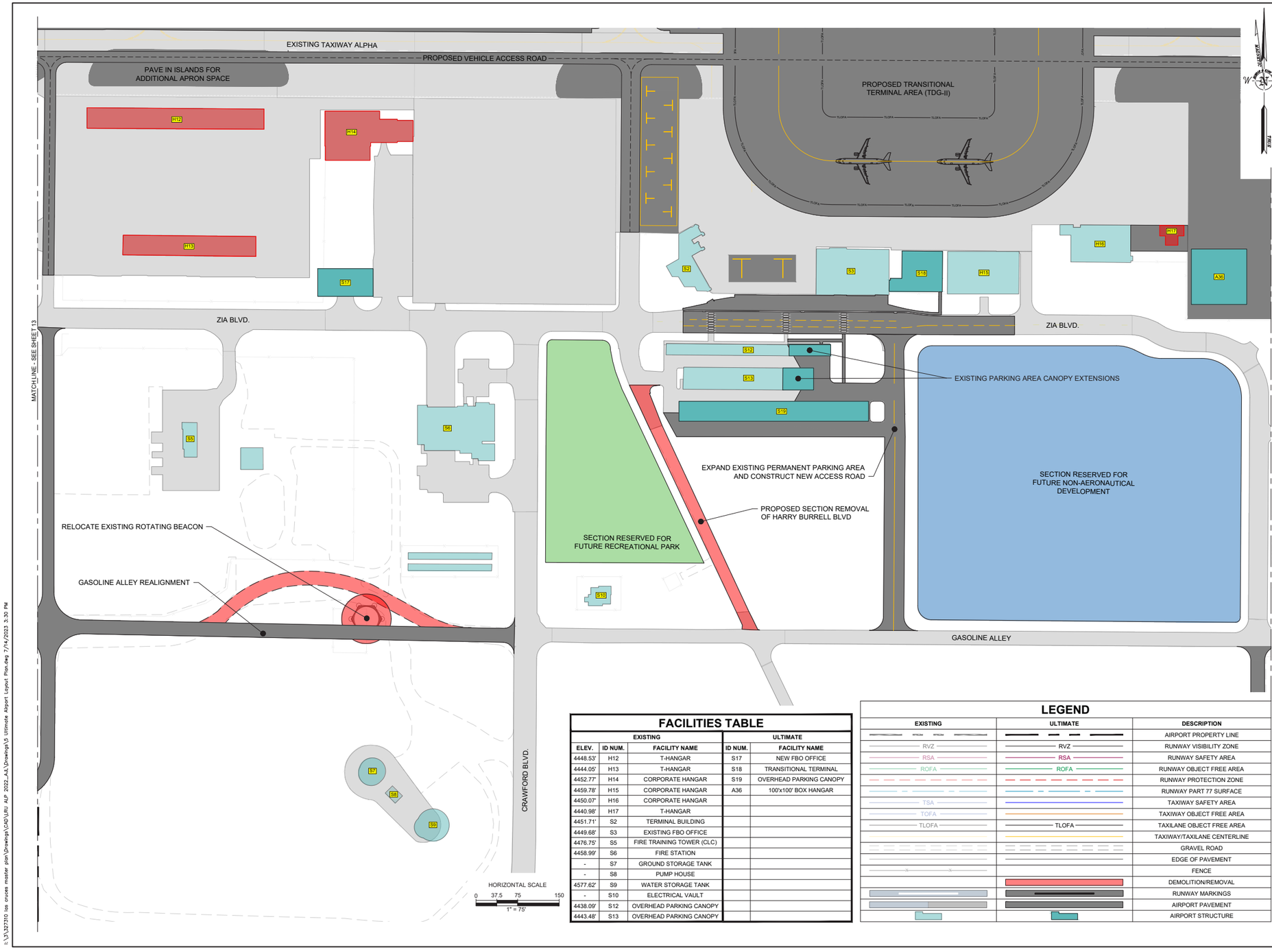
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SHEET NUMBER

13

SHEET 13 OF 18.2

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FACILITIES TABLE

EXISTING			ULTIMATE	
ELEV.	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME
4448.53'	H12	T-HANGAR	S17	NEW FBO OFFICE
4444.05'	H13	T-HANGAR	S18	TRANSITIONAL TERMINAL
4452.77'	H14	CORPORATE HANGAR	S19	OVERHEAD PARKING CANOPY
4459.78'	H15	CORPORATE HANGAR	A36	100'x100' BOX HANGAR
4450.07'	H16	CORPORATE HANGAR		
4440.98'	H17	T-HANGAR		
4451.71'	S2	TERMINAL BUILDING		
4449.68'	S3	EXISTING FBO OFFICE		
4476.75'	S5	FIRE TRAINING TOWER (CLC)		
4458.99'	S6	FIRE STATION		
-	S7	GROUND STORAGE TANK		
-	S8	PUMP HOUSE		
4577.62'	S9	WATER STORAGE TANK		
-	S10	ELECTRICAL VAULT		
4438.09'	S12	OVERHEAD PARKING CANOPY		
4443.48'	S13	OVERHEAD PARKING CANOPY		

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
		FENCE
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE

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SHEET TITLE

FACILITIES LAYOUT PLAN

TERMINAL AREA

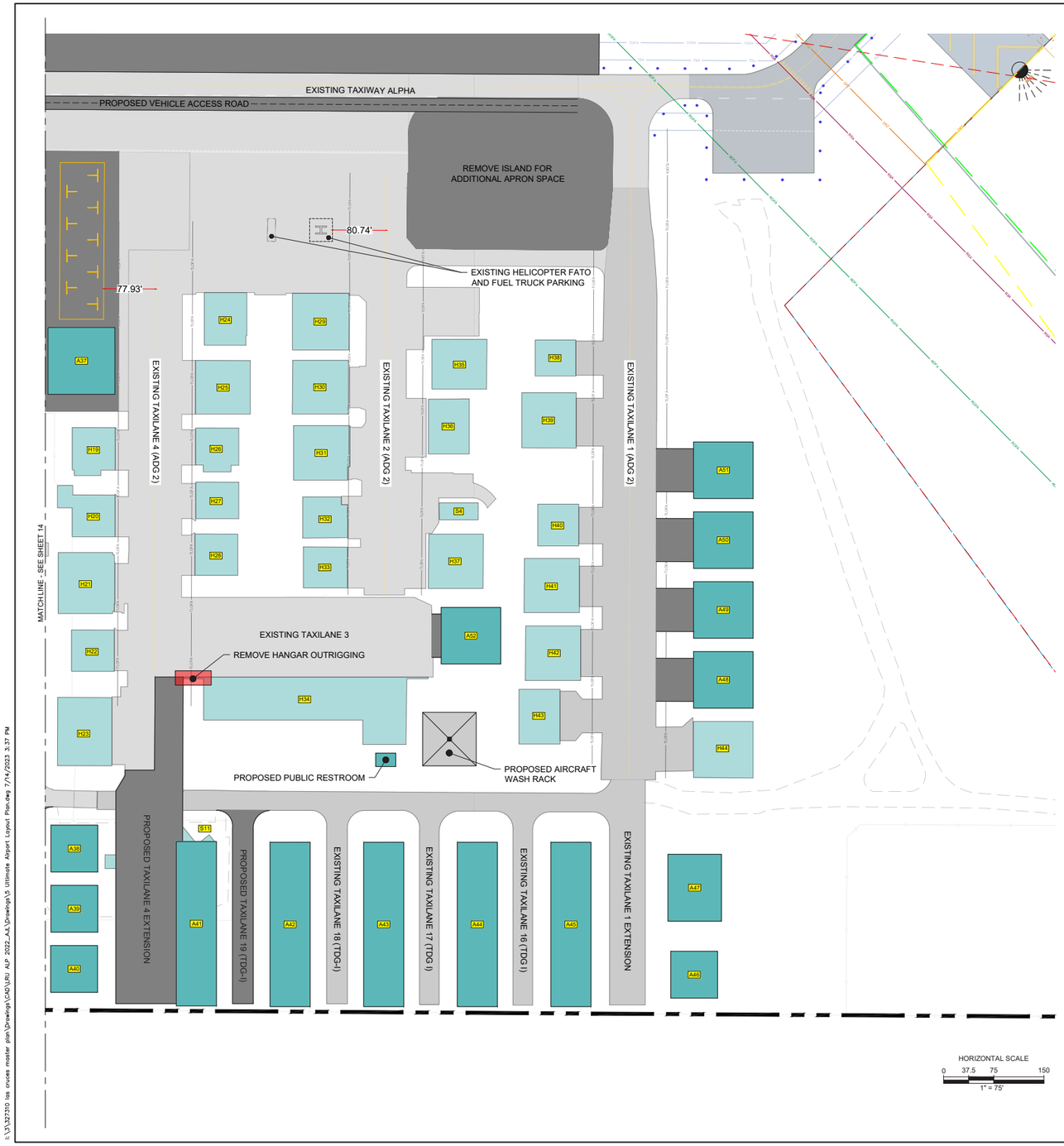
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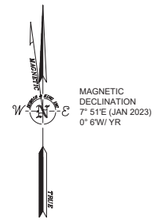
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14

SHEET 14 OF 18.2

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FACILITIES TABLE

EXISTING						ULTIMATE	
ELEV.	ID NUM.	FACILITY NAME	ELEV.	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME
4452.80'	H19	CORPORATE HANGAR	4454.64'	H38	CORPORATE HANGAR	A37	100' x 100' BOX HANGAR
4451.01'	H20	CORPORATE HANGAR	4458.57'	H39	CORPORATE HANGAR	A38	70' x 70' BOX HANGAR
-	H21	CORPORATE HANGAR	4450.90'	H40	CORPORATE HANGAR	A39	70' x 70' BOX HANGAR
-	H22	CORPORATE HANGAR	4451.45'	H41	CORPORATE HANGAR	A40	70' x 70' BOX HANGAR
-	H23	CORPORATE HANGAR	-	H42	CORPORATE HANGAR	A41	250' x 60' T-HANGAR
4454.71'	H24	CORPORATE HANGAR	-	H43	CORPORATE HANGAR	A42	250' x 60' T-HANGAR
4459.82'	H25	CORPORATE HANGAR	4458.87'	H44	CORPORATE HANGAR	A43	250' x 60' T-HANGAR
4451.06'	H26	CORPORATE HANGAR	4445.00'	S4	SUPPORT BUILDING	A44	250' x 60' T-HANGAR
4450.30'	H27	CORPORATE HANGAR	-	S11	AVIATION FUEL FARM	A45	250' x 60' T-HANGAR
-	H28	CORPORATE HANGAR				A46	70' x 70' BOX HANGAR
4459.26'	H29	CORPORATE HANGAR				A47	80' x 100' BOX HANGAR
4457.84'	H30	CORPORATE HANGAR				A48	90' x 90' BOX HANGAR
4452.62'	H31	CORPORATE HANGAR				A49	90' x 90' BOX HANGAR
4451.03'	H32	CORPORATE HANGAR				A50	90' x 90' BOX HANGAR
-	H33	CORPORATE HANGAR				A51	90' x 90' BOX HANGAR
-	H34	CORPORATE HANGAR				A52	90' x 90' BOX HANGAR
4457.87'	H35	CORPORATE HANGAR					
4453.48'	H36	CORPORATE HANGAR					
-	H37	CORPORATE HANGAR					

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
x x		FENCE
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE

HORIZONTAL SCALE
0 37.5 75 150
1" = 75'

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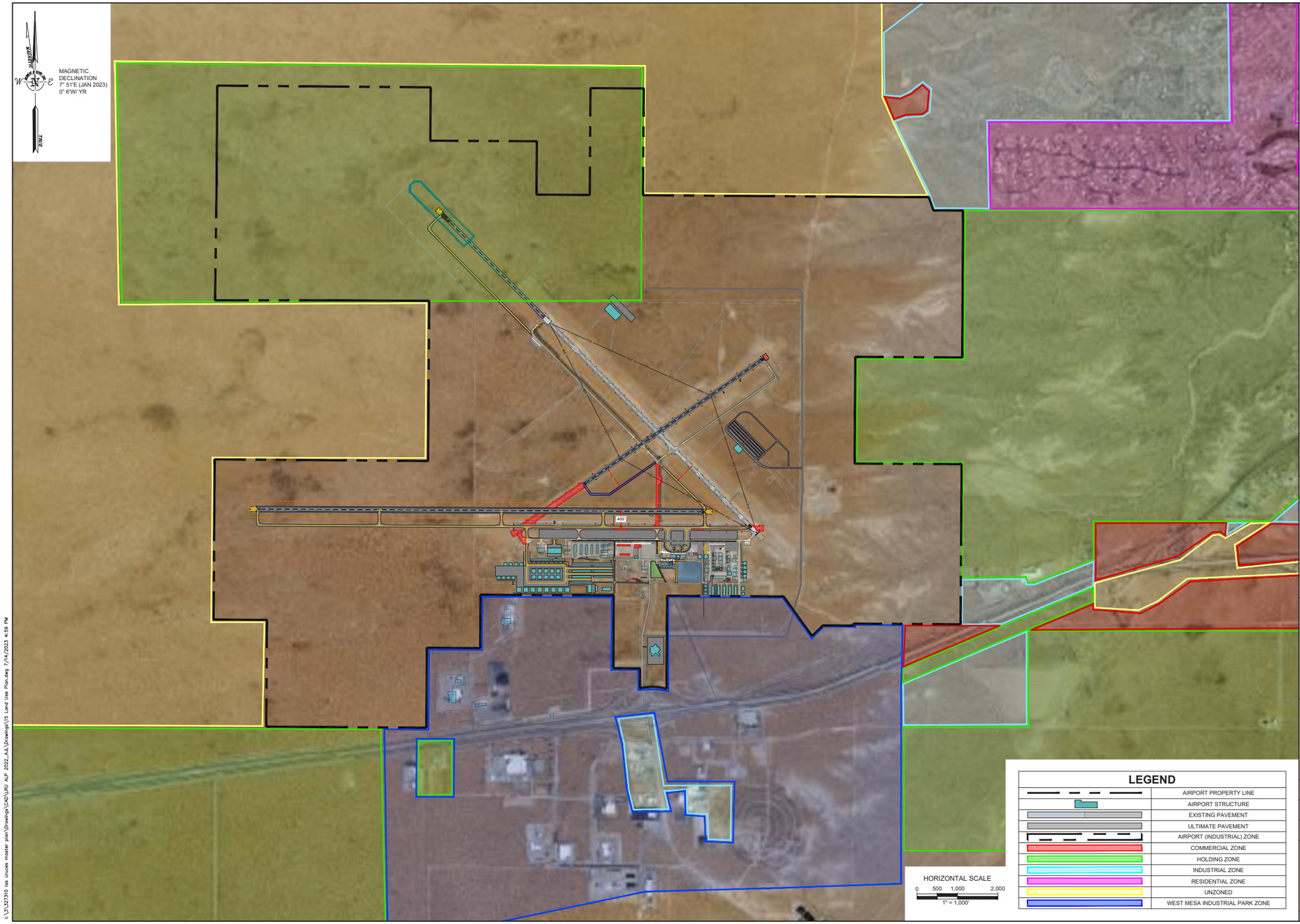
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FACILITIES LAYOUT PLAN
EAST OF TERMINAL AREA

DRAWN BY: AJL	DATE: JUNE 2023
CHECKED BY: GAR	D&K PROJECT #: 327310
PROJ. MGR.: PJS	D&K ARCHIVE #:

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15

SHEET 15 OF 18.2

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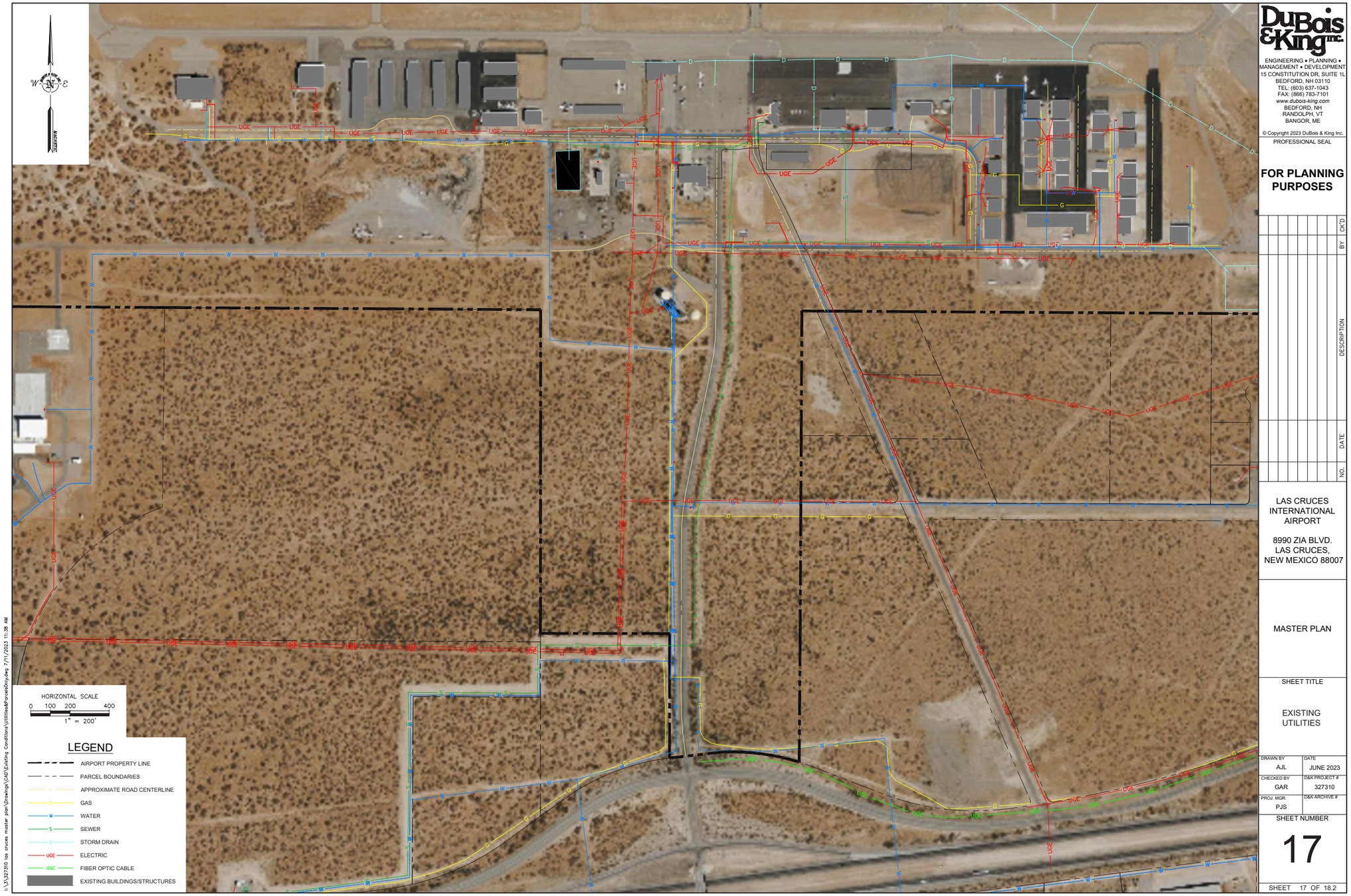
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LAND USE

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PROJ. MGR.	D&K ARCHIVE #
PJS	

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16

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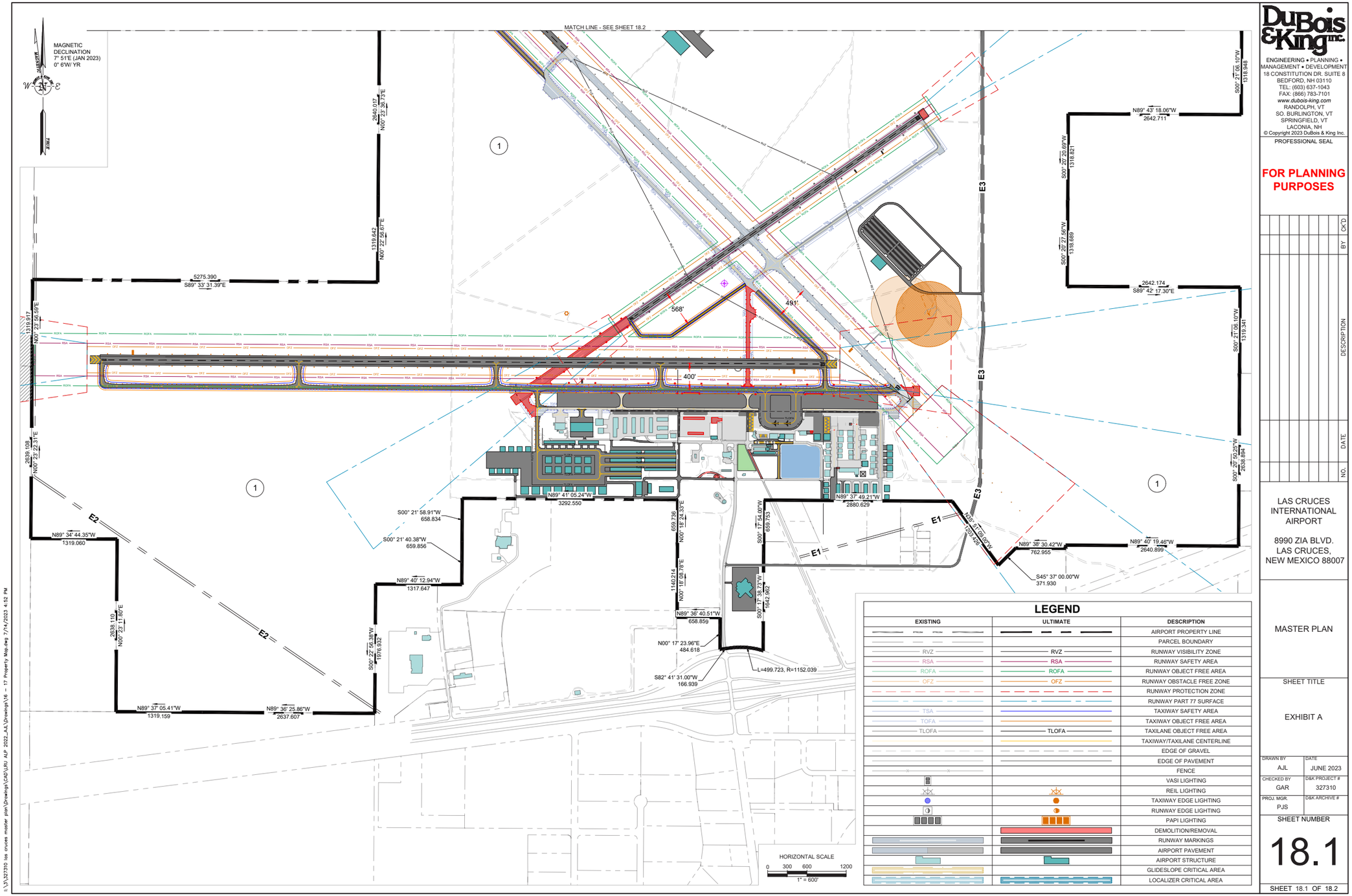
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PJS	

SHEET NUMBER

17

SHEET 17 OF 18.2



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		PARCEL BOUNDARY
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		EDGE OF GRAVEL
		EDGE OF PAVEMENT
		FENCE
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

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EXHIBIT A

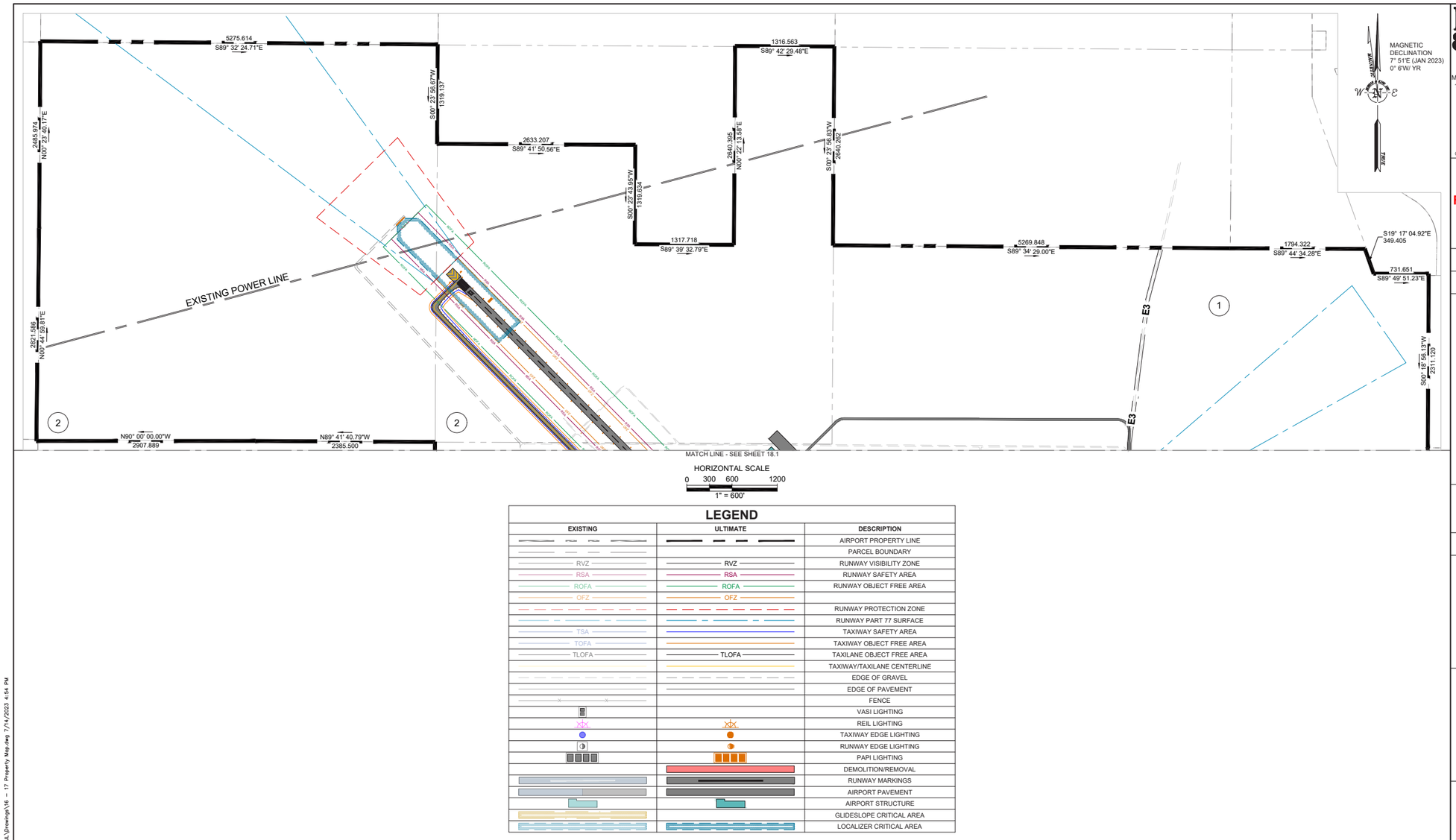
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18.1

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LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		PARCEL BOUNDARY
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
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		EDGE OF PAVEMENT
		FENCE
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		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

EXISTING AIRPORT PROPERTY TABLE

REF. NO.	BLM SECTIONS	FAA GRANT NO.	DEED REFERENCE			PROPERTY OWNER		METHOD OF ACQUISITION	ACREAGE	PURPOSE
			RECORDED DATE	BOOK	PAGE	GRANTOR	GRANTEE			
1	TOWNSHIP 26 SOUTH, RANGE 1 WEST: PARTS OF SECTION 13, 14, 21, 24, 25, 26, 27, 28; ALL OF SECTIONS 22, 23.	N/A	5/13/1946	161	110-113	UNITED STATES OF AMERICA BLM	CITY OF LAS CRUCES	FEDERAL AIRPORT ACT	3,370.16	INITIAL AIRFIELD/FEDERAL SURPLUS
				166	127-129					
				279	684-689					
2	TOWNSHIP 23 SOUTH, RANGE 1 WEST N.M.P.M., SECTION 16 ALL, SECTION 15 E½ NE¼ ,S½ NW¼	N/A	9/11/1996	N/A	N/A	COMMISSIONER OF PUBLIC LANDS	CITY OF LAS CRUCES	SALE	1,120.17	EXTENSION OF RUNWAY 12-30
E1	N/A	N/A	11/2/1944	42	55	EL PASO ELECTRIC COMPANY	CITY OF LAS CRUCES	EASEMENT	N/A	ELECTRICAL (30'W)
E2	N/A	N/A	11/25/1959	42	63	EL PASO ELECTRIC COMPANY	CITY OF LAS CRUCES	EASEMENT	N/A	ELECTRICAL (30'W)
E3	N/A	N/A	11/14/1983	176	365	UNITED STATES OF AMERICA BLM	CITY OF LAS CRUCES	EASEMENT	N/A	ROADWAY (50'W)

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18.2

SHEET 18.2 OF 18.2

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Chapter Seven: Financial and Implementation Plan

7-1 Introduction

The analyses completed in the preceding chapters evaluated airport-wide development needs at Las Cruces International Airport (LRU) over the next 20 years based on forecast activity, safety improvement and operational needs. The next step is to apply fundamental economic, financial, and management rationale to each development item so that the feasibility of each item in the plan can be assessed. The presentation of the capital improvement program (CIP) has been organized into three sections. First, the Airport's capital program needs are recognized by various categories ranging from enhancing safety, increasing sustainability, and to satisfying demand. Second, the Airport development schedule and project cost estimates are presented in narrative form. Third, capital improvement funding sources on the federal, state, and local levels are identified and discussed. The CIP is developed following Federal Aviation Administration (FAA) guidelines for Master Plans and primarily identifies those projects that are likely eligible for FAA and/or NMDOT grant funding.

7-2 Phasing

LRU is a well-maintained airport. Capacity and safety concerns at the airport were identified and solutions were provided through the selection of a Preferred Alternative in Chapter 4. Other concerns related to sustainability are included in the Ultimate Airport Layout Plan update.

Identified capacity/safety concerns include:

Runway 12/30, with a current runway length of 7,506 ft, does not provide adequate length to meet the runway length requirements of 11,110 ft for the critical design aircraft; Challenger 600 series. Extending the runway by 3,604 ft will mitigate this issue.

Runway 8/26 is a visual only Runway. 8/26 is required to meet the all weather wind coverage of 95%. An instrument approach procedure should be published for this runway.

Runway 4/22 has been temporarily closed and is in need of reconstruction. The FAA is no longer participating in the funding of this runway. Reconstructing, while shortening and narrowing the runway to 5,450 ft by 60 ft, respectively, will mitigate this issue.

The Runway 8/26 centerline to parallel Taxiway A and the runway centerline to the aircraft parking area do not meet the separation standards for ADG-III. The current runway length of 6,069 ft does not provide adequate length to meet the ADG-II aircraft and should be extended. Abandoning Runway 8/26 in its current location, relocating the runway north of its current location, and extending it by 3,614 ft will mitigate this issue.

Taxiway A is 35 ft in width and does not meet the width standards for ADG-III. In addition, Taxiway A greatly decreases the terminal area apron due to the Taxiway Object Free Area and the installation of numerous Engineering Brief 75 islands. Relocating Taxiway A to the abandoned Runway 8/26 while narrowing the width to 50 ft will mitigate this issue.

Taxiway B and C combined provide access to and from the approach end of Runway 12, however, they do not constitute a full parallel taxiway. Realigning Taxiway B to parallel Runway 12/30 will improve airport approach minimums and mitigate this issue.

The Airport does not have an adequate number of tie-downs to meet the forecasted facility needs of transient and based aircraft. The expansion of the current General Aviation Apron, the construction of more apron space, and the resolution of the perpetual lease of the west apron will mitigate this issue.

The Airport does not have enough hangars and, therefore, does not meet the forecasted facility needs. The construction of a ADG II/III Taxilane in the West Area would allow the airport to attract private investors to build hangars. The construction of new hangars would mitigate this issue.

The Airport does not have a terminal building that is adequate in size to accommodate passenger processing during forecasted years one (1) through seven (7) intra- and inter-state air service. The Airport has

preliminarily designed a new transitional terminal building to accommodate 120 enplanements per flight and adequate vehicular parking. The Airport should complete the final design, permitting and construction of the transitional terminal and vehicular parking.

The Airport fuel farm, consisting of both a City of Las Cruces fuel farm and a Southwest Aviation fuel farm, is inconveniently located causing significant delays for both FBOs to refuel their aviation fuel trucks as well as increasing time to conduct maintenance and fuel quality checks and services to the fuel farm. Relocating the fuel farms to a more centralized location on the Airport would mitigate this issue.

Taxilane 4 has Non-Standard Conditions with regard to the Object Free Area due to the "outrigger" door of the WAM hangar. Removing the "outrigger" door will mitigate this issue. Until such time, Taxilane 4 should remain restricted to ADG-I aircraft.

With the extension of Runway 13, the power lines will need to be relocated and an easement for the reconstructed power lines within the approach to Ultimate Runway 13 will need to be acquired.

With the relocation to the north and extension of Runway 8, the power lines will need to be relocated. The current easement will need to be amended to account for the relocated power lines within the approach to Ultimate Runway 8.

Property release by Frontage Road followed by a property acquisition adjacent to Harry Burrel Boulevard for future non-aeronautical development.

Newly constructed taxilanes in the East Area adjacent to the retention pond and the Airport fuel farm do not meet ADG-I Object Free Area standards. Relocating the fuel farm will mitigate this issue.

The AWOS-3PT has been failing frequently and replacement parts are not available. The current location of the AWOS-3PT will not meet the FAA recommended siting criteria within the forecasted period. Relocating and Replacing this AWOS-3PT with a new AWOS 3-PT will mitigate this issue.

The Airport's General Aviation Rotating Beacon does not meet FAA siting criteria and is not visible in all quadrants due to the shadowing effect of two (2) Airport water towers. The relocation and replacement of the GA Rotating Beacon will mitigate this issue.

The Airport does not have an airport maintenance building to store, maintain, and fuel maintenance equipment. Currently, the City Fleet Division is fueling airport maintenance vehicles which is neither efficient nor cost effective. The construction of an airport maintenance building with an equipment fuel farm would mitigate this issue.

The City of Las Cruces has provided significant improvements with regard to utility infrastructure. The Airport currently has gas, water, sewer and electric services, however, there are additional improvements that, once complete, will enable the Airport to be more attractive to more Airport users and investors. It is the Airport's intention to provide all utilities to the East Area, Terminal Area, and West Area.

a. The East Area is defined as infrastructure east of Wingspan Drive, west of the water detention pond, west of the final approach course of Runway 30 and south of Taxiway A.

   i. **Gas.** Has been installed below ground and is available for all hangars throughout Taxilanes 1 through 4. Gas has not been installed for the new hangar taxilanes south of Gasoline Alley.
   ii. **Water.** Has been installed below ground and is available for all hangars throughout Taxilanes 1 through 4. Water has not been installed for the new hangar taxilanes south of Gasoline Alley.
   iii. **Sewer.** Has been installed below ground along Gasoline Alley to the intersection of Wingspan Drive and terminates west and north of the fuel farm. Sewer has not been extended to any of the hangars east of Wingspan Drive.
   iv. **Electric.** Has been installed below ground and is available for all hangars throughout Taxilanes 1 through 4. Electric has not been installed for the new hangar taxilanes south of Gasoline Alley.
   v. **Fiber Optics/Internet.** Is a priority

b. The Terminal Area is defined as infrastructure west of Wingspan Drive, north of Gasoline Alley, south of Taxiway A, and east of the westerly end of the two (2) nested t-hangars immediately west of the South West Aviation FBO building.

i. **Gas.** Has been installed below ground for infrastructure throughout the entire terminal area.
ii. **Water.** Has been installed below ground for infrastructure throughout the entire terminal area.
iii. **Sewer.** Has been installed below ground for infrastructure throughout the entire terminal area.
iv. **Electric.** Has been installed below ground for infrastructure throughout the entire terminal area.
v. **Fiber Optics/Internet.** Is a priority.

c. The West Area is defined as infrastructure west of the two (2) nested t-hangars immediately west of the South West Aviation FBO building.

i. **Gas.** Has been installed below ground and is available for all hangars throughout the West Area. Gas will need to be extended to new hangars constructed south of Zia Blvd in the West Area.
ii. **Water.** Has been installed below ground and is available for all hangars throughout the West Area. Water will need to be extended to new hangars constructed south of Zia Blvd in the West Area.
iii. **Sewer.** Has not been installed below ground throughout the West Area. Sewer will need to be extended westerly to new hangars constructed west of the fire station and south of Zia Blvd in the West Area.
iv. **Electric.** Has been installed below ground and is available for all hangars throughout the West Area. Electric will need to be extended to new hangars constructed south of Zia Blvd in the West Area.
v. **Fiber Optics/Internet.** Is a priority.

Project Priorities

As discussed in Chapter 5, Alternatives, the Airport has several terminal area projects to develop over the course of the planning period. The order in which these projects appear in the CIP is a matter of importance in terms of safety, capacity, sustainability and the financial ability of the City to fund their share, as well as FAA and NMDOT priorities. With these three entities, safety always comes first, with capacity issues considered a secondary concern. It is important to note that this list is dynamic in nature, meaning the order in which projects appear can, and often does, change for a number of reasons. Change in Airport demand, funding availability, and political disposition are a few examples of catalysts for priority modifications. The City should be prepared to make adjustments as necessary, provided those adjustments are justified, eligible and feasible. The list below represents the priority of the short-term (5 years) projects at this time.

Construction, engineering, and other costs listed in this chapter are based on 2023 dollars. These costs will rise in the future, possibly by as much as 2–5% per year. To compute current cost estimates or revisions in the future, refer to the Construction Cost Index (CCI) of Engineering News Record (ENR). As an example (see formula below), a $100,000 project in 2022 with a CCI of 206.2 would cost $114,355 in the year 2027 with a presumed CCI of 235.8. Increased costs associated with COVID and supply/demand issues will also need to be addressed.

Figure 7-1 - Determining Future Costs

Formula:
*2022 project cost * 2027 CCI / 2021 CCI = future project cost $100,000 * 235.8 = 23,580,000 / 206.2 = $114,355*

Thus, a $100,000 project in 2022 could cost 14% more in 2027.

Airport Development

With the Ultimate Airport Layout Plan developed, and specific needs and improvements for the Airport established, the next step is to determine a realistic implementation timeline and associated costs for the plan. The current year's planning period is the target of this project. **Table 7-1** summarizes key activity milestones for the planning horizon. A key aspect of this Ultimate Airport Layout Plan is the use of demand-based planning milestones. Many projects should be considered based on actual demand level of activity. As short-term horizon activity levels are reached, it will then be time to program for the intermediate term based on the next event milestones. Some of the development items included in the Ultimate Airport Layout Plan will need to follow these demand indicators. For example, the plan includes a runway extension which will create capacity issues with the terminal apron and is therefore tied to the shifting of Runway 8/26 and the extension of the GA apron. Some projects may be delayed, thus, capital expenditures are planned to be made on an as-needed basis, which leads to a more responsible use of capital assets.

During a transitional period, the Airport will need to construct a terminal building in the GA terminal area to meet the needs of scheduled air carrier operations. These C-II/III operations will exacerbate the significant deficit in tie-down space in the GA Terminal area resulting in the need to construct more apron space to meet the demand.

The Airport also has a deficit with transient hangars, whether owned by the City of Las Cruces or privately owned by tenants, which then have land lease contracts with the City and pay property taxes. Because of economic realities, few airports are constructing new hangars on their own, instead relying on private developers. In some cases, private developers can keep construction costs lower, which in turn lowers the monthly fee necessary to amortize the cost of development. To the greatest extent possible, private development of all hangar types should be supported and promoted by the City. The CIP for LRU assumes that the potential for future hangars would most likely be constructed through public/private partnerships. This assumption does not preclude the possibility of LRU building new hangars. Ultimately, the City of Las Cruces will determine—based on demand and the needs of a potential developer—whether to self-fund hangar construction or to rely on private developers.

Not all projects identified are necessary to meet projected demand. Other projects are needed to enhance the safety and efficiency of the Airport, maintain existing pavement infrastructure, generate revenue, or address FAA design standards. Since the Ultimate Airport Layout Plan is a conceptual document, implementation of the capital projects should only be undertaken after further refinement of their design and costs through architectural and engineering analyses. Moreover, some projects may require additional infrastructure improvements (drainage improvements, an extension of utilities, etc.) that may increase the estimated cost of the project or increase the timeline for completion.

Once a list of significant projects was identified and refined, project-specific cost estimates were developed. The cost estimates include design, engineering, construction administration, and contingencies that may arise on the project. Capital costs presented here should be viewed as estimates subject to further refinement during the design process. Nevertheless, they are considered sufficient for planning purposes. Cost estimates for several projects included in the CIP were provided by the Airport's Engineer, DuBois & King, Inc. Cost estimates for each of the development projects in the CIP are based on present-day construction, design, and administration costs. Adjustments will need to be applied over time as construction costs or capital equipment costs change. The sidebar, **Figure 7-1**, provides one possible method of determining future costs.

The following pages show a proposed 5-Year CIP for the Las Cruces International Airport. An estimate of FAA and NMDOT funding eligibility has been included, although actual funding is not guaranteed. For those projects that would be eligible for federal funding, the FAA's Airport Improvement Program (AIP) provides 90 percent of the total project cost. The federal eligibility breakdown is based on the Airport's FAA designation (general aviation). The remaining amount would be equally shared between NMDOT and the City of Las Cruces at 5 percent each. Other projects in the CIP are either funded with NMDOT Capital funding or solely through local funding. As detailed in the CIP, most projects listed are eligible for both federal and state funding. Naturally, demand and justification for these projects must be provided by a grant being issued by the FAA and/or NMDOT. The City should aggressively pursue NMDOT and FAA funding of recommended projects.

The FAA and NMDOT each utilize a priority ranking system to help objectively evaluate potential airport projects. Projects are weighted toward safety, infrastructure preservation, ability to meet design standards, and capacity enhancement. The FAA and NMDOT will participate in the highest priority projects before considering lower priority projects, even if a lower priority project is seen as a more urgent need for the Airport, although there are exceptions. Nonetheless, the project should remain a priority for the Airport, and funding support should continue to be requested in subsequent years or funded locally if the project is critical to the Airport.

Some projects identified in the CIP will require environmental documentation. The level of documentation necessary for each project must be determined in consultation with the FAA and NMDOT. There are three major levels of environmental review to be considered under the National Environmental Policy Act (NEPA) that include categorical exclusions (CATEX), Environmental Assessments (EA), and Environmental Impact Statements (EIS). Each level requires more time to complete and more detailed information. Guidance on what level of documentation is needed for a project is provided in FAA Order 1050.1F, Environmental Impacts: Policies and Procedures. The following sections will describe in greater detail the projects identified for the Airport over the next

5 years (Short-Term), then the projects identified for the Airport for years 6 through 10 (Mid-Term), and finally the projects identified for the Airport for the balance of the 20-year forecast period (Long-Term).

The Short-Term projects are subdivided into yearly increments and refer to the federal fiscal year (FY) (October–September). While the 5-year CIP shows the priority ranking of the projects, the list should be evaluated and revised on a regular basis.

Short-Term, 5-year Program (2023–2028)

The Short-Term planning period is separated into single years. This is to allow the Airport Capital Improvement Plan (ACIP) to be coordinated with the five-year planning cycle and anticipated funding sources with the FAA, NMDOT, and the City. If any of these projects cannot be funded in the time frame indicated, the City should consider the project for the following year. Plans called out during this Short-Term timeframe are very specific regarding actual planning, design, and construction.

In the next five years, some projects may also be addressed in a CATEX or an EA. As such, some projects are initially put through an environmental and/or design phase and then followed up with actual construction. The Short-Term program is presented in **Table 7-1 - Proposed 5-Year (Short-Term) Capital Improvement Plan (2023–2028)**

The following provides a detailed breakdown of each project within list the Short-Term window of FY2024 through FY2028. This Short-Term program includes current year FY2023 projects to show work in progress within the current ACIP submitted to the FAA, resulting in a total of 6 years. A Medium-Term plan (FY2029–FY2033) and Long-Term plan (FY2034–2043) will follow the Short-Term and are provided for planning purposes.

1. Runway 12/30 (Ultimate 13-31) Pavement Maintenance-2023 (BIL)-$250,000
2. Resolve the perpetual lease of the west and east apron. NMDOT/FAA/CLC-$100,000
3. Relocate and Replace AWOS-3PT-2024 (BIL)-$450,000
4. Relocate and Replace the GA Rotating Beacon-2024 (NPE)-$200,000
5. Reconstruct Runway 4/22 (approx 5,450-ft x 60-ft)-2024 (NMDOT/CLC)-$4,500,000
6. Property Release-2024 (CLC)-$70,000
7. Extend Fiber Optics/Internet from the I-10 exchange to Buildings 8990, 8960, and 8950- 024 (CLC)-$25,000
8. New Sweeper-2024 (BIL)-$330,000
9. Runway 12 (Ultimate Runway 13) Power Line Easement Acquisition-2025 (NPE)-$100,000
10. Construct airport maintenance building with equipment fuel farm-2025 (NMDOT/CLC)- 650,000
11. Property Acquisition-2025 (NPE)-$125,000
12. Relocate the fuel farms to a more centralized location on the airport-2026 (NMDOT/CLC)-$500,000
13. Environmental Assessment for Runway 8/26 and Runway 12/30-2026-$300,000
14. Extend Runway 12/30 and Taxiway C by 3,604 ft to a total length of 11,110 ft-2026 (Discretionary)-$4,300,000
15. Review, revise, and implement Airport Pavement Maintenance Management Plan-2026 (CLC)-$40,000
16. Realign Taxiway B to parallel Runway 12/30 to a width of 50 ft-2027 (Discretionary)-$1,800,000

Table 7-1 - Proposed 5-Year (Short-Term) Capital Improvement Plan (2023–2028)					
	Project	**Funding Source**	**Estimated Design/ Plan Cost**	**Estimated Construction Cost**	**Total Cost**
2023	12/30 (13/31 Ultimate) Pavement Maintenance	FAA-BIL	$25,000	$225,000	$250,000
2023	Resolve the perpetual lease of the west and east apron.	NMDOT/FAA/CLC	$8,500	$91,500	$100,000
Total			**33,500**	**316,500**	**350,000**
2024	Relocate and Replace AWOS-3PT	FAA-BIL	$45,000	$405,000	450,000
2024	Replace General Aviation Rotating Beacon	FAA-NPE	$20,000	$180,000	200,000
2024	Reconstruct Runway 4/22 to a length of 5,450-ft and a width of 60-ft	NMDOT/City	$450,000	$4,050,000	$4,500,000
2024	Property Release	CLC	$70,000	$	$70,000
2024	Extend Fiber Optics/Internet from the I-10 exchange to Buildings 8990, 8960, and 8950	CLC	$7,500	$17,500	$25,000
2024	Purchase Sweeper	FAA-BIL	$350,000	$	$350,000
Total			**$942,500**	**$4,652,500**	**$5,595,000**
2025	Power Line Easement acquisition Runway 12 (Runway 13 Ultimate)	FAA-NPE	$10,000	$90,000	$100,000
2025	Construct airport maintenance building with equipment fuel farm.	NMDOT/CLC	$65,000	$585,000	$650,000
2025	Property Acquisition	FAA-NPE	$125,000	$	$125,000
Total			**$200,000**	**$675,000**	**$875,000**
2026	Relocate the fuel farms to a more centralized location on the airport	NMDOT/CLC	$50,000	$450,000	$500,000
2026	Environmental Assessment 8/26 FAA 12/30 NMDOT	FAA-NPE	$300,000	$	$300,000
2026	Conduct Pavement Maintenance and Review, revise, and implement Airport Pavement Maintenance Management Plan.	FAA/CLC	$4,000	$36,000	$40,000
Total			**$784,000**	**$4,356,000**	**$5,140,000**
2027	Extend Runway 12/30 (13-31 Ultimate) and Taxiway C by 3,604-ft to a total length of 11,110-ft	FAA Discretionary	$430,000	$3,870,000	$4,300,000
2027	Realign Taxiway B to parallel Runway 12/30 to a width of 50-ft	FAA Discretionary	$180,000	$1,620,000	$1,800,000
Total			**$480,000**	**$1,620,000**	**$1,800,000**
5-Year (Short-Term) CIP Totals			**2,140,000**	**11,620,000**	**13,760,000**

5-Year Short-Term Summary

The 5-Year (Short-Term) CIP presented in this chapter is intended as a road map of airport improvements to help guide the City of Las Cruces, the FAA, and NMDOT. Projects included in the 5-Year ACIP are aimed at meeting the forecasted facility needs, will continue to improve the overall safety, security and capacity of the airport, and will expand the ability of the airport to generate more revenue while reducing operating expenses.

The plan as presented will continue to accommodate increases in forecast demand at the Las Cruces International Airport over the next five years and beyond. The five years of the CIP are separated into yearly installments. The total investment necessary for the 5-Year ACIP is approximately $13.5 million. About $7.5 million is programmed for federal/state funding assistance. The remaining $5.7 million is to be provided through local sources of financing. The sequence of projects may change due to the availability of funds or changing priorities. Nonetheless, this is a comprehensive list of capital projects the airport should consider in the next five years.

Mid-Long Term (2029–2042)- Years 6-20

1. Construct a Transitional Terminal with parking.
2. Relocate, Construct and Extend Runway 8/26 by 3,614 ft to a length of 11,110 ft and a width 100 ft. Publish instrument approach procedure for Runway 8/26.
3. Relocate, Extend Taxiway A on the abandoned Runway 8/26 to a width of 50 ft.
4. Obtain an Avigation Easement for Runway 8 RPZ.
5. Expand the current General Aviation Terminal Area Apron
6. Construct West Area ADG II/III Taxilane. (FAA funded)
7. Construct apron space to meet the facility needs for transient and based aircraft.
8. Long-term Terminal with parking—Decision as it relates to Commercial space, AWOS location
9. Remove WAM Hangar “outrigger” door to remove ADG-I restriction on TL4.

Mid-Long Term Summary

Projects included in the Mid-Long Term are aimed at meeting the forecasted facility needs, will continue to improve the overall safety, security and capacity of the Airport, and expand the ability of the Airport to generate more revenue while reducing operating expenses. Due to market volatility associated with the extended effects of COVID-19, an opinion of probable cost and the total investment necessary for the Mid-Long Term Plan was not provided. As the supply and demand chain improves during the Short-Term period, more accurate opinions and estimates will be available. Each year, when the Airport updates its CIP, these opinions and estimates will be more carefully developed.

Capital Improvement Funding Sources

There are generally three sources of funds used to finance airport development and they include:

- Airport cash flow;
- Revenue and general obligation bonds; and
- Federal/state/local grants.

Access to these sources of financing varies widely among airports, with some large airports maintaining substantial cash reserves and the smaller commercial service and GA airports often requiring subsidies from local governments to fund operating expenses and finance modest improvements. Financing capital improvements at the Airport will not rely solely on the financial resources of the City. Capital improvement funding is available through various grant-in-aid programs on both the federal and state levels. Historically, the Las Cruces International Airport has received federal and state grants. While more funds were available some years, the CIP was developed with project phasing to remain realistic and within the range of anticipated grant assistance. The following discussion outlines key sources of funding potentially available for capital improvements at the Airport.

Federal Grants

Through federal legislation over the years, various grant-in-aid programs have been established to develop and maintain a system of public use airports across the United States. The purpose of this system and its federally based funding is to support national defense and to promote interstate commerce. The most recent legislation affecting federal funding is titled the FAA Reauthorization Act of 2018 (Public Law 115-254).

Non-Primary Entitlement (NPE) Funds

The passage of the Wendell H. Ford Aviation Investment and Reform Act for 21st Century (AIR-21) introduced a new funding source for GA airports, Non-Primary Entitlement. The subsequent AIP re-authorizations including the FAA Reauthorization Act of 2018 (Public Law 115-254) retained Non-Primary Entitlement funding with changes. Non-Primary Entitlement funds are specifically for GA airports listed in the latest published

National Plan of Integrated Airports (NPIAS) that show needed airfield development. GA airports with an identified need are eligible to receive the lesser value of 20% of the five-year cost of their current NPIAS value or $150,000 annually. A condition of Non-Primary Entitlement funding is that Congress must appropriate $3.2 billion or more for non-primary entitlement funds to existing airports in that fiscal year.

Primary Entitlement (PE) Funds

Airport with 10,000 enplanements per year received Primary Entitlement funds of $1,000,000 per year. The updated reauthorizations program from March of 2022 created a new category of commercial service airports eligible for "not less than $600,000 in primary apportionments for each fiscal year the airport had fewer than 10,000 passenger boardings, but at least 8,000 passenger boardings, during the prior calendar year." This money can be used to fund a whole host of capital infrastructure projects.

Discretionary Funds

The remaining AIP funds are distributed by the FAA based on the priority of the project for which they have requested federal assistance through discretionary apportionments. A national priority ranking system is used to evaluate and rank each airport project. Those projects with the highest priority from airports across the country are given preference in funding. High priority projects include those related to meeting design standards, capacity improvements, and other safety enhancements.

Under the AIP program, examples of eligible development projects include the airfield, public aprons, and access roads. Additional buildings and structures may qualify if the function of the structure is to serve airport operations in a non-revenue generating capacity, such as maintenance facilities. Some revenue-enhancing structures, such as t-hangars and fuel farms, may be eligible if all airfield improvements have been made; however, the priority ranking of these facilities are low. At the Las Cruces International Airport, funding for these types of projects should be considered carefully in the near term. This is the reason the runway extensions for commercial development are proposed in the Short-Term and immediately followed by the extension of the terminal apron and then followed by the construction of the CII/III taxilane in the West Area.

Whereas entitlement monies are guaranteed (subject to annual appropriations) on an annual basis, discretionary funds are not. If the combination of entitlement, discretionary, and airport sponsor match does not provide enough capital for planned development, projects may be delayed, although a project that is "shovel-ready" may be considered by the FAA for end-of-year money.

FAA Facilities and Equipment Program

The Airway Facilities Division of the FAA administers the Facilities and Equipment (F&E) Program. This program provides funding for the installation and maintenance of various navigational aids and equipment of the national airspace system. Under the F&E program, funding is provided for FAA airport traffic control towers (ATCTs), en route navigational aids, on-airport navigational aids, and approach lighting systems. While F&E still installs and maintains some navigational aids, on-airport facilities at GA airports have not been a priority.

Project Priority

Because the demand for AIP funds exceeds the availability, the FAA bases the distribution of limited AIP funds on current national priorities and objectives. Projects that rate a high priority will receive higher consideration for funding over those projects with lower priority ratings. Each fiscal year, the FAA apportions AIP funds into major entitlement categories such as entitlements, non-primary, and state apportionment funds. The FAA distributes the remaining funds to a discretionary fund. Set-aside projects are mandated congressionally.

AIP Grant Obligations

When Sponsors receive federal assistance, they also accept certain obligations and conditions associated with that support. Sponsors may incur these obligations by contract, or by restrictive covenants within property deeds. These generally involve one of the following:

- Agreements issued under federal grant programs
- Instruments of approved property transfers
- Deeds of conveyance

Airport owners and operators who accept a federal grant are obligated to maintain and operate their facility in a safe and efficient manner for a specific amount of time based on the type of project. Acceptance of the subsidy also invokes certain conditions and assurances for which the sponsor must comply. These terms and guarantees become binding contractual obligations between the sponsor and the United States.

The FAA administers the following development program:

- Airport Improvement Program (AIP)

Airport owners should be aware that obligations incurred under each program or conveyance document can vary. The following list identifies some of the general responsibilities of an airport owner. This list is not inclusive of all such incurred federal obligations.

- Prohibition on Exclusive Rights
- Utilization of Airport Revenue
- Proper Maintenance and Operation of Airport Facilities
- Protection of Approaches
- Maintaining Good Title of airport property
- Compatible Land Use
- Availability of Fair and Reasonable Terms without unjust discrimination
- Adherence to the approved Airport Layout Plan
- Sale or Disposal of Federally Acquired Property
- Preserving Rights and Powers
- Maintaining acceptable accounting and record keeping systems
- Compliance with Civil Rights requirements
- Compliance with Disadvantaged Business Enterprise (DBE) requirements

The FAA and NMDOT encourage airport owners to thoroughly review and understand each executed agreement and conveyance document to verify the obligations they have accepted. The Administration also helps Airport owners to establish a central point for record keeping purposes that permits readily available reference to their obligations. Annual reviews of all such agreements will significantly aid Sponsor efforts in complying with their federal obligations.

Local Funding

The balance of project costs, after consideration has been given to other sources of financing described above, must be funded through local resources. The Las Cruces International Airport is owned, operated and governed by the City of Las Cruces.

Airport revenues are generated by Airport operations through the collection of various fees and charges. Fees collected by the Airport are to be used specifically to help fund the operation and maintenance of the Airport and for additions or improvements to Airport facilities. Now that the Airport has identified deficiencies in apron space for tie-downs and the number of hangars and in anticipation of the construction of hangars, LRU has established standard base rates for various leases. All rental rates are set to adjust to a standard index, such as the consumer price index (CPI), to assure that fair and equitable rates continue to be charged into the future. Many factors will impact what the standard lease rate should be for a facility or ground parcel. For example, land leases for aviation-related facilities should have a different lease rate than for non-aviation leases. When airports own hangars, a separate facility lease rate should be added to the ground rent. The lease rate for any individual parcel or hangar can vary due to the availability of utilities, condition, location, and other factors. Nonetheless, standard lease rates should fall within an acceptable range.

There are several alternatives for local financing options for future development at the Airport, including Airport revenues, direct funding (subsidizing) from the City, issuing bonds, fuel sales revenue, and leasehold financing. These strategies could be used to fund the local matching share or complete the project if grant funding cannot be arranged.

Leasehold financing refers to a developer or tenant financing improvements under a long-term ground lease. The obvious advantage of such an arrangement is that it relieves the community of all responsibility for raising the capital funds for improvements. However, the private development of facilities on a ground lease, particularly on property owned by a government agency, produces a unique set of concerns.

It is harder to obtain private financing as only the improvements and the right to continue the lease can be claimed in the event of a default. Ground leases frequently provide for the reversion of improvements to the lessor at the end of the lease term, which reduces their potential value to a lender taking possession. Also, companies that want to own their property as a matter of financial policy may not locate where land is only available for lease. It is also acceptable for the airport to enter some form of public/private partnership for various airport projects. Typically, this would be limited to hangar construction, but there are some examples where a private developer constructs, for instance, a taxilane, then deeds it to the airport for ongoing maintenance. When entering any such arrangement, the airport must be sure that the private developer does not gain an economic advantage over other airport tenants.

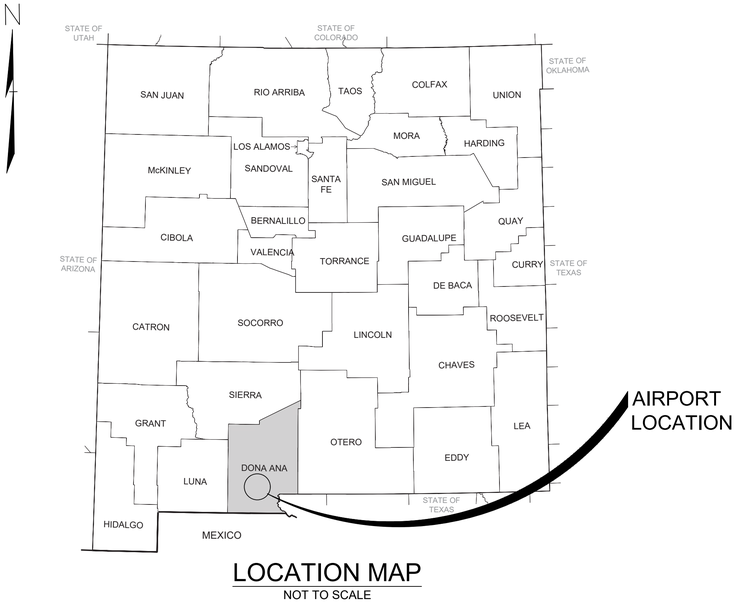
Ultimate Airport Layout Plan Implementation

To implement the recommendations in this Plan, it is key to recognize that planning is a continuous process and does not end with acceptance, adoption, and/or approval of this document. The airport should implement measures that allow it to track various demand indicators, such as based aircraft, hangar demand, General and Commercial Aviation operations, and passenger enplanements. The issues that this Plan identifies will remain valid for some years. The primary goal is for the Airport to safely serve the air transportation needs of the region best while continuing to be economically self-sufficient. Sustainability is a complex topic and may refer to environmental and financial. Financially sustainable airports have the ability to generate enough revenue to offset/balance its operational costs.

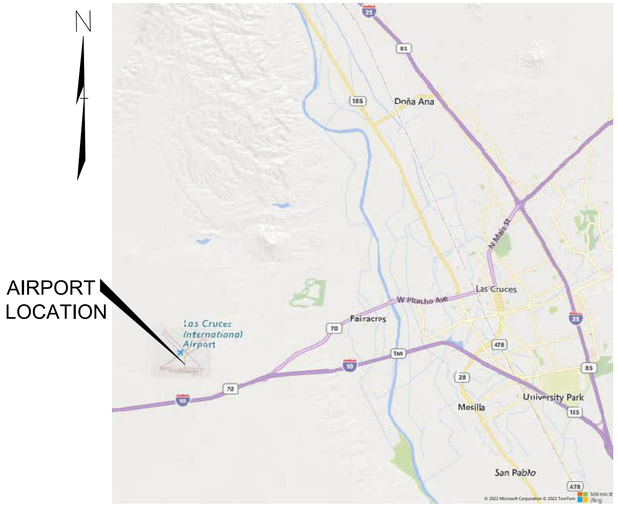
The actual need for facilities is best established by airport activity levels rather than a specified date. For example, projections have been made as to when additional hangars may be needed at the Airport. The timeframe in which the development is necessary may be substantially different. Actual demand may be slower to develop than expected. On the other hand, high levels of demand may establish the need to accelerate development. Although every effort has been made in this planning process to conservatively estimate when facility development may be necessary, aviation demand will dictate the timing of facility improvements.

The value of any plan is keeping the issues and objectives at the forefront of leadership. In addition to adjustments in aviation demand, when to undertake the improvements recommended in this Plan will impact how long the plan remains valid. The format of this program reduces the need for regular and costly updates by just adjusting the timing of project implementation. Updating can be done by the Airport Administrator, thereby improving the Plan's effectiveness.

In summary, the planning process requires the City to consistently monitor the progress of the Las Cruces International Airport regarding General and Commercial Aviation aircraft operations and based aircraft. Analysis of aviation demand is critical to the timing and need for new Airport facilities.



LOCATION MAP
NOT TO SCALE



VICINITY MAP
SCALE: 1" = 10,000'

LAS CRUCES INTERNATIONAL AIRPORT

CITY OF LAS CRUCES
8990 ZIA BOULEVARD
LAS CRUCES, NEW MEXICO 88007

AIRPORT LAYOUT PLAN

NMDOT-A PROJECT NO. LRU-21-02
FOR THE CITY OF LAS CRUCES
NOVEMBER 2024

FEDERAL AVIATION ADMINISTRATION SOUTHWEST REGION	STATE OF NEW MEXICO	LAS CRUCES INTERNATIONAL AIRPORT
	DEPARTMENT OF TRANSPORTATION	CITY OF LAS CRUCES, NEW MEXICO
APPROVED		
APPROVED - SUBJECT TO CONDITIONS IN FAA AIRSPACE LETTER 2024-ASW-10008-NRA		
DATED:_____	APPROVED BY:	APPROVED BY:
_____	TITLE:	TITLE:
DATE MANAGER, LA/NM ADO, ASW-640	DATE:	DATE:

INDEX OF SHEETS

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3	EXISTING AIRPORT LAYOUT PLAN	–
4	INTERMEDIATE AIRPORT DATA TABLE	–
5	INTERMEDIATE AIRPORT LAYOUT PLAN	–
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7	ULTIMATE AIRPORT LAYOUT PLAN (1 OF 2)	–
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9	EXISTING AIRSPACE PLAN	–
10	INTERMEDIATE AIRSPACE PLAN	–
11	ULTIMATE AIRSPACE PLAN	–
12	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 12	–
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15	EXISTING INNER PORTION OF THE APPROACH SURFACE RW 26	–
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Federal Aviation Administration

New Mexico DEPARTMENT OF TRANSPORTATION
AVIATION DIVISION

CITY OF LAS CRUCES

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DRAWN BY:	DATE:
AJL	NOV. 2024
CHECKED BY:	PROJECT NO.:
MCG	327310
PROJECT MGR:	SHEET NO.:
PJS	1

SHEET 1 OF 32

EXISTING RUNWAY DATA TABLE

DESCRIPTION		EXISTING					
		RUNWAY 4	RUNWAY 22	RUNWAY 8	RUNWAY 26	RUNWAY 12	RUNWAY 30
RUNWAY DESIGN CODE (RDC)		B - II - VIS, SERVES 30,000LB AIRCRAFT		C - II - VIS		C - II - 4000	C - II - 2400
RUNWAY REFERENCE CODE (RRC)		B - II - VIS		C - II - VIS		C - II - 4000	C - II - 2400
PAVEMENT STRENGTH / MATERIAL TYPE	STRENGTH	SINGLE WHEEL 30,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS	
	SURFACE	ASPHALT		ASPHALT		CONCRETE	
	PCN	3 / F/D/Y/T		25 / F/C/X/T		41 /R/B/W/T	
	TREATMENT	NO SPECIAL SURFACE TREATMENT		NO SPECIAL SURFACE TREATMENT		GROOVED	
EFFECTIVE GRADIENT (%)		0.1		0.2		0.2	0.3
RUNWAY LENGTH		7,501'		6,069'		7,506'	
RUNWAY WIDTH		105'		100'		100'	
RUNWAY END ELEVATION		4,435.9	4,451.7	4,436.5	4,435.9	4,456.9	4,435.9
RUNWAY SAFETY AREA (RSA)		150' (W) x 300' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY END COORDINATES (NAD 83/ NAVD 88)	LATITUDE	32° 17' 04.47" N	32° 17' 47.41" N	32° 17' 05.83" N	32° 17' 05.85" N	32° 17' 57.07" N	32° 17' 04.56" N
	LONGITUDE	106° 55' 55.57" W	106° 54' 44.32" W	106° 55' 56.05" W	106° 54' 45.37" W	106° 55' 47.78" W	106° 54' 45.97" W
RUNWAY LIGHTING		MIRL		MIRL		HIRL	
RUNWAY PROTECTION ZONE		500' x 700' x 1,000'		500' x 1,010' x 1,700'		1000' x 1,510' x 1,700'	1,000' x 1,750' x 2,500'
RUNWAY MARKING		BASIC		BASIC		NON-PRECISION	PRECISION
14 CFR PART 77 APPROACH SLOPE		20:1		20:1		34:1	50:1
PART 77 APPROACH TYPE		VISUAL (TYPE A)		VISUAL (TYPE B)		NON-PRECISION (TYPE D)	PRECISION
VISIBILITY MINIMUMS		VISUAL		VISUAL		3/4 MILE	1/2 MILE
AERONAUTICAL SURVEY TYPE		NON-VERTICALLY GUIDED SURVEY (VGS)		NON-VERTICALLY GUIDED SURVEY (VGS)		VERTICALLY GUIDED SURVEY (VGS)	
RUNWAY DEPARTURE SURFACE		NA		NA		1,000' x 7512' x 12,152' - 40:1	
RUNWAY OBJECT FREE AREA (ROFA)		500' (W) x 300' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY OBSTACLE FREE ZONE (ROFZ)		400' (W) x 200' (L) BEYOND RUNWAY END		400' (W) x 200' (L) BEYOND RUNWAY END		400' (W) x 200' (L) BEYOND RUNWAY END	
TERPS SURFACES		400' x 1,000' x 1,500' x 8,500' - 20:1 (SURFACE 3)		400' x 1,000' x 1,500' x 8,500' - 20:1 (SURFACE 3)		200' x 400' x 3,400' x 10,000' - 20:1 (SURFACE 5A) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)	200' x 400' x 3,400' x 10,000' - 34:1 (SURFACE 5B) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)
NAVIGATIONAL AIDS	VISUAL	NONE	VASI (4L)	PAPI (4L)		REIL	MALSR
	INSTRUMENT	NONE		NONE		RNAV GPS	RNAV GPS, ILS OR DME
TOUCHDOWN ZONE (TDZ) ELEVATION		4,444	4,451	4,438.2	4,435.9	4,456.9	4,443.7

EXISTING TAXIWAY/TAXILANE DATA TABLE

DESCRIPTION	EXISTING								
	TW A, E, F, G	TW B	TW C	TW D	TL 1	TL 2	TL 3	TL 4	TL 7 - 18
AIRPLANE DESIGN GROUP	II	III	III	II	II	II	II	II	I
TAXIWAY DESIGN GROUP	2B	3	3	2B	-	-	-	-	-
TAXIWAY (TW) WIDTH	35'	50'	50'	35'	-	-	-	-	-
TAXIWAY SAFETY AREA WIDTH	79'	118'	118'	79'	-	-	-	-	-
TAXIWAY OBJECT FREE AREA WIDTH	124'	171'	171'	124'	-	-	-	-	-
TAXIWAY SAFETY AREA - LIST OF OBJECTS WITHIN	TW A, E, F, G SIGNS	TW B SIGN	TW C SIGN	NONE	-	-	-	-	-
TAXIWAY CENTERLINE DIMENSION TO OBJECTS	TW A APRON: 129', 137', 157', 234', 265', 309', 310', 314', 367', 371'	TW B WIND CONE: 151'	NONE	NONE	-	-	-	-	-
TAXILANE WIDTH	-	-	-	-	VARIES FROM 50' TO 90'	60'	120'	80'	TL 7, 15: 50'; TL 8, 9, 10: 75'; TL 11 - 14: 80'; TL 16-18: 25'
TAXILANE SAFETY AREA WIDTH	-	-	-	-	79'	79'	79'	79'	49'
TAXILANE OBJECT FREE AREA WIDTH	-	-	-	-	110'	110'	110'	110'	79'
TAXILANE SAFETY AREA - LIST OF OBJECTS WITHIN	-	-	-	-	N/A	N/A	N/A	N/A	T 7 - 15; HANGARS
TAXILANE CENTERLINE DIMENSION TO OBJECTS	-	-	-	-	N/A	N/A	N/A	N/A	TL T HANGARS: 83', 91.8', 113'
TAXIWAY / TAXILANE LIGHTING	MITL	MITL	MITL	EDGE REFLECTORS	NONE	NONE	NONE	NONE	NONE

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA
RUNWAY 4	7499	7499	7499	7499
RUNWAY 22	7499	7499	7499	7499
RUNWAY 8	6069	6069	6050	6050
RUNWAY 26	6069	6069	6069	6069
RUNWAY 12	7506	7506	7506	7506
RUNWAY 30	7506	7506	7500	7500

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE OF APPROVAL
-	NONE	-	-	-	-

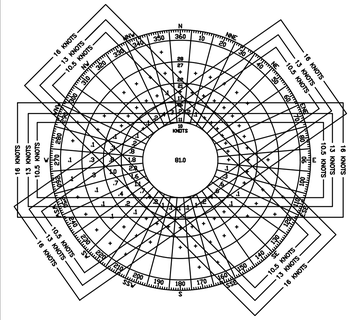
EXISTING NON-STANDARD CONDITIONS

NO.	NON-STANDARD CONDITION	EXISTING CONDITION	FAA STANDARD (C-II)	PROPOSED ACTION
1	TAXILANES 8, 9, AND 13: DO NOT MEET GROUP I TAXILANE OBJECT FREE AREA (TLOFA)	TAXILANES 8, 9 AND 13 ARE 74', 75' AND 75' RESPECTIVELY	TAXILANE CLEARANCE = 79'	NONE; AIRCRAFT SPEEDS ARE MINIMAL
2	TAXILANE 4: DOES NOT MEET GROUP II TAXILANE OBJECT FREE AREA (TLOFA)	OUTRIGGING ADJACENT TO HANGAR 33 EXTENDS INTO TAXILANE 4 OBJECT FREE AREA	TAXILANE CLEARANCE = 110'	REMOVE OUTRIGGING AND CLEAR OBJECT FREE AREA

EXISTING AIRPORT DATA TABLE

DATA		EXISTING
AIRPORT REFERENCE CODE (ARC)		C-II
MEAN MAX. TEMPERATURE AND HOTTEST MONTH		94.6°F (JUNE)
AIRPORT ELEVATION		4456.90
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)		BEACON (CITY OF LAS CRUCES) ; LOCALIZER, GLIDESLOPE (FAA)
AIRPORT REFERENCE POINT (NAD83)	LATITUDE	32° 17' 21" N
	LONGITUDE	106° 55' 19" W
MISCELLANEOUS FACILITIES (OWNERSHIP)		MALSR, VASI, ADS-B ANTENNA (FAA) ; AWOS-III, MIRL, REIL, LIGHTED WIND INDICATOR, SEGMENTED CIRCLE (CITY OF LAS CRUCES)
CRITICAL AIRCRAFT		C - II / CHALLENGER 600 - WINGSPAN: 61'-10", TAIL HEIGHT: 20'-9", APPROACH SPEED: 100
AIRPORT MAGNETIC DECLINATION		7° 52' E (DEC. 2022), ± 0° 21" CHANGING BY 0° 6' W / YR
NPIAS SERVICE LEVEL		GENERAL AVIATION
STATE SERVICE LEVEL		REGIONAL GENERAL

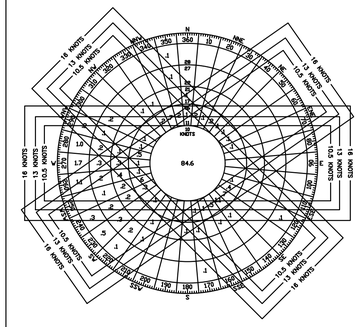
ALL WEATHER WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
12-30	89.00%	93.17%	96.90%
8-26	96.16%	98.04%	99.45%
4-22	94.24%	97.10%	99.30%
COMBINED	99.64%	99.92%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

IFR WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
12-30	89.89%	91.12%	92.80%
8-26	92.81%	95.18%	97.32%
4-22	90.56%	93.56%	96.91%
COMBINED	99.39%	99.74%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

NOTES

1. THERE ARE NO KNOWN OBSTACLE FREE ZONE (OFZ) OBJECTS THAT ARE PENETRATIONS.
2. FUTURE DEVELOPMENT IS TO SUPPORT ACCESS AND CIRCULATION BY ARC GROUP II AIRCRAFT THROUGHOUT THE TERMINAL AREA.
3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
4. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
5. ALL LATITUDE AND LONGITUDE COORDINATES ARE NAD 83/ NAVD 88.
6. TOPOGRAPHY AND PLANIMETRICS FROM AERIAL SURVEYS OBTAINED FROM THE FOLLOWING:

   GEOPRO CONSULTANTS, LLC. SURVEY DATE: 01/25/2023
7. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.
8. ALL RUNWAYS MEET LINE OF SIGHT REQUIREMENTS.
9. MAGNETIC DECLINATION CALCULATED BY USING NOAA MAGNETIC CALCULATOR.

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PROFESSIONAL SEAL

FOR PLANNING PURPOSES

NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXISTING AIRPORT DATA SHEET

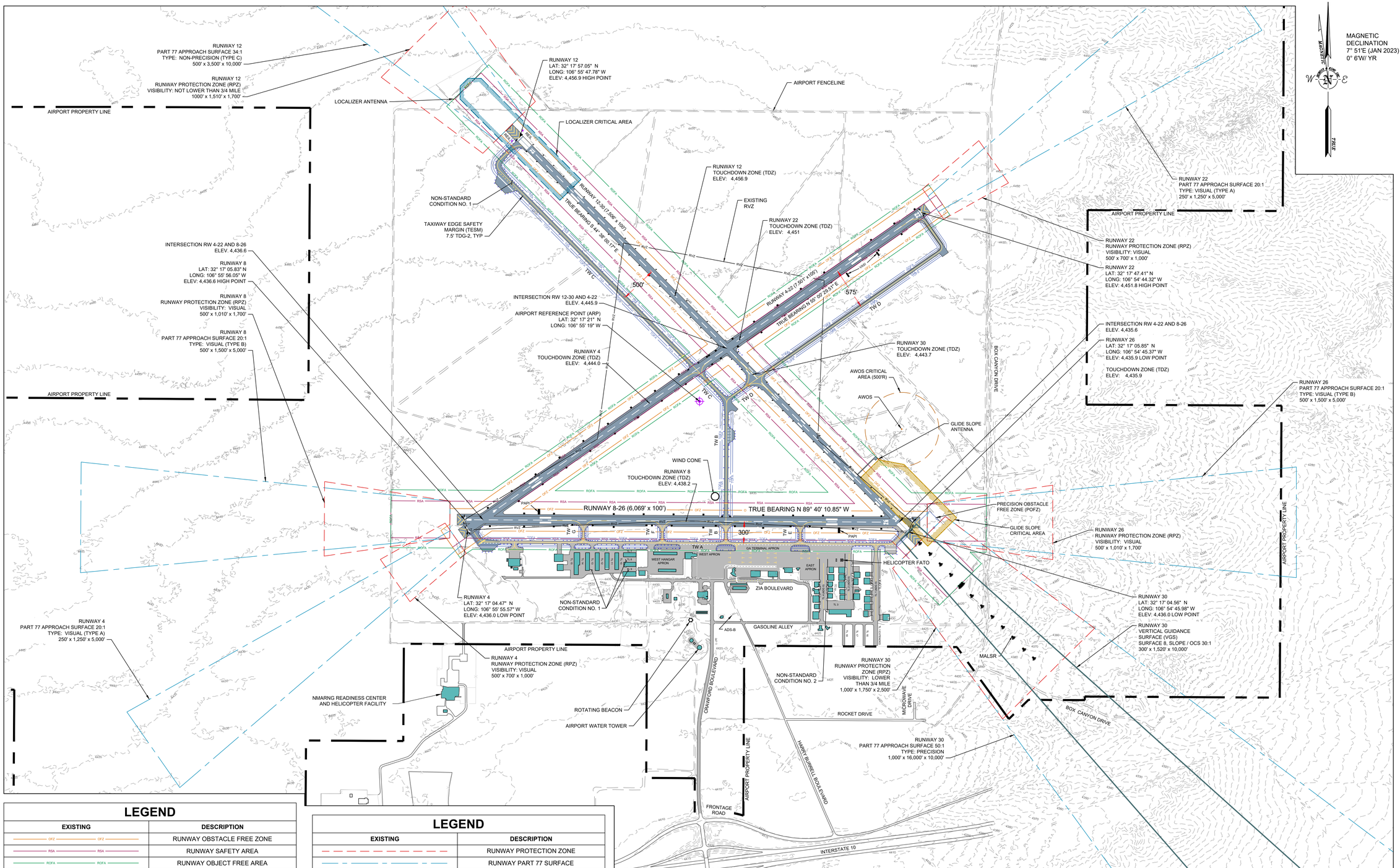
DRAWN BY	DATE
AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

2

SHEET 2 OF 32

I:\327310_Las Cruces Master Plan\Drawings\CAD\LBU ALP 2022_A-A\Drawings\Existing Airport Data Sheet.dwg 11/15/2024 12:01 PM



LEGEND

EXISTING	DESCRIPTION
OFZ	RUNWAY OBSTACLE FREE ZONE
RSA	RUNWAY SAFETY AREA
ROFA	RUNWAY OBJECT FREE AREA
RVZ	RUNWAY VISIBILITY ZONE
TSA	TAXIWAY SAFETY AREA
TOFA	TAXIWAY OBJECT FREE AREA
TLOFA	TAXILANE OBJECT FREE AREA
	APRON/TAXIWAY/TAXILANE MARKINGS
	RUNWAY MARKINGS
	GRAVEL ROAD
4400	5 FT. CONTOURS
	AIRPORT PROPERTY LINE
	FENCE

LEGEND

EXISTING	DESCRIPTION
	RUNWAY PROTECTION ZONE
	RUNWAY PART 77 SURFACE
	VASI LIGHTING
	REIL LIGHTING
	TAXIWAY LIGHTING
	RUNWAY EDGE LIGHTING
	PAPI LIGHTING
	AIRPORT STRUCTURE
	RUNWAY PAVEMENT
	APRON/TAXIWAY/TAXILANE PAVEMENT
	UNPAVED TAXIWAY ISLAND
	PAVED TAXIWAY ISLAND

HORIZONTAL SCALE
0 300 600 1200
1" = 600'

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGION

APPROVED

APPROVED - SUBJECT TO CONDITIONS
IN FAA AIRSPACE LETTER 2024-ASW-10008-NRA

DATED:_____

DATE MANAGER, LA/NM ADO, ASW-640

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PROFESSIONAL SEAL

FOR PLANNING PURPOSES

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXISTING AIRPORT LAYOUT PLAN

DRAWN BY	DATE
AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

3

SHEET 3 OF 32

INTERMEDIATE RUNWAY DATA TABLE

DESCRIPTION		INTERMEDIATE					
		RUNWAY 5	RUNWAY 23	RUNWAY 8	RUNWAY 26	RUNWAY 13	RUNWAY 31
RUNWAY DESIGN CODE (RDC)		A - I - VIS		C - II - 4000		C - II - 4000	C - II - 2400
RUNWAY REFERENCE CODE (RRC)		A - I - VIS		C - II - 4000		C - II - 4000	C - II - 2400
PAVEMENT STRENGTH / MATERIAL TYPE	STRENGTH	SINGLE WHEEL 12,500 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS	
	SURFACE	ASPHALT		ASPHALT		CONCRETE	
	PCN	3 / F/D/Y/T		25 / F/C/X/T		41 /R/B/W/T	
	TREATMENT	NO SPECIAL SURFACE TREATMENT		NO SPECIAL SURFACE TREATMENT		GROOVED	
EFFECTIVE GRADIENT (%)		0.1		0.2		0.2	0.3
RUNWAY LENGTH		5,450'		10,110'		10,110'	
RUNWAY WIDTH		60'		100'		100'	
RUNWAY END ELEVATION		4,435.9	4,451.7	4,436.5	4,435.9	4,456.9	4,435.9
RUNWAY SAFETY AREA (RSA)		120' (W) x 240' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY END COORDINATES (NAD 83/ NAVD 88)	LATITUDE	32° 17' 16.21" N	32° 17' 47.40" N	32° 17' 09.75" N	32° 17' 09.79" N	32° 18' 22.31" N	32° 17' 04.56" N
	LONGITUDE	106°55'36.10" W	106° 54' 44.31" W	106° 57' 10.18" W	106° 55' 00.75" W	106° 56' 17.49" W	106° 54' 45.97" W
RUNWAY LIGHTING		MIRL		MIRL		HIRL	
RUNWAY PROTECTION ZONE (RPZ)		500' x 700' x 1,000'		1000' x 1,510' x 1,700'		1000' x 1,510' x 1,700'	1,000' x 1,750' x 2,500'
RUNWAY MARKING		BASIC		NON-PRECISION		NON-PRECISION	PRECISION
14 CFR PART 77 APPROACH SLOPE		20:1		34:1		34:1	50:1
PART 77 APPROACH TYPE		VISUAL (TYPE A)		NON-PRECISION (TYPE C)		NON-PRECISION (TYPE D)	PRECISION
VISIBILITY MINIMUMS		VISUAL		3/4 MILE		3/4 MILE	1/2 MILE
AERONAUTICAL SURVEY TYPE		NON-VERTICALLY GUIDED SURVEY (VGS)		NON-VERTICALLY GUIDED SURVEY (VGS)		VERTICALLY GUIDED SURVEY (VGS)	
RUNWAY DEPARTURE SURFACE		N/A		N/A		1,000' x 7512' x 12,152'	
RUNWAY OBJECT FREE AREA (ROFA)		400' (W) x 240' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY OBSTACLE FREE ZONE (ROFZ)		250' (W) x 200' (L) BEYOND RUNWAY END		400' (W) x 200' (L) BEYOND RUNWAY END		400' (W) x 200' (L) BEYOND RUNWAY END	
TERPS SURFACES		250' x 700' x 2,250' x 2,750' - 20:1 (SURFACE 2)		200' x 400' x 3,400' x 10,000' - 20:1 (SURFACE 5A) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)		200' x 400' x 3,400' x 10,000' - 20:1 (SURFACE 5A) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)	200' x 400' x 3,400' x 10,000' - 34:1 (SURFACE 5B) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)
NAVIGATIONAL AIDS	VISUAL	NONE	VASI (4L)	PAPI (4L)		REIL	MALSR
	INSTRUMENT	NONE		ILS		RNAV GPS	RNAV GPS, ILS OR DME
TOUCHDOWN ZONE (TDZ) ELEVATION		4,444	4,451	4,438.2	4,435.9	4,456.9	4,443.7

INTERMEDIATE TAXIWAY/TAXILANE DATA TABLE

DESCRIPTION	INTERMEDIATE									
	TW A, A1, A2, A3, A4, A5, A6	TW B	TW C	TW D	TW E	TL 1	TL 2	TL 3	TL 4	TL 7 - 18
AIRPLANE DESIGN GROUP	II	III	III	I, II	II	II	II	II	II	I
TAXIWAY DESIGN GROUP	3	2B	3	1A, 2B	2B	-	-	-	-	-
TAXIWAY (TW) WIDTH	50'	35'	50'	35' (EAST OF TW C) 25' (WEST OF TW C)	25'	-	-	-	-	-
TAXIWAY SAFETY AREA WIDTH	79'	118'	118'	49', 79'	79'	-	-	-	-	-
TAXIWAY OBJECT FREE AREA WIDTH	124'	171'	171'	89', 124'	124'	-	-	-	-	-
TAXIWAY SAFETY AREA - LIST OF OBJECTS WITHIN	TW A, A1, A2, A3, A4, A5, A6 SIGNS	TW B SIGN	TW C SIGN	NONE	TW G SIGN	-	-	-	-	-
TAXIWAY CENTERLINE DIMENSION TO OBJECTS	NONE	NONE	NONE	NONE	NONE	-	-	-	-	-
TAXILANE (TL) WIDTH	-	-	-	-	-	VARIES FROM 50' TO 90'	60'	120'	80'	TL 7, 15: 50'; TL 8, 9, 10: 75'; TL 11 - 14: 80'; TL 16-18: 25'
TAXILANE SAFETY AREA WIDTH	-	-	-	-	-	79'	79'	79'	79'	49'
TAXILANE OBJECT FREE AREA WIDTH	-	-	-	-	-	110'	110'	110'	110'	79'
TAXILANE SAFETY AREA - LIST OF OBJECTS WITHIN	-	-	-	-	-	N/A	N/A	N/A	N/A	T 7 - 15; HANGARS
TAXILANE CENTERLINE DIMENSION TO OBJECTS	-	-	-	-	-	N/A	N/A	N/A	N/A	TL T HANGARS: 83', 91.8', 113'
TAXIWAY / TAXILANE LIGHTING	MITL	MITL	MITL	EDGE REFLECTORS	MITL	NONE	NONE	NONE	NONE	NONE

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA
RUNWAY 05	5450	5450	5450	5450
RUNWAY 23	5450	5450	5450	5450
RUNWAY 08	10110	10110	10110	10110
RUNWAY 26	10110	10110	10110	10110
RUNWAY 13	10110	10110	10110	10110
RUNWAY 31	10110	10110	10110	10110

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE OF APPROVAL
-	NONE	-	-	-	-

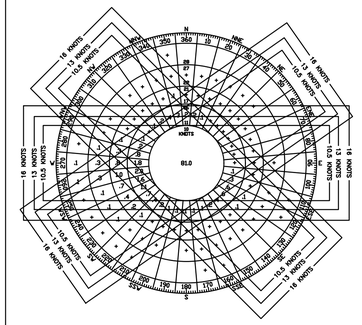
INTERMEDIATE NON-STANDARD CONDITIONS

NO.	NON-STANDARD CONDITION	EXISTING CONDITION	FAA STANDARD (C-II)	PROPOSED ACTION
1	TAXILANES 8, 9, AND 13: DO NOT MEET GROUP I TAXILANE OBJECT FREE AREA (TLOFA)	TAXILANES 8, 9 AND 13 ARE 74', 75' AND 75' RESPECTIVELY	TAXILANE CLEARANCE = 79'	NONE; AIRCRAFT SPEEDS ARE MINIMAL
2	TAXILANE 4: DOES NOT MEET GROUP II TAXILANE OBJECT FREE AREA (TLOFA)	OUTRIGGING ADJACENT TO HANGAR 33 EXTENDS INTO TAXILANE 4 OBJECT FREE AREA	TAXILANE CLEARANCE = 110'	REMOVE OUTRIGGING AND CLEAR OBJECT FREE AREA

INTERMEDIATE AIRPORT DATA TABLE

DATA		INTERMEDIATE
AIRPORT REFERENCE CODE (ARC)		C-II
MEAN MAX. TEMPERATURE AND HOTTEST MONTH		94.6°F (JUNE)
AIRPORT ELEVATION (NAVD88)		4456.90
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)		BEACON (CITY OF LAS CRUCES) ; LOCALIZER, GLIDESLOPE (FAA)
AIRPORT REFERENCE POINT (NAD83)	LATITUDE	32° 17' 21" N
	LONGITUDE	106° 55' 19" W
MISCELLANEOUS FACILITIES (OWNERSHIP)		MALSR, VASI, ADS-B ANTENNA (FAA) ; AWOS-III, MIRL, REIL, LIGHTED WIND INDICATOR, SEGMENTED CIRCLE (CITY OF LAS CRUCES)
CRITICAL AIRCRAFT		C - II / CHALLENGER 600 - WINGSPAN: 61'-10", TAIL HEIGHT: 20'-9", APPROACH SPEED: 100
AIRPORT MAGNETIC DECLINATION		7° 52' E (DEC. 2022), ± 0° 21" CHANGING BY 0° 6' W / YR
NPIAS SERVICE LEVEL		NON-PRIMARY COMMERCIAL
STATE SERVICE LEVEL		REGIONAL GENERAL

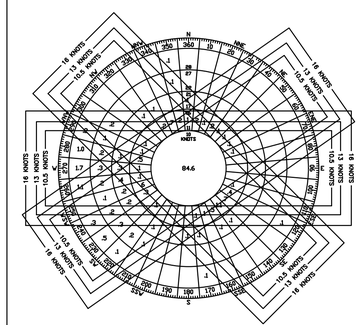
ALL WEATHER WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
13-31	89.00%	93.17%	96.90%
8-26	96.16%	98.04%	99.45%
5-23	94.24%	97.10%	99.30%
COMBINED	99.64%	99.92%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

IFR WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
13-31	89.89%	91.12%	92.80%
8-26	92.81%	95.18%	97.32%
5-23	90.56%	93.56%	96.91%
COMBINED	99.39%	99.74%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

NOTES

1. THERE ARE NO KNOWN OBSTACLE FREE ZONE (OFZ) OBJECTS THAT ARE PENETRATIONS.
2. FUTURE DEVELOPMENT IS TO SUPPORT ACCESS AND CIRCULATION BY ARC GROUP II AIRCRAFT THROUGHOUT THE TERMINAL AREA.
3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
4. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
5. ALL LATITUDE AND LONGITUDE COORDINATES AND ELEVATIONS ARE NAD 83/ NAVD 88.
6. TOPOGRAPHY AND PLANIMETRICS FROM AERIAL SURVEYS OBTAINED FROM THE FOLLOWING:

GEOPRO CONSULTANTS, LLC. SURVEY DATE: JAN. 25, 2023

7. LEGEND ELEMENTS REPRESENT DEPICTIONS ON DRAWING BUT MAY VARY IN SIZE DUE TO SCALING ON DRAWING.
8. ALL RUNWAYS MEET LINE OF SIGHT REQUIREMENTS.
9. MAGNETIC DECLINATION CALCULATED BY USING NOAA MAGNETIC CALCULATOR.

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BEDFORD, NH
RANDOLPH, VT
BANGOR, ME

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PROFESSIONAL SEAL

FOR PLANNING PURPOSES

NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

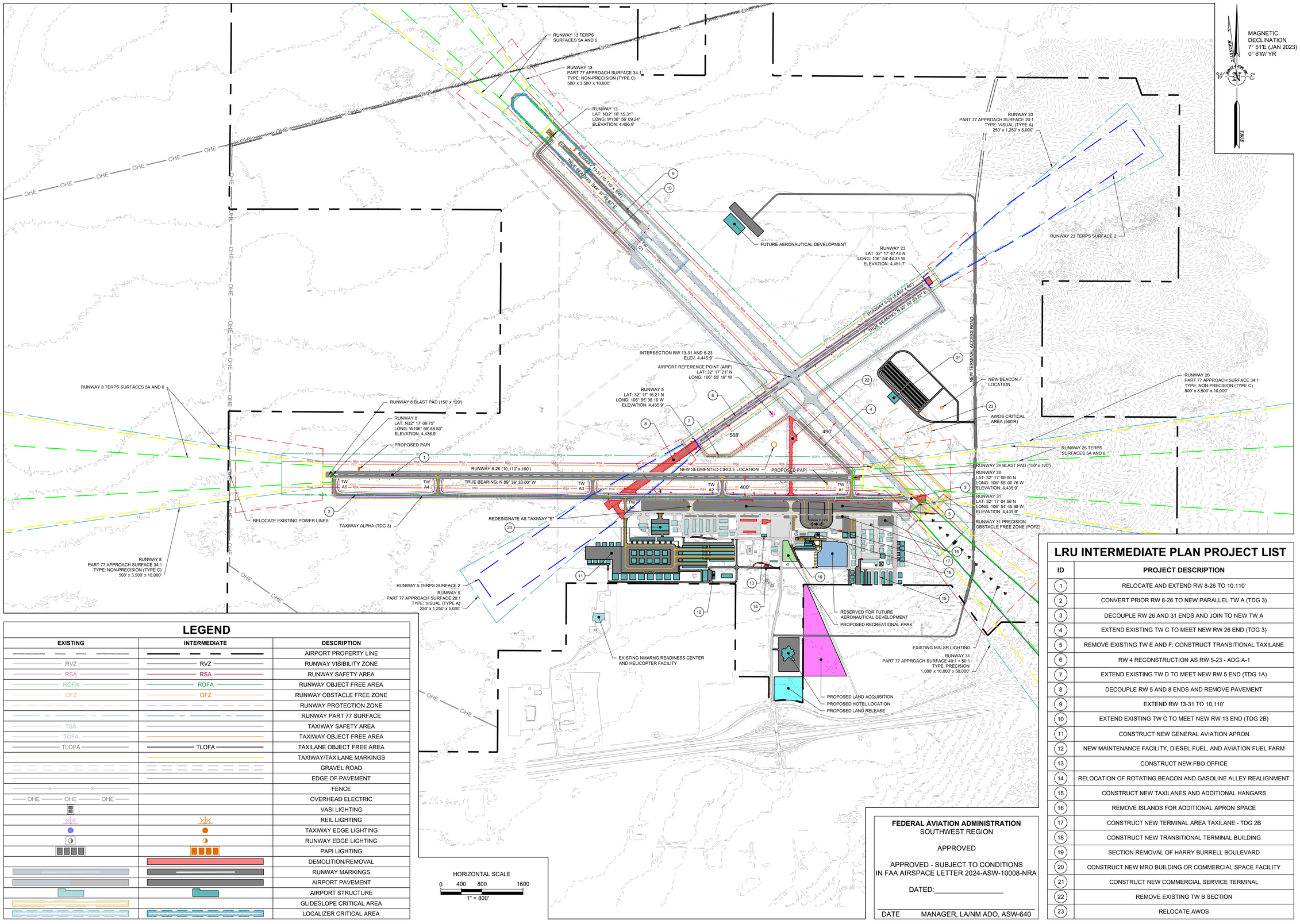
INTERMEDIATE AIRPORT DATA TABLE

DRAWN BY	DATE
AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

4

SHEET 4 OF 32



LEGEND

EXISTING	INTERMEDIATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE MARKINGS
		GRAVEL ROAD
		EDGE OF PAVEMENT
x x		FENCE
OHE OHE OHE		OVERHEAD ELECTRIC
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

HORIZONTAL SCALE
0 400 800 1600
1" = 800'

LRU INTERMEDIATE PLAN PROJECT LIST

ID	PROJECT DESCRIPTION
1	RELOCATE AND EXTEND RW 8-26 TO 10,110'
2	CONVERT PRIOR RW 8-26 TO NEW PARALLEL TW A (TDG 3)
3	DECOUPLE RW 26 AND 31 ENDS AND JOIN TO NEW TW A
4	EXTEND EXISTING TW C TO MEET NEW RW 26 END (TDG 3)
5	REMOVE EXISTING TW E AND F; CONSTRUCT TRANSITIONAL TAXILANE
6	RW 4 RECONSTRUCTION AS RW 5-23 - ADG A-1
7	EXTEND EXISTING TW D TO MEET NEW RW 5 END (TDG 1A)
8	DECOUPLE RW 5 AND 8 ENDS AND REMOVE PAVEMENT
9	EXTEND RW 13-31 TO 10,110'
10	EXTEND EXISTING TW C TO MEET NEW RW 13 END (TDG 2B)
11	CONSTRUCT NEW GENERAL AVIATION APRON
12	NEW MAINTENANCE FACILITY, DIESEL FUEL, AND AVIATION FUEL FARM
13	CONSTRUCT NEW FBO OFFICE
14	RELOCATION OF ROTATING BEACON AND GASOLINE ALLEY REALIGNMENT
15	CONSTRUCT NEW TAXILANES AND ADDITIONAL HANGARS
16	REMOVE ISLANDS FOR ADDITIONAL APRON SPACE
17	CONSTRUCT NEW TERMINAL AREA TAXILANE - TDG 2B
18	CONSTRUCT NEW TRANSITIONAL TERMINAL BUILDING
19	SECTION REMOVAL OF HARRY BURRELL BOULEVARD
20	CONSTRUCT NEW MRO BUILDING OR COMMERCIAL SPACE FACILITY
21	CONSTRUCT NEW COMMERCIAL SERVICE TERMINAL
22	REMOVE EXISTING TW B SECTION
23	RELOCATE AWOS

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGION

APPROVED

APPROVED - SUBJECT TO CONDITIONS IN FAA AIRSPACE LETTER 2024-ASW-10008-NRA

DATED:_____

DATE MANAGER, LA/NM ADO, ASW-640

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PROFESSIONAL SEAL

FOR PLANNING PURPOSES

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	DATE	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

INTERMEDIATE AIRPORT LAYOUT PLAN

DRAWN BY	DATE
AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

5

SHEET 5 OF 32

I:\37\327310 Las Cruces Master Plan\Drawings\CAD\LRU_ALP 2022_AJL\Drawings\5 Future Airport Layout Plan.dwg 11/15/2024 12:02 PM

ULTIMATE RUNWAY DATA TABLE

DESCRIPTION		ULTIMATE					
		RUNWAY 5	RUNWAY 23	RUNWAY 8	RUNWAY 26	RUNWAY 13	RUNWAY 31
RUNWAY DESIGN CODE (RDC)		A - I - VIS		C - III - 4000		C - III - 4000	C - III - 2400
RUNWAY REFERENCE CODE (RRC)		A - I - VIS		C - III - 4000		C - III - 4000	C - III - 2400
PAVEMENT STRENGTH / MATERIAL TYPE	STRENGTH	SINGLE WHEEL 12,500 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS		SINGLE WHEEL 70,000 LBS; DUAL WHEEL 120,000 LBS	
	SURFACE	ASPHALT		ASPHALT		CONCRETE	
	PCN	3 / F/D/Y/T		25 / F/C/X/T		41 /R/B/W/T	
	TREATMENT	NO SPECIAL SURFACE TREATMENT		NO SPECIAL SURFACE TREATMENT		GROOVED	
EFFECTIVE GRADIENT (%)		0.1		0.2		0.2	0.3
RUNWAY LENGTH		5,450'		11,110'		11,110'	
RUNWAY WIDTH		60'		100'		100'	
RUNWAY END ELEVATION		4,435.9	4,451.7	4,436.5	4,435.9	4,456.9	4,435.9
RUNWAY SAFETY AREA (RSA)		120' (W) x 240' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END		500' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY END COORDINATES (NAD 83/ NAVD 88)	LATITUDE	32° 17' 16.21" N	32° 17' 47.40" N	32° 17' 09.75" N	32° 17' 09.79" N	32° 18' 22.31" N	32° 17' 04.56" N
	LONGITUDE	106°55'36.10" W	106° 54' 44.31" W	106° 57' 10.18" W	106° 55' 00.75" W	106° 56' 17.49" W	106° 54' 45.97" W
RUNWAY LIGHTING		MIRL		MIRL		HIRL	
RUNWAY PROTECTION ZONE (RPZ)		500' x 700' x 1,000'		1000' x 1,510' x 1,700'		1000' x 1,510' x 1,700'	1,000' x 1,750' x 2,500'
RUNWAY MARKING		BASIC		NON-PRECISION		NON-PRECISION	PRECISION
14 CFR PART 77 APPROACH SLOPE		20:1		34:1		34:1	50:1
PART 77 APPROACH TYPE		VISUAL (TYPE A)		NON-PRECISION (TYPE C)		NON-PRECISION (TYPE D)	PRECISION
VISIBILITY MINIMUMS		VISUAL		3/4 MILE		3/4 MILE	1/2 MILE
AERONAUTICAL SURVEY TYPE		NON-VERTICALLY GUIDED SURVEY (VGS)		NON-VERTICALLY GUIDED SURVEY (VGS)		VERTICALLY GUIDED SURVEY (VGS)	
RUNWAY DEPARTURE SURFACE		N/A		N/A		1,000' x 7512' x 12,152'	
RUNWAY OBJECT FREE AREA (ROFA)		400' (W) x 240' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END		800' (W) x 1,000' (L) BEYOND RUNWAY END	
RUNWAY OBSTACLE FREE ZONE (ROFZ)		250' (W) x 200' (L) BEYOND RUNWAY END		250' (W) x 200' (L) BEYOND RUNWAY END		250' (W) x 200' (L) BEYOND RUNWAY END	
TERPS SURFACES		250' x 700' x 2,250' x 2,750' (SURFACE 2)		200' x 400' x 3,400' x 10,000' - 20:1 (SURFACE 5A) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)		200' x 400' x 3,400' x 10,000' - 20:1 (SURFACE 5A) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)	200' x 400' x 3,400' x 10,000' - 34:1 (SURFACE 5B) 300' x 1,520' x 10,200' - 30:1 (SURFACE 6)
NAVIGATIONAL AIDS	VISUAL	NONE	VASI (4L)	PAPI (4L)		REIL	MALSR
	INSTRUMENT	NONE		ILS		RNAV GPS	RNAV GPS, ILS OR DME
TOUCHDOWN ZONE (TDZ) ELEVATION		4,444	4,451	4,438.2	4,435.9	4,456.9	4,443.7

ULTIMATE TAXIWAY/TAXILANE DATA TABLE

DESCRIPTION	ULTIMATE									
	TW A, A1, A2, A3, A4, A5, A6	TW B	TW C	TW D	TW E	TL 1	TL 2	TL 3	TL 4	TL 7 - 18
AIRPLANE DESIGN GROUP	II	III	III	I, II	II	II	II	II	II	I
TAXIWAY DESIGN GROUP	3	2B	3	1A, 2B	2B	-	-	-	-	-
TAXIWAY (TW) WIDTH	50'	35'	50'	35' (EAST OF TW C) 25' (WEST OF TW C)	25'	-	-	-	-	-
TAXIWAY SAFETY AREA WIDTH	79'	118'	118'	49', 79'	79'	-	-	-	-	-
TAXIWAY OBJECT FREE AREA WIDTH	124'	171'	171'	89', 124'	124'	-	-	-	-	-
TAXIWAY SAFETY AREA - LIST OF OBJECTS WITHIN	TW A, A1, A2, A3, A4, A5, A6 SIGNS	TW B SIGN	TW C SIGN	NONE	TW G SIGN	-	-	-	-	-
TAXIWAY CENTERLINE DIMENSION TO OBJECTS	NONE	NONE	NONE	NONE	NONE	-	-	-	-	-
TAXILANE (TL) WIDTH	-	-	-	-	-	VARIES FROM 50' TO 90'	60'	120'	80'	TL 7, 15: 50'; TL 8, 9, 10: 75'; TL 11 - 14: 80'; TL 16-18: 25'
TAXILANE SAFETY AREA WIDTH	-	-	-	-	-	79'	79'	79'	79'	49'
TAXILANE OBJECT FREE AREA WIDTH	-	-	-	-	-	110'	110'	110'	110'	79'
TAXILANE SAFETY AREA - LIST OF OBJECTS WITHIN	-	-	-	-	-	N/A	N/A	N/A	N/A	T 7 - 15; HANGARS
TAXILANE CENTERLINE DIMENSION TO OBJECTS	-	-	-	-	-	N/A	N/A	N/A	N/A	TL T HANGARS: 83', 91.8', 113'
TAXIWAY / TAXILANE LIGHTING	MITL	MITL	MITL	EDGE REFLECTORS	MITL	NONE	NONE	NONE	NONE	NONE

DECLARED DISTANCES

RUNWAY END ID	TORA	TODA	ASDA	LDA
RUNWAY 05	5450	5450	5450	5450
RUNWAY 23	5450	5450	5450	5450
RUNWAY 08	11110	11110	11110	11110
RUNWAY 26	11110	11110	11110	11110
RUNWAY 13	11110	11110	11110	11110
RUNWAY 31	11110	11110	11110	11110

MODIFICATIONS OF DESIGN STANDARDS

NO.	STANDARD MODIFIED	FAA STANDARDS	EXISTING CONDITION	PROPOSED ACTION	DATE OF APPROVAL
-	NONE	-	-	-	-

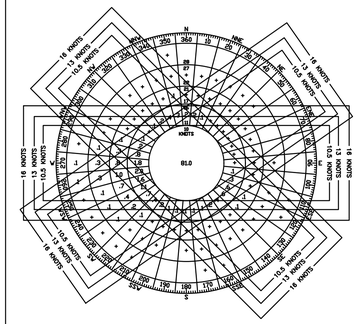
ULTIMATE NON-STANDARD CONDITIONS

NO.	NON-STANDARD CONDITION	EXISTING CONDITION	FAA STANDARD (C-II)	PROPOSED ACTION
1	TAXILANES 8, 9, AND 13: DO NOT MEET GROUP I TAXILANE OBJECT FREE AREA (TLOFA)	TAXILANES 8, 9 AND 13 ARE 74', 75' AND 75' RESPECTIVELY	TAXILANE CLEARANCE = 79'	NONE; AIRCRAFT SPEEDS ARE MINIMAL
2	TAXILANE 4: DOES NOT MEET GROUP II TAXILANE OBJECT FREE AREA (TLOFA)	OUTRIGGING ADJACENT TO HANGAR 33 EXTENDS INTO TAXILANE 4 OBJECT FREE AREA	TAXILANE CLEARANCE = 110'	REMOVE OUTRIGGING AND CLEAR OBJECT FREE AREA

ULTIMATE AIRPORT DATA TABLE

DATA		ULTIMATE
AIRPORT REFERENCE CODE (ARC)		C-II
MEAN MAX. TEMPERATURE AND HOTTEST MONTH		94.6°F (JUNE)
AIRPORT ELEVATION (NAVD88)		4456.90
AIRPORT NAVIGATIONAL AIDS (OWNERSHIP)		BEACON (CITY OF LAS CRUCES) ; LOCALIZER, GLIDESLOPE (FAA)
AIRPORT REFERENCE POINT (NAD83)	LATITUDE	32° 17' 21" N
	LONGITUDE	106° 55' 19" W
MISCELLANEOUS FACILITIES (OWNERSHIP)		MALSR, VASI, ADS-B ANTENNA (FAA) ; AWOS-III, MIRL, REIL, LIGHTED WIND INDICATOR, SEGMENTED CIRCLE (CITY OF LAS CRUCES)
CRITICAL AIRCRAFT		C - II / CHALLENGER 600 - WINGSPAN: 61'-10", TAIL HEIGHT: 20'-9", APPROACH SPEED: 100
AIRPORT MAGNETIC DECLINATION		7° 52' E (DEC. 2022), ± 0° 21" CHANGING BY 0° 6' W / YR
NPIAS SERVICE LEVEL		NON-PRIMARY COMMERCIAL
STATE SERVICE LEVEL		REGIONAL GENERAL

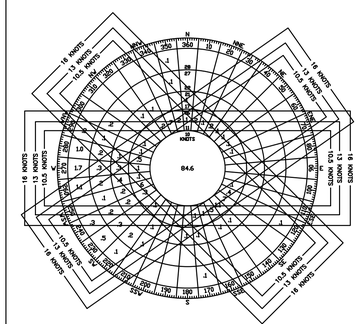
ALL WEATHER WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
13-31	89.00%	93.17%	96.90%
8-26	96.16%	98.04%	99.45%
5-23	94.24%	97.10%	99.30%
COMBINED	99.64%	99.92%	99.99%

SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

IFR WIND ROSE (RUNWAYS COMBINED) AIRPORT REFERENCE CODE (ARC) - C-II



RUNWAY	10.5 KNOTS	13 KNOTS	16 KNOTS
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5-23	90.56%	93.56%	96.91%
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SOURCE: 722695 LAS CRUCES INTL. AIRPORT ANNUAL PERIOD RECORD 2011 - 2020

NOTES

1. THERE ARE NO KNOWN OBSTACLE FREE ZONE (OFZ) OBJECTS THAT ARE PENETRATIONS.
2. FUTURE DEVELOPMENT IS TO SUPPORT ACCESS AND CIRCULATION BY ARC GROUP II AIRCRAFT THROUGHOUT THE TERMINAL AREA.
3. ALL ELEVATIONS ARE IN FEET ABOVE MEAN SEA LEVEL (MSL).
4. ALL ELEVATIONS ARE IN ACCORDANCE WITH NATIONAL MAP ACCURACY STANDARDS. SPOT ELEVATIONS AND GROUND CONTOURS ARE DERIVED FROM AERIAL PHOTOGRAMMETRY AND ARE APPROXIMATE. GROUND SURVEYS ARE RECOMMENDED TO VERIFY ACCURACY.
5. ALL LATITUDE AND LONGITUDE COORDINATES AND ELEVATIONS ARE NAD 83/ NAVD 88.
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GEOPRO CONSULTANTS, LLC. SURVEY DATE: JAN. 25, 2023

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PROFESSIONAL SEAL

FOR PLANNING PURPOSES

NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

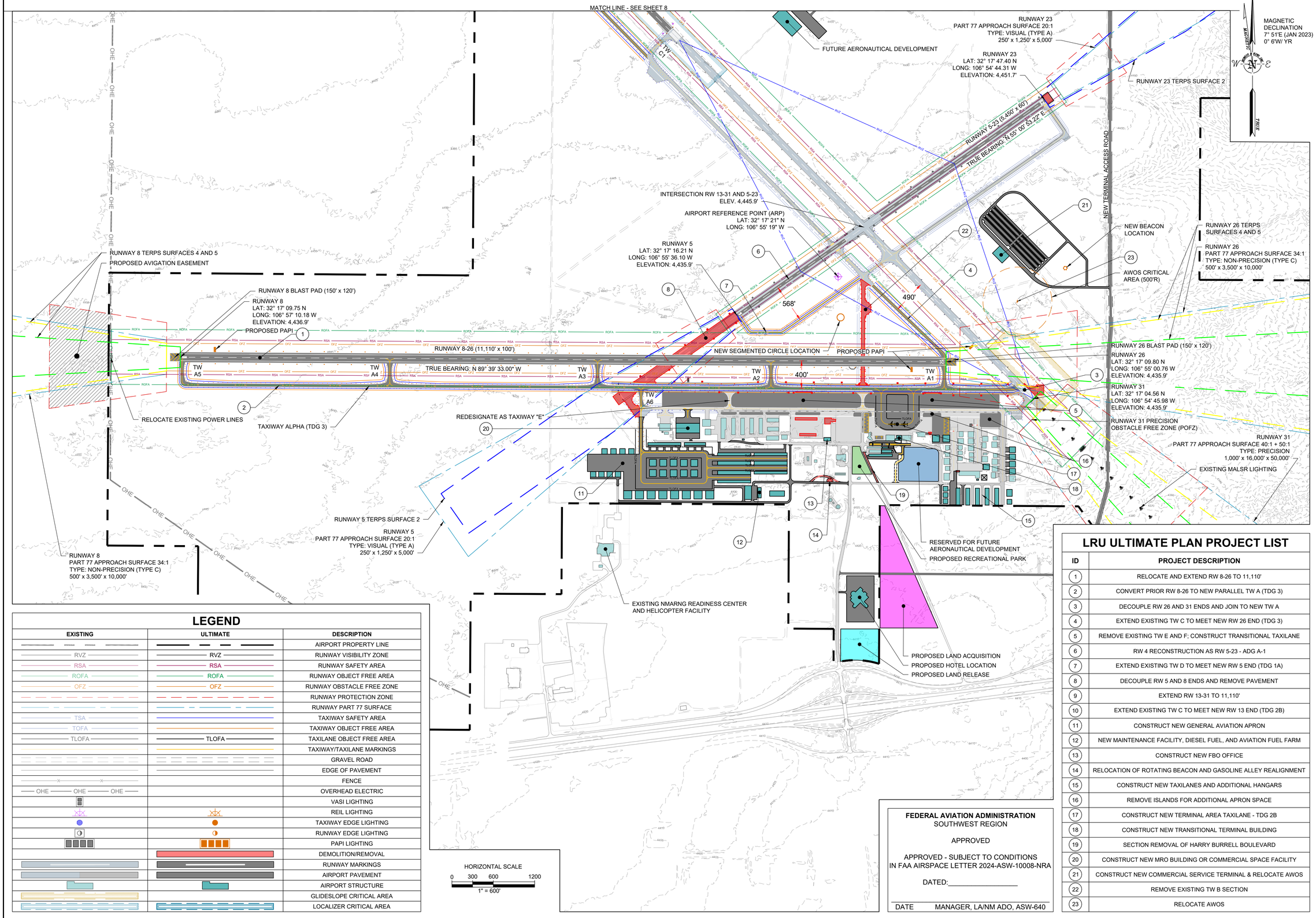
ULTIMATE AIRPORT DATA SHEET

DRAWN BY	DATE
AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

6

SHEET 6 OF 32



LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE MARKINGS
		GRAVEL ROAD
		EDGE OF PAVEMENT
x x		FENCE
OHE OHE OHE		OVERHEAD ELECTRIC
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

HORIZONTAL SCALE
0 300 600 1200
1" = 600'

LRU ULTIMATE PLAN PROJECT LIST

ID	PROJECT DESCRIPTION
1	RELOCATE AND EXTEND RW 8-26 TO 11,110'
2	CONVERT PRIOR RW 8-26 TO NEW PARALLEL TW A (TDG 3)
3	DECOUPLE RW 26 AND 31 ENDS AND JOIN TO NEW TW A
4	EXTEND EXISTING TW C TO MEET NEW RW 26 END (TDG 3)
5	REMOVE EXISTING TW E AND F; CONSTRUCT TRANSITIONAL TAXILANE
6	RW 4 RECONSTRUCTION AS RW 5-23 - ADG A-1
7	EXTEND EXISTING TW D TO MEET NEW RW 5 END (TDG 1A)
8	DECOUPLE RW 5 AND 8 ENDS AND REMOVE PAVEMENT
9	EXTEND RW 13-31 TO 11,110'
10	EXTEND EXISTING TW C TO MEET NEW RW 13 END (TDG 2B)
11	CONSTRUCT NEW GENERAL AVIATION APRON
12	NEW MAINTENANCE FACILITY, DIESEL FUEL, AND AVIATION FUEL FARM
13	CONSTRUCT NEW FBO OFFICE
14	RELOCATION OF ROTATING BEACON AND GASOLINE ALLEY REALIGNMENT
15	CONSTRUCT NEW TAXILANES AND ADDITIONAL HANGARS
16	REMOVE ISLANDS FOR ADDITIONAL APRON SPACE
17	CONSTRUCT NEW TERMINAL AREA TAXILANE - TDG 2B
18	CONSTRUCT NEW TRANSITIONAL TERMINAL BUILDING
19	SECTION REMOVAL OF HARRY BURRELL BOULEVARD
20	CONSTRUCT NEW MRO BUILDING OR COMMERCIAL SPACE FACILITY
21	CONSTRUCT NEW COMMERCIAL SERVICE TERMINAL & RELOCATE AWOS
22	REMOVE EXISTING TW B SECTION
23	RELOCATE AWOS

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGION

APPROVED

APPROVED - SUBJECT TO CONDITIONS
IN FAA AIRSPACE LETTER 2024-ASW-10008-NRA

DATED:_____

DATE MANAGER, LA/NM ADO, ASW-640

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LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

ULTIMATE AIRPORT LAYOUT PLAN (1 OF 2)

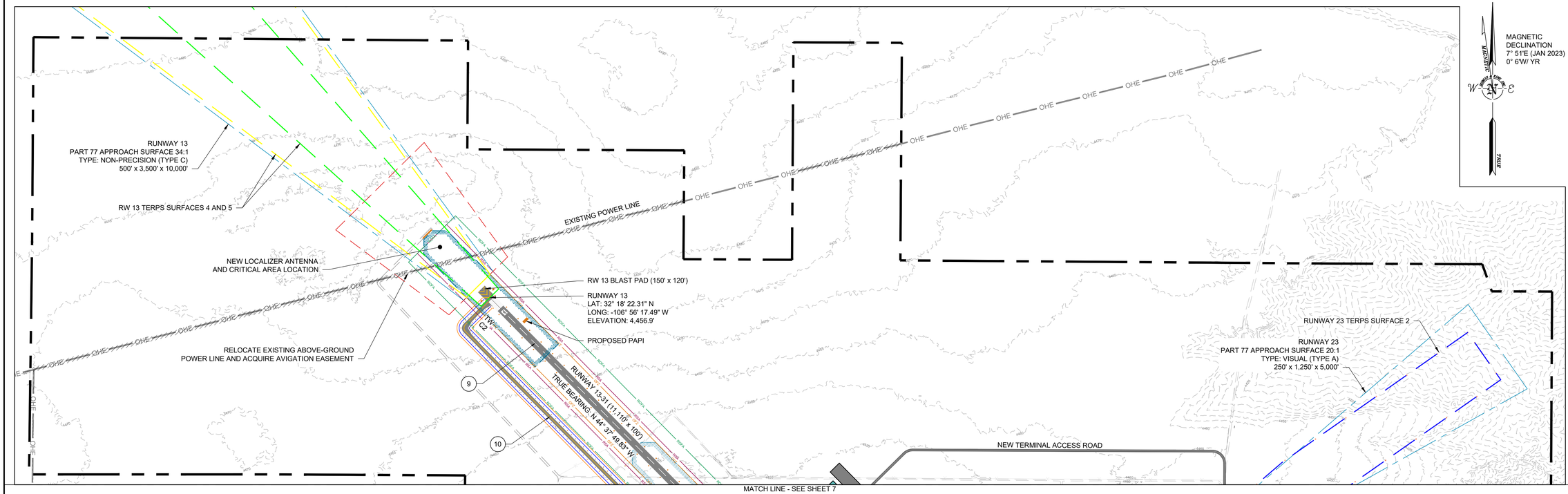
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AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

7

SHEET 7 OF 32

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HORIZONTAL SCALE

0 300 600 1200

1" = 600'

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE MARKINGS
		GRAVEL ROAD
		EDGE OF PAVEMENT
x x		FENCE
OHE OHE OHE		OVERHEAD ELECTRIC
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

LRU ULTIMATE PLAN PROJECT LIST

ID	PROJECT DESCRIPTION
1	RELOCATE AND EXTEND RW 8-26 TO 11,110'
2	CONVERT PRIOR RW 8-26 TO NEW PARALLEL TW E
3	DECOUPLE RW 26 AND 31 ENDS AND JOIN TO NEW TW E
4	EXTEND EXISTING TW C TO MEET NEW RW 26 END
5	REMOVE EXISTING TW E AND F
6	RW 4 RECONSTRUCTION AS RW 5-23 - ADG A-1
7	EXTEND EXISTING TW D TO MEET NEW RW 5 END
8	DECOUPLE RW 5 AND 8 ENDS AND REMOVE PAVEMENT
9	EXTEND RW 13-31 TO 11,110'
10	EXTEND EXISTING TW C TO MEET NEW RW 13 END (TDG 3)
11	CONSTRUCT NEW GENERAL AVIATION APRON
12	NEW MAINTENANCE FACILITY, DIESEL FUEL, AND AVIATION FUEL FARM
13	CONSTRUCT NEW FBO OFFICE
14	RELOCATION OF ROTATING BEACON AND GASOLINE ALLEY REALIGNMENT
15	CONSTRUCT NEW TAXILANES AND ADDITIONAL HANGARS
16	REMOVE ISLANDS FOR ADDITIONAL APRON SPACE
17	CONSTRUCT NEW TERMINAL AREA TAXILANE - TDG 2B
18	CONSTRUCT NEW TRANSITIONAL TERMINAL BUILDING
19	SECTION REMOVAL OF HARRY BURRELL BOULEVARD
20	CONSTRUCT NEW MRO BUILDING OR COMMERCIAL SPACE FACILITY
21	CONSTRUCT NEW COMMERCIAL SERVICE TERMINAL BUILDING
22	REMOVE EXISTING TW B SECTION
23	RELOCATE AWOS

FEDERAL AVIATION ADMINISTRATION
SOUTHWEST REGION

APPROVED

APPROVED - SUBJECT TO CONDITIONS
IN FAA AIRSPACE LETTER 2024-ASW-10008-NRA

DATED:_____

DATE MANAGER, LA/NM ADO, ASW-640

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LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

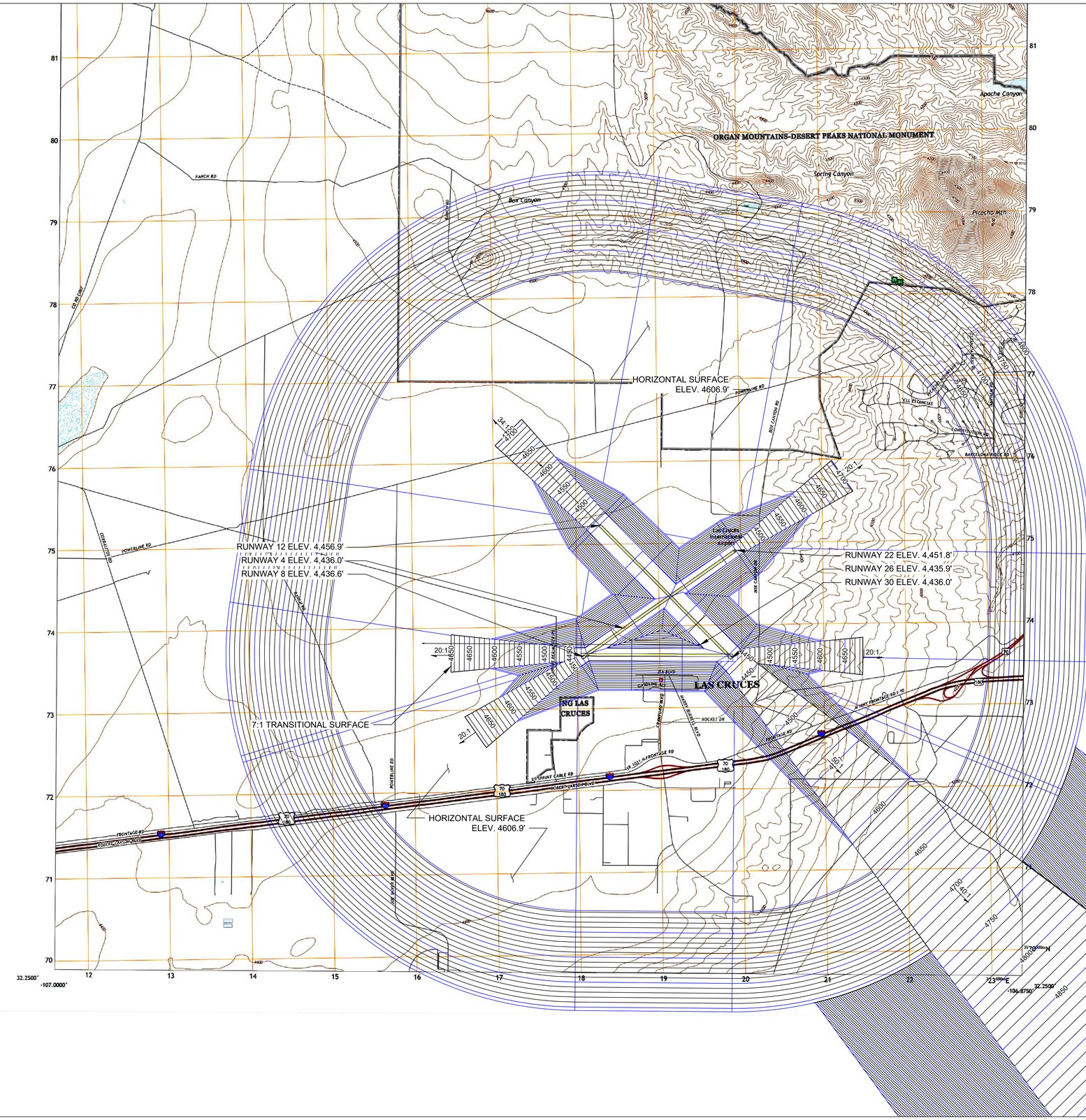
ULTIMATE AIRPORT LAYOUT PLAN (2 OF 2)

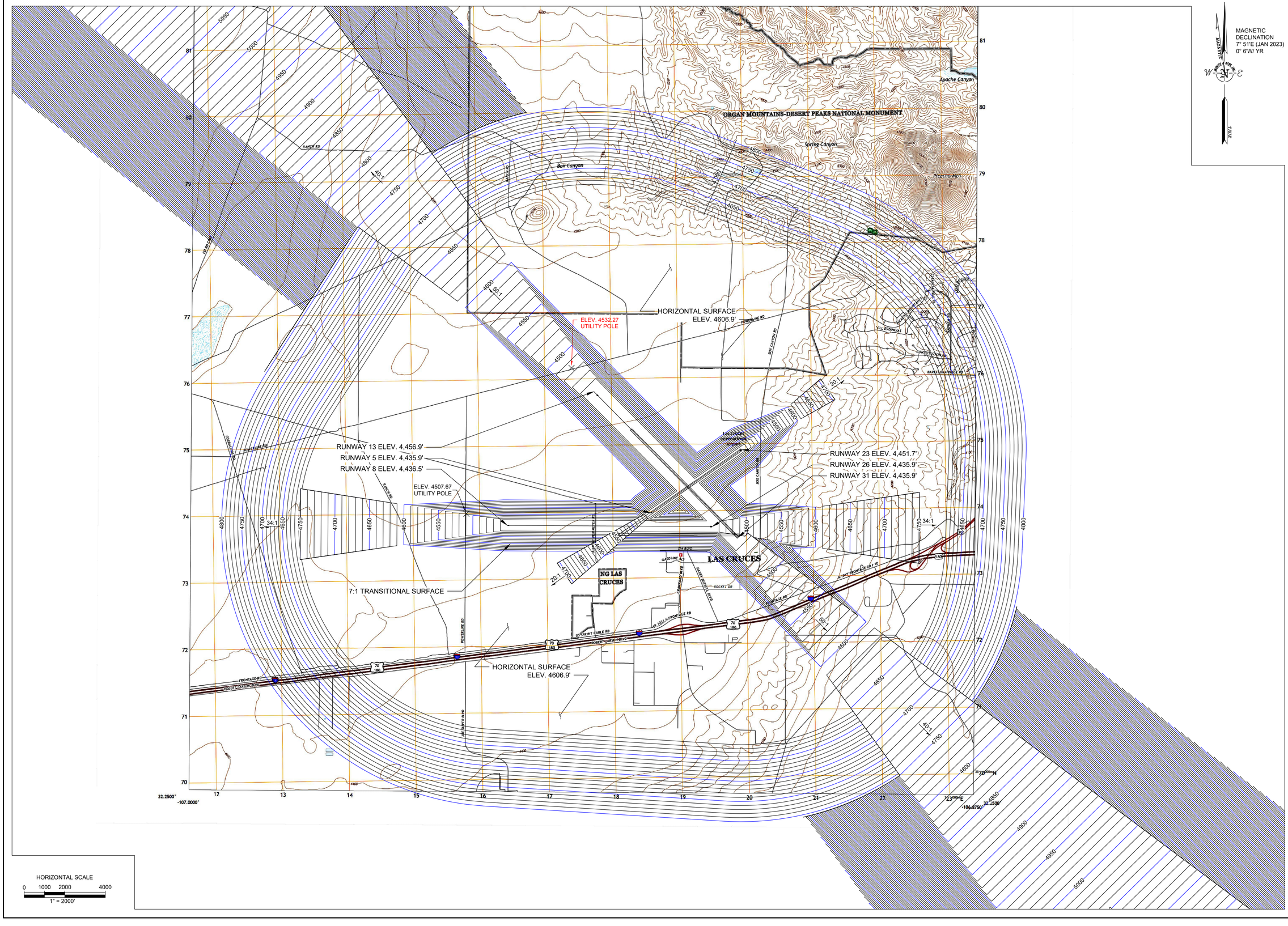
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AJL	NOV. 2024
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MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

8

SHEET 8 OF 32


ORGAN MOUNTAINS-DESERT PEAKS NATIONAL MONUMENT
Apache Canyon
Spring Canyon
Box Canyon
Picacho Mtn
RANCH RD
OLD RT 70
POWERLINE RD
COMMERCIAL RD
BOX CANYON RD
HORIZONTAL SURFACE
ELEV. 4606.9'
RUNWAY 12 ELEV. 4,456.9'
RUNWAY 4 ELEV. 4,436.0'
RUNWAY 8 ELEV. 4,436.6'
RUNWAY 22 ELEV. 4,451.8'
RUNWAY 26 ELEV. 4,435.9'
RUNWAY 30 ELEV. 4,436.0'
7:1 TRANSITIONAL SURFACE
20:1
LAS CRUCES
NG LAS CRUCES
ZIA BLVD
CAMPBELL RD
HERB BUSSELL RD
ROCKET DR
AIRPORT FRONTAGE RD I-10
US 70/I-10 FRONTAGE RD
LOS PRADOS MOBILE HOME PARK
LOS ENCINOS MOBILE HOME PARK
LOS ENCINOS
LOS ENCINOS MOBILE HOME PARK
LOS ENCINOS MOBILE HOME PARK
LOS ENCINOS MOBILE HOME PARK



HORIZONTAL SCALE
0 1000 2000 4000
1" = 2000'

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LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

INTERMEDIATE AIRSPACE PLAN

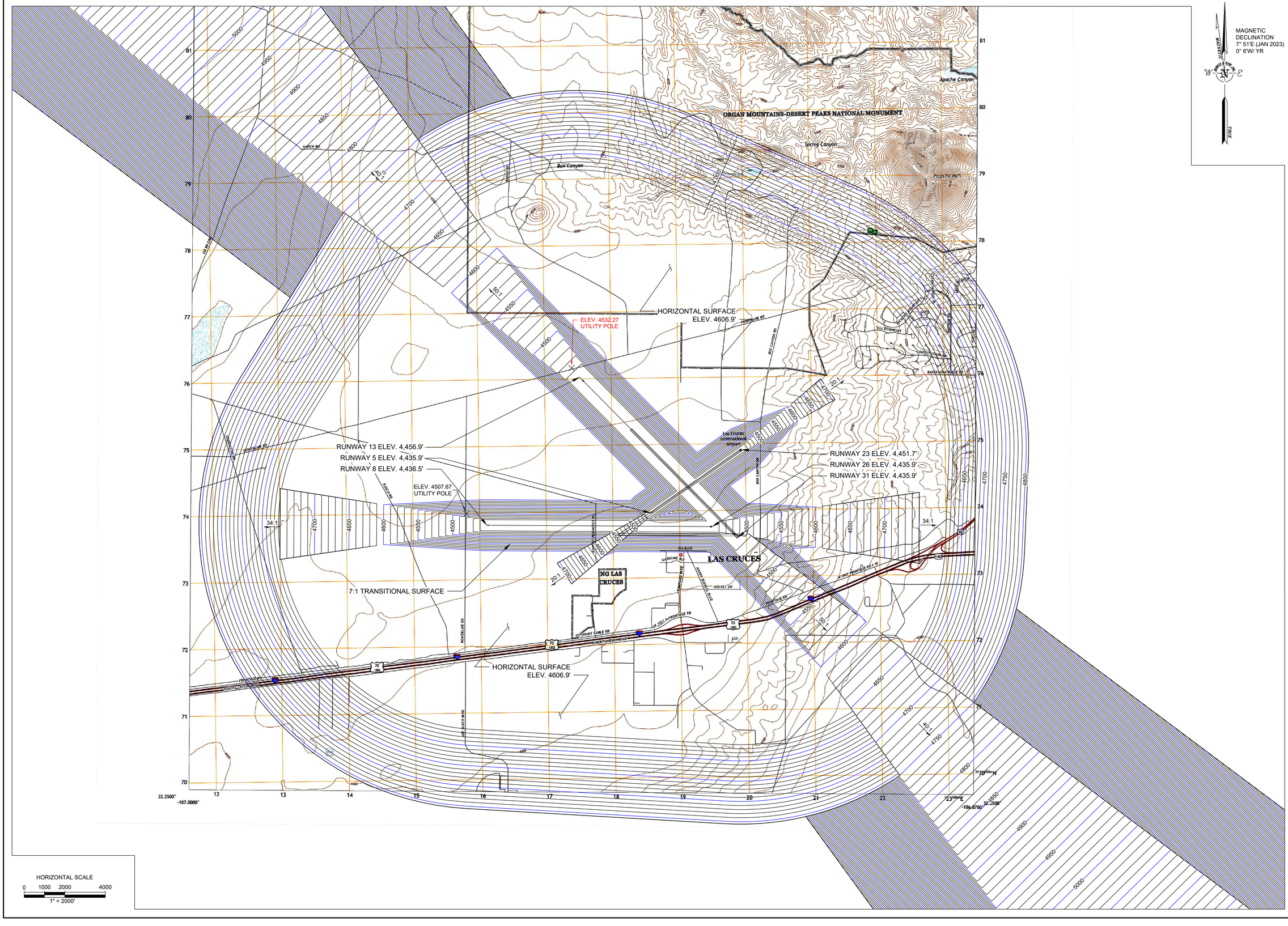
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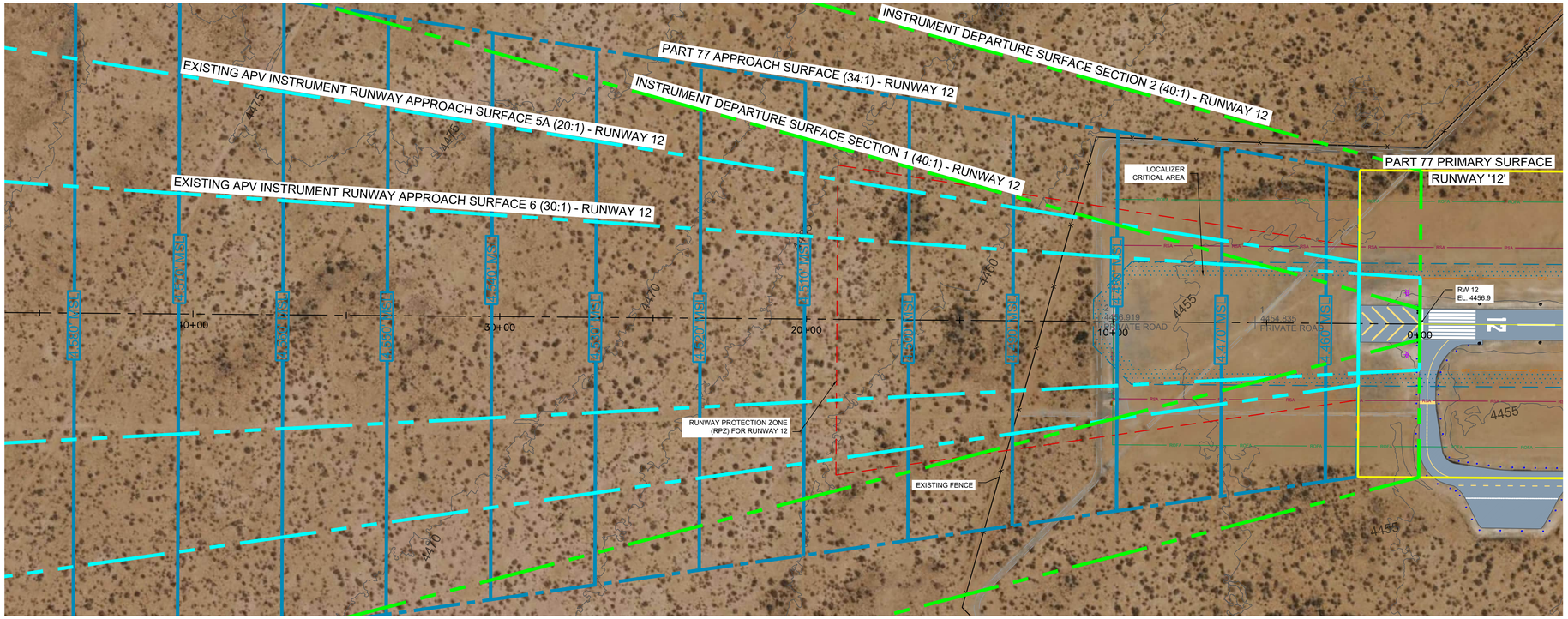
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10

SHEET 10 OF 32

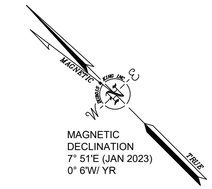
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ORGAN MOUNTAINS-DESERT PEAKS NATIONAL MONUMENT
Apache Canyon
Spring Canyon
Box Canyon
Picacho Mtn
HORIZONTAL SURFACE
ELEV. 4606.9'
ELEV. 4532.27
UTILITY POLE
RUNWAY 13 ELEV. 4,456.9'
RUNWAY 5 ELEV. 4,435.9'
RUNWAY 8 ELEV. 4,436.5'
RUNWAY 23 ELEV. 4,451.7'
RUNWAY 26 ELEV. 4,435.9'
RUNWAY 31 ELEV. 4,435.9'
ELEV. 4507.67
UTILITY POLE
7:1 TRANSITIONAL SURFACE
HORIZONTAL SURFACE
ELEV. 4606.9'
LAS CRUCES
NG LAS CRUCES
Las Cruces International Airport
POWERLINE RD
BOX CANYON RD
SPRING RD
RANCH RD
ROCKET DR
HARRY MEDLEY BLVD
JOE ELVIDO BLVD
CAMPUS BLVD
LA TIENDA DR
CONSTITUTION RD
BARCELONA WOODS RD
SUNSET CABLE RD
LA TIENDA
LA MESA
LA MESA RD
LA MESA RD
LA MESA RD



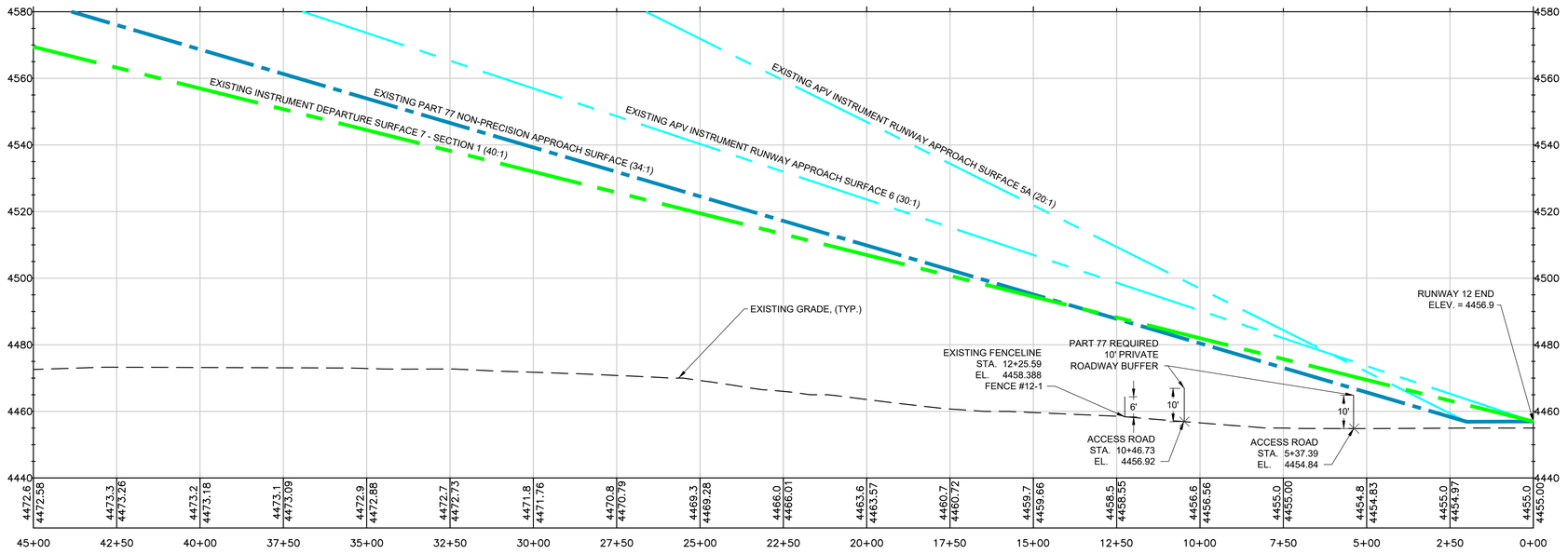
RUNWAY 12 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'

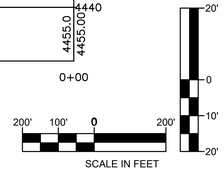


LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING APV APPROACH SURFACE
	EXISTING INSTRUMENT DEPARTURE SURFACE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 12 PROFILE VIEW



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LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY 12

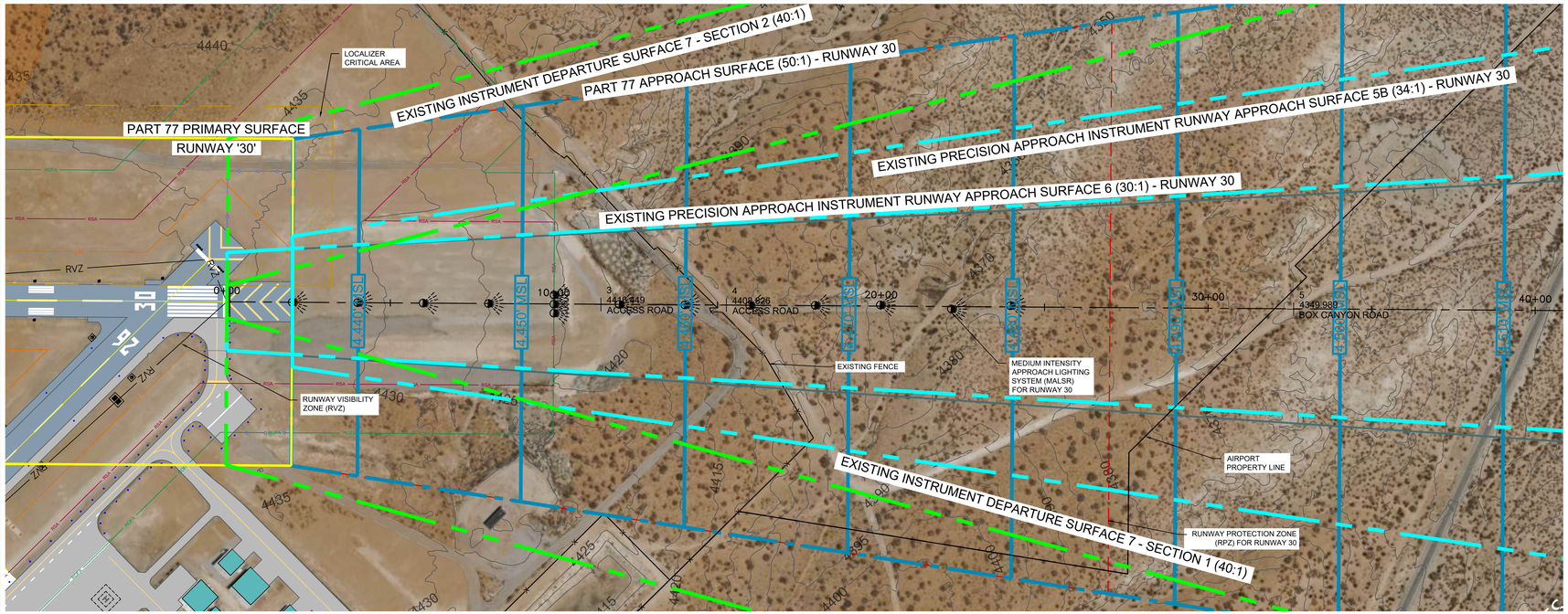
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12

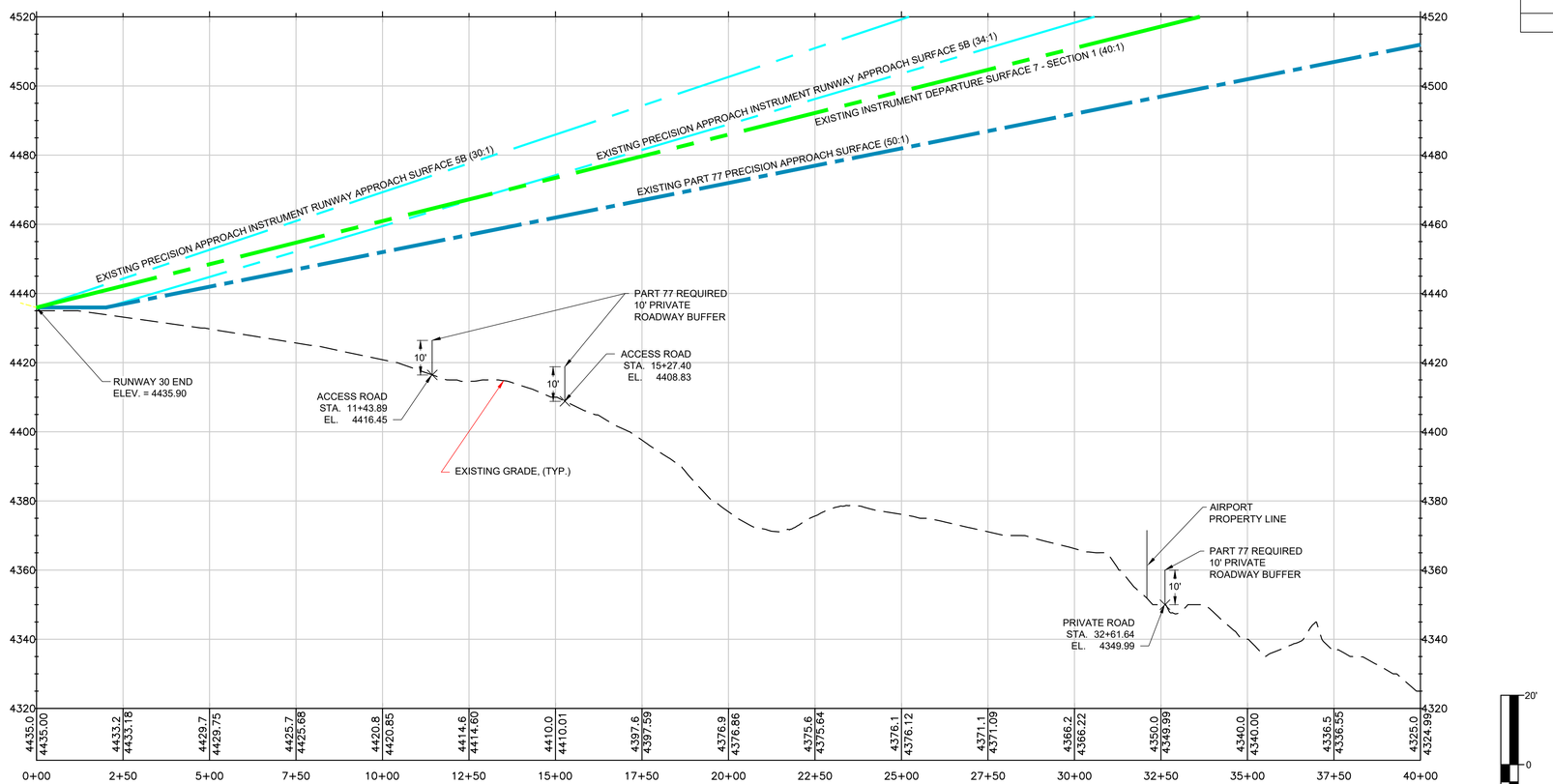
SHEET 12 OF 32

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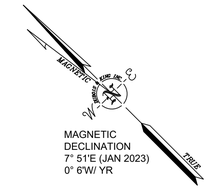


RUNWAY 30 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'



RUNWAY 30 PROFILE VIEW



LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING PA APPROACH SURFACE
	EXISTING INSTRUMENT DEPARTURE SURFACE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS

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LAS CRUCES,
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MASTER PLAN

SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY '30'

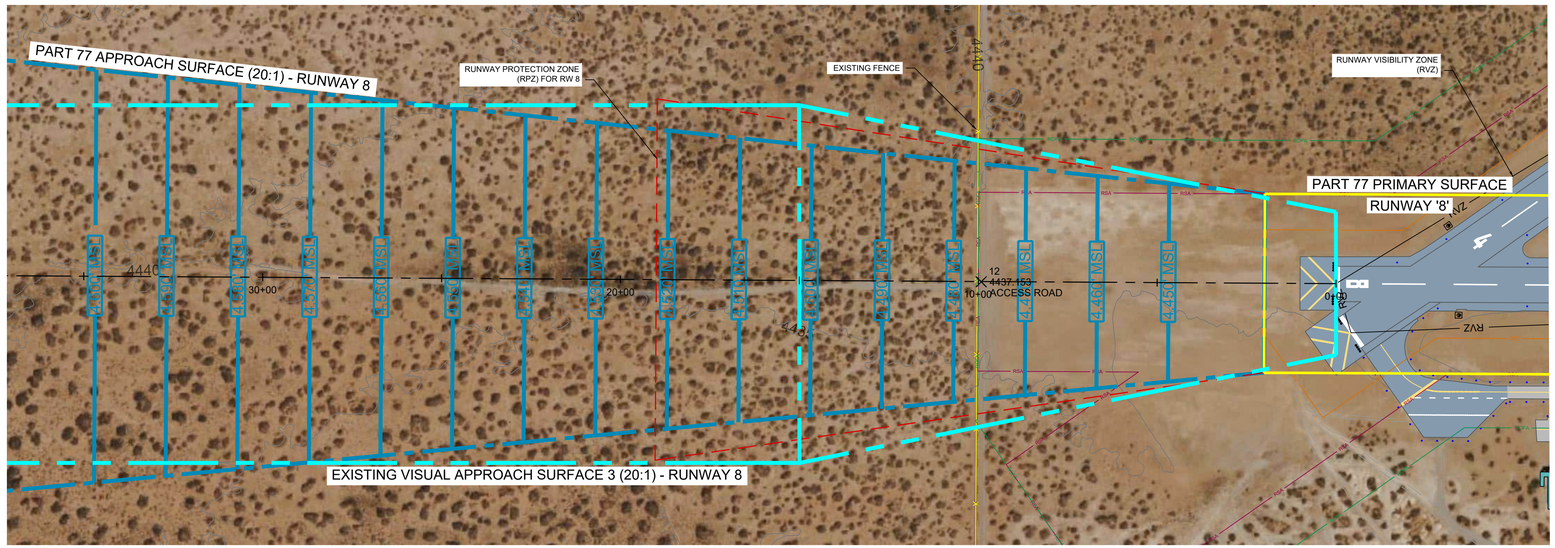
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AJL	NOV. 2024
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MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

13

SHEET 13 OF 32

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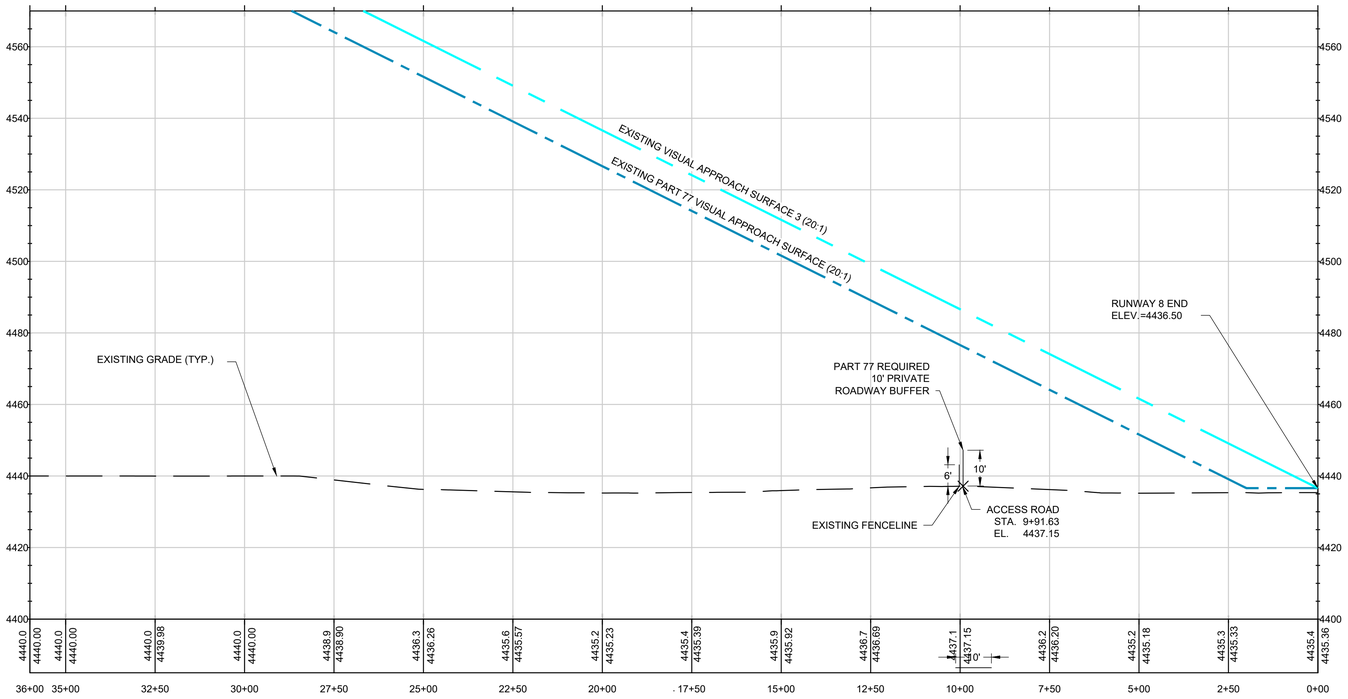


RUNWAY 8
PLAN VIEW

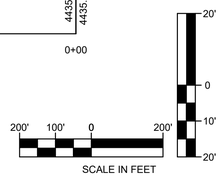
HORIZONTAL SCALE
0 100 200 400
1"= 200'

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING VISUAL APPROACH SURFACE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 8
PROFILE VIEW



MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

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LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY 8

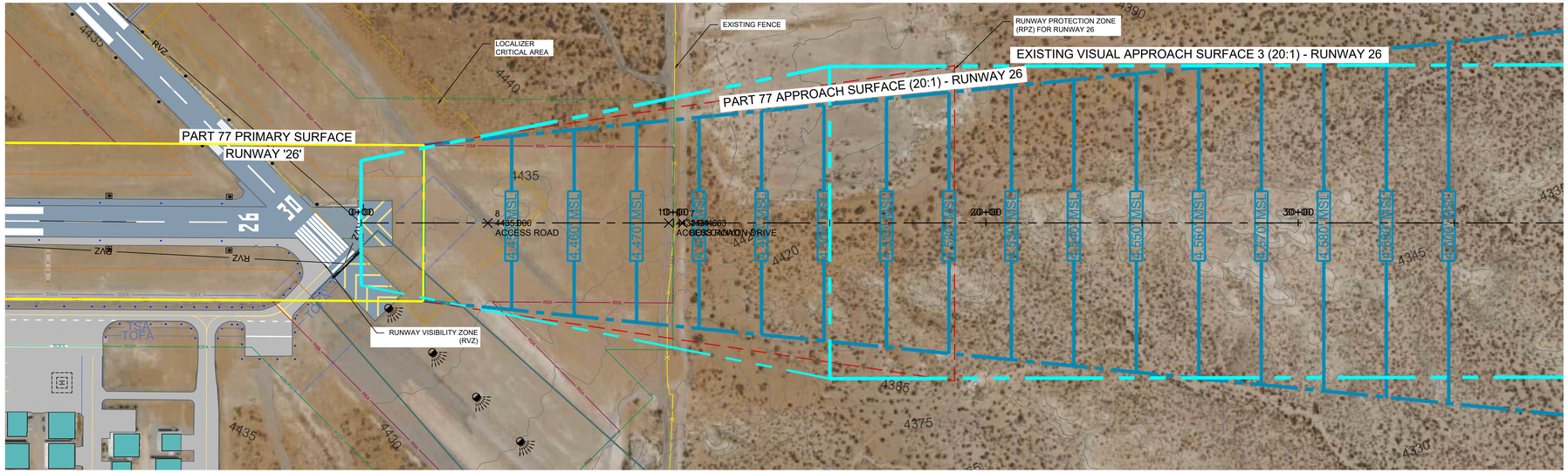
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AJL	NOV. 2024
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PROJ. MGR.	D&K ARCHIVE #
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SHEET NUMBER

14

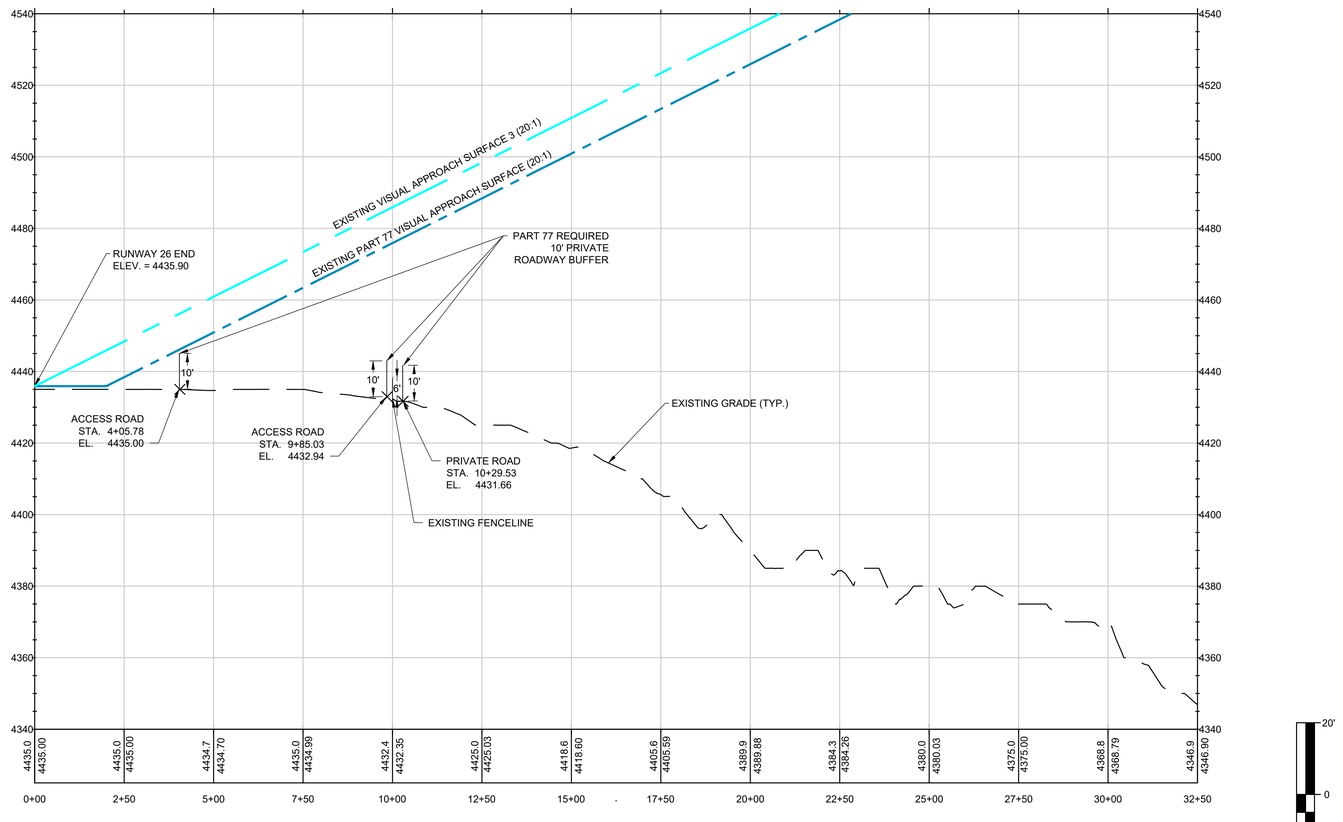
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RUNWAY 26 PLAN VIEW

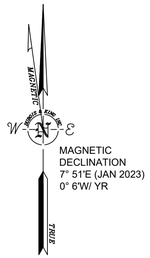
HORIZONTAL SCALE
0 100 200 400
1"= 200'



RUNWAY 26 PROFILE VIEW

LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING VISUAL APPROACH SURFACE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



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LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXISTING INNER APPROACH SURFACE RUNWAY 26

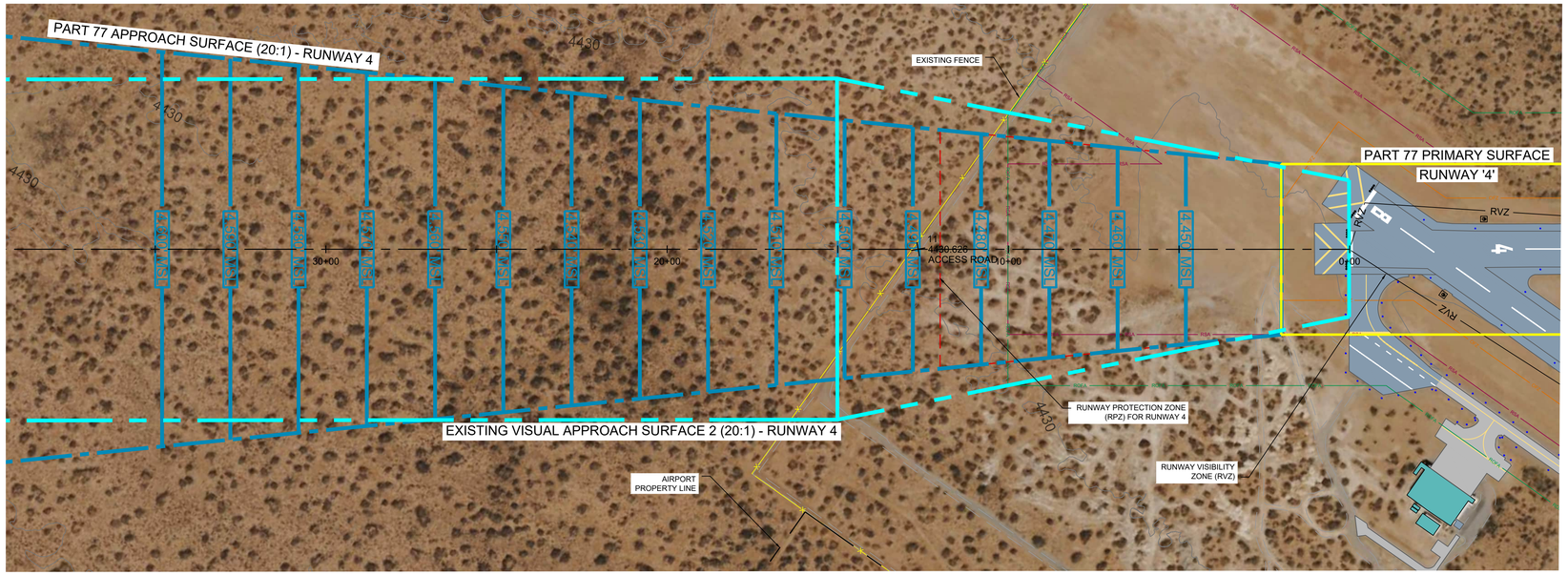
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CHECKED BY	D&K PROJECT #
MCG	327310
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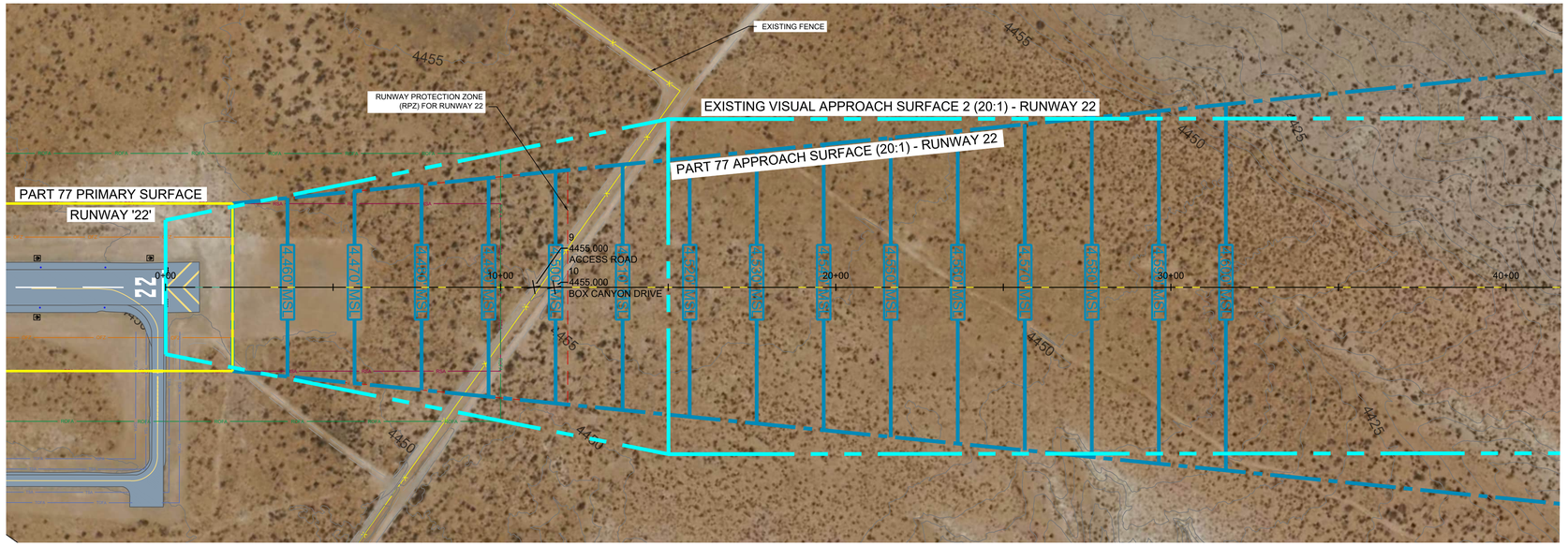
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15

SHEET 15 OF 32

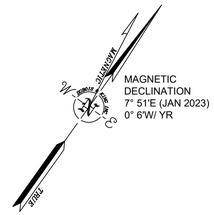
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PART 77 APPROACH SURFACE (20:1) - RUNWAY 4
EXISTING FENCE
PART 77 PRIMARY SURFACE
RUNWAY '4'
RVZ
RVZ
RVZ
4430
4430
4430



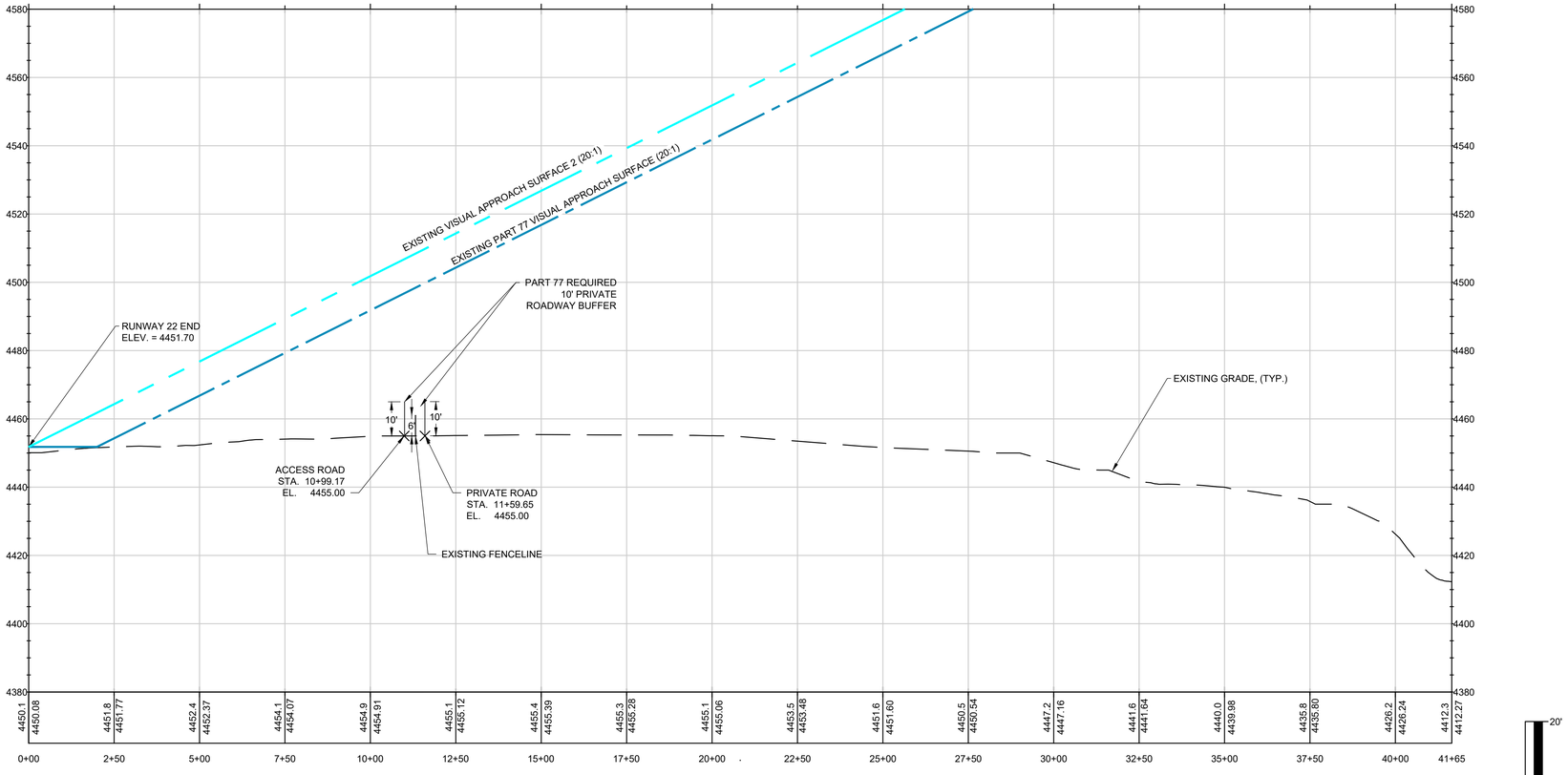
RUNWAY 22 PLANVIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'



LEGEND

EXISTING	DESCRIPTION
	AIRPORT PROPERTY LINE
	PART 77 PRIMARY SURFACE
	EXISTING PART 77 APPROACH SURFACE
	EXISTING VISUAL APPROACH SURFACE
	FENCE
	RUNWAY PROTECTION ZONE
	CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 22 PROFILE

200' 100' 0 200'
20' 0 10' 20'
SCALE IN FEET

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EXISTING INNER APPROACH SURFACE RUNWAY 22

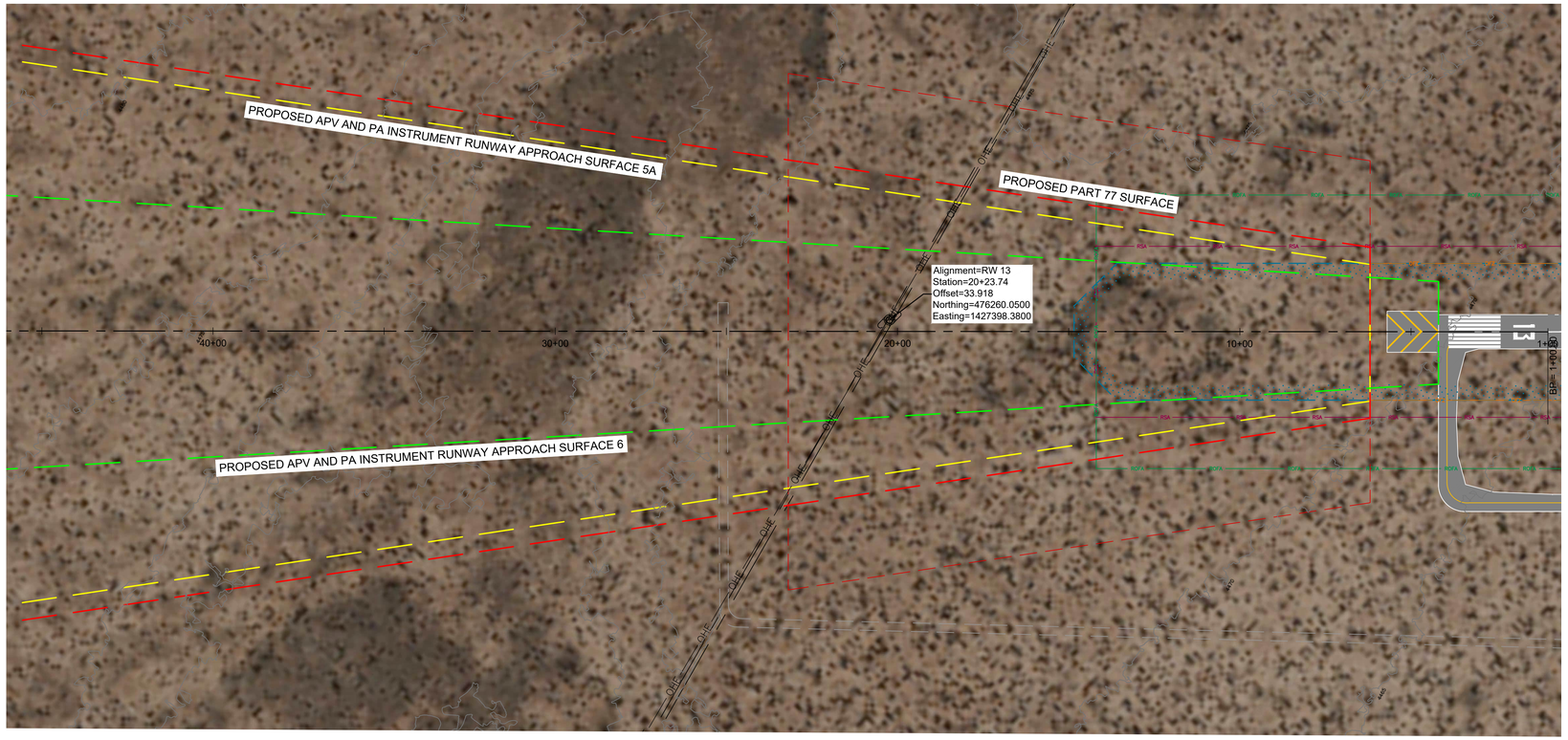
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AJL	NOV. 2024
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17

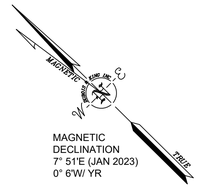
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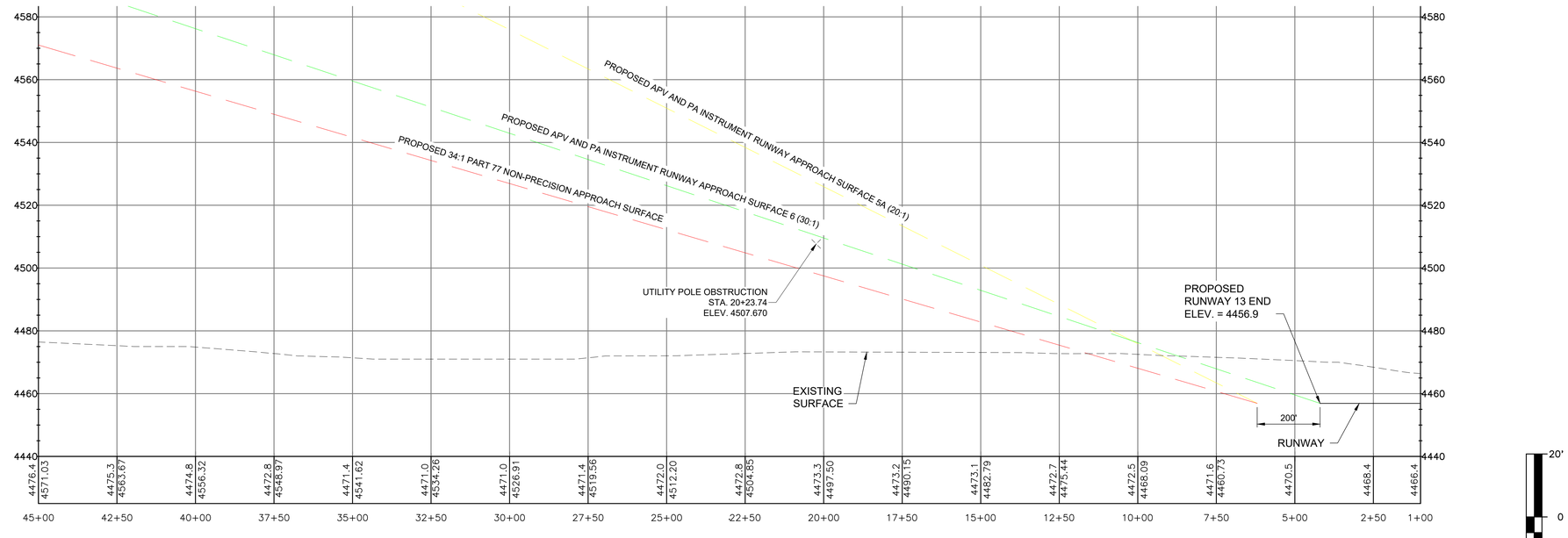
RUNWAY 13 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'

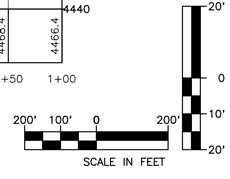


LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 13 PROFILE VIEW



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MASTER PLAN

SHEET TITLE

INTERMEDIATE INNER APPROACH SURFACE RUNWAY 13

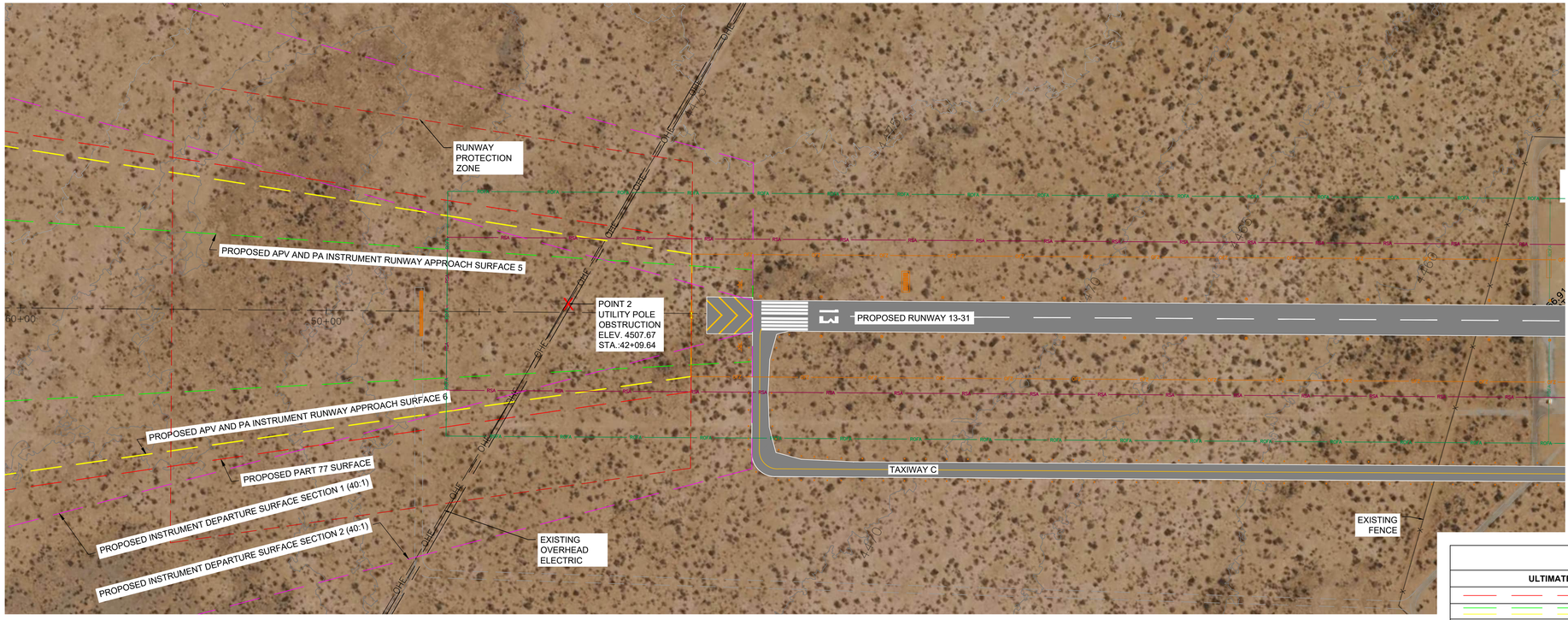
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18

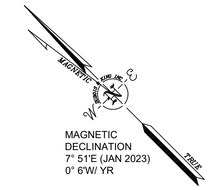
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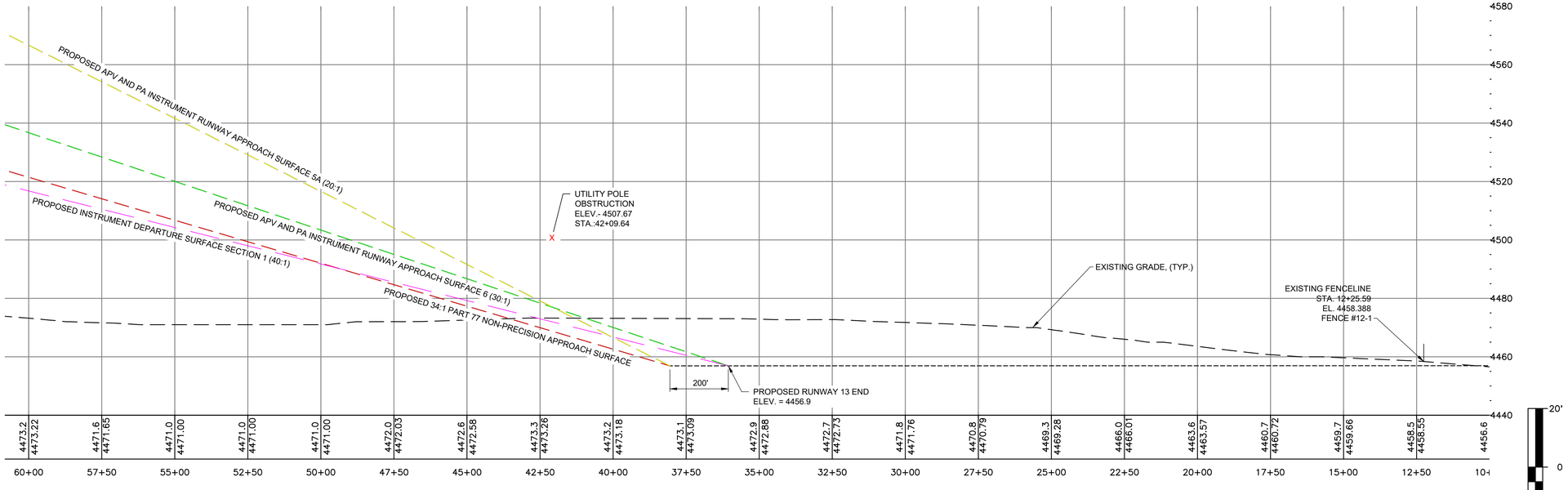
RUNWAY 13 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1" =200'



LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACES
	INSTRUMENT DEPARTURE SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 13 OBSTRUCTION TABLE

POINT NUM.	DESCRIPTION	POINT ELEV.	DISTANCE ABOVE PART 77 SURFACE	SURFACE ELEVATION	EASTING	NORTHING	ACTION
2	UTILITY POLE	4,507.67'	38.88'	4,468.79'	672556.36	1346089.78	RELOCATE POWER LINES

RUNWAY 13 PROFILE VIEW

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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY 13

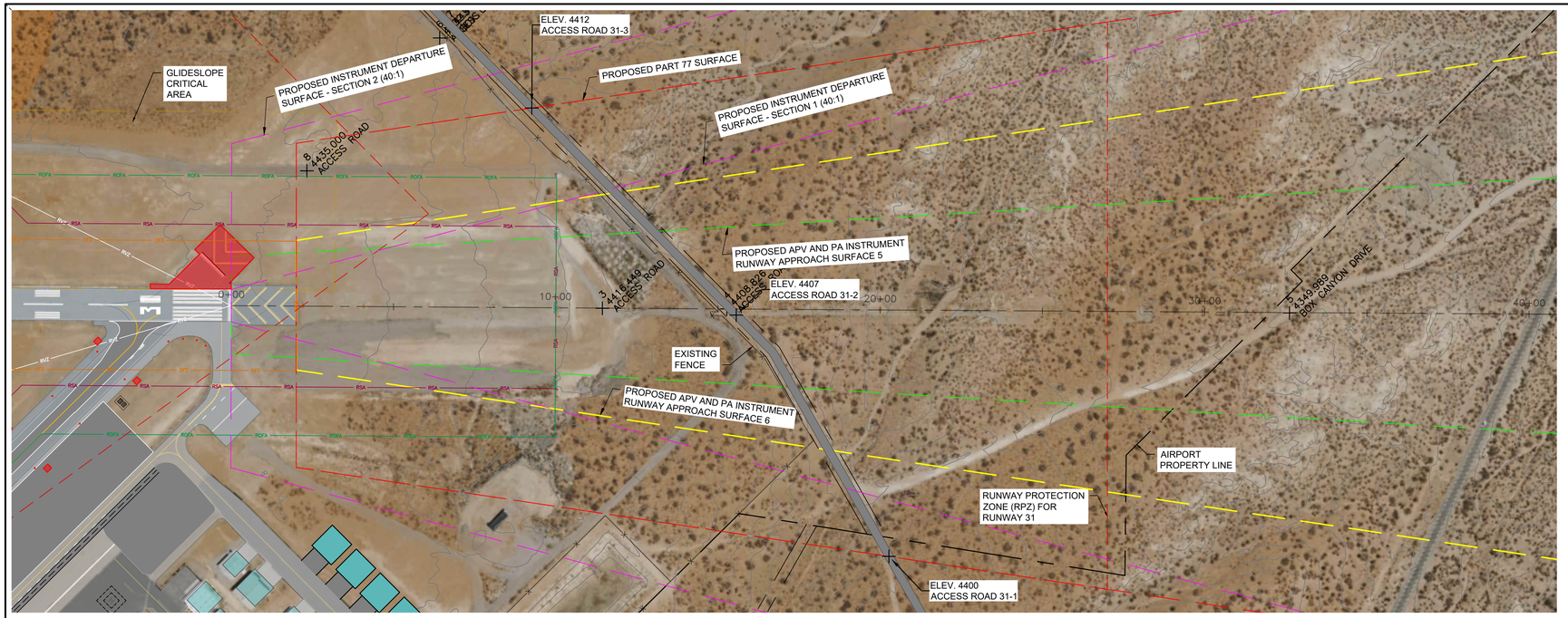
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19

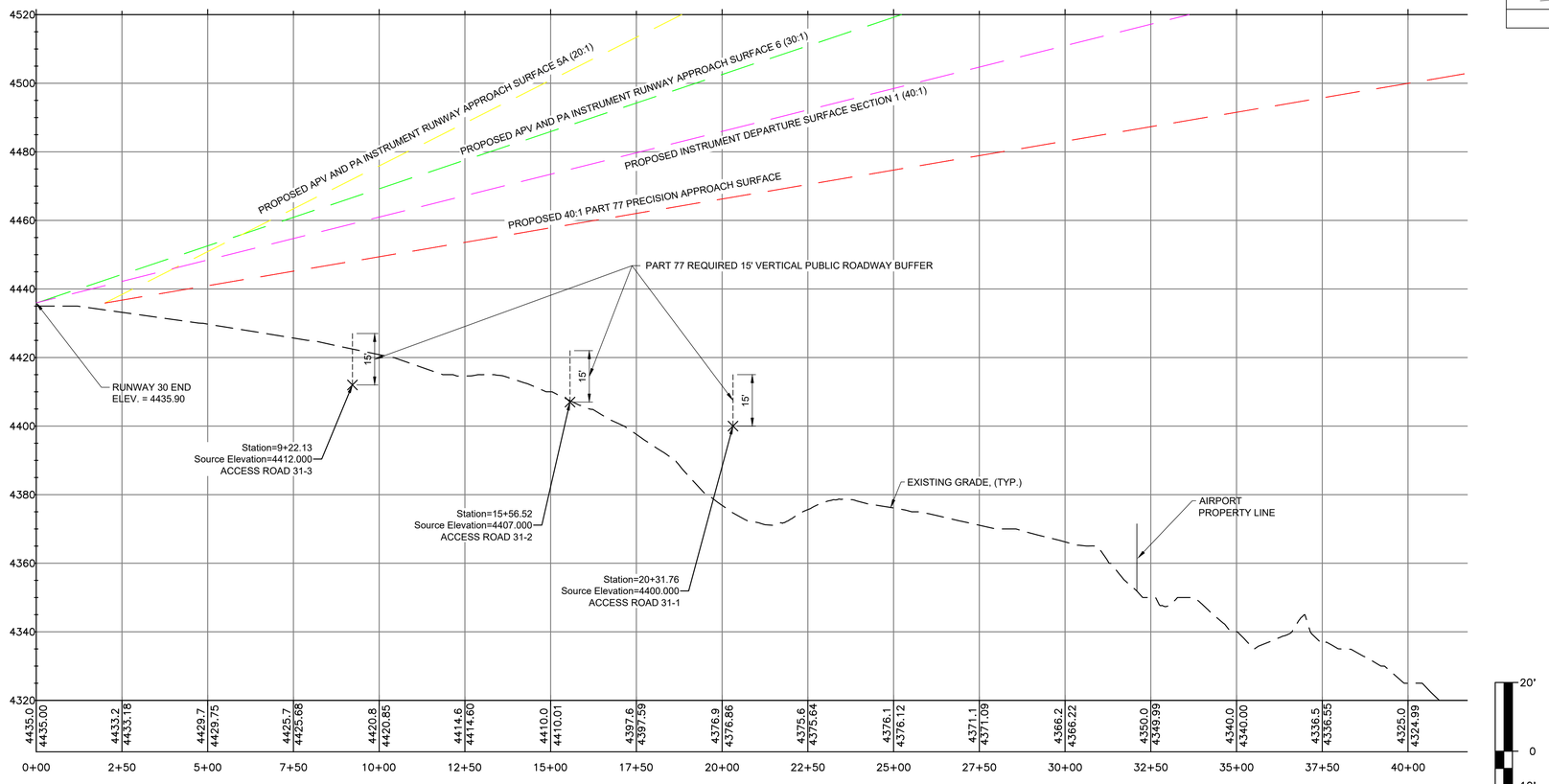
SHEET 19 OF 32

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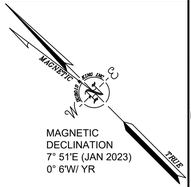


RUNWAY 31 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1" = 200'



RUNWAY 31 PROFILE VIEW



LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACES
	INSTRUMENT DEPARTURE SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS

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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '31'

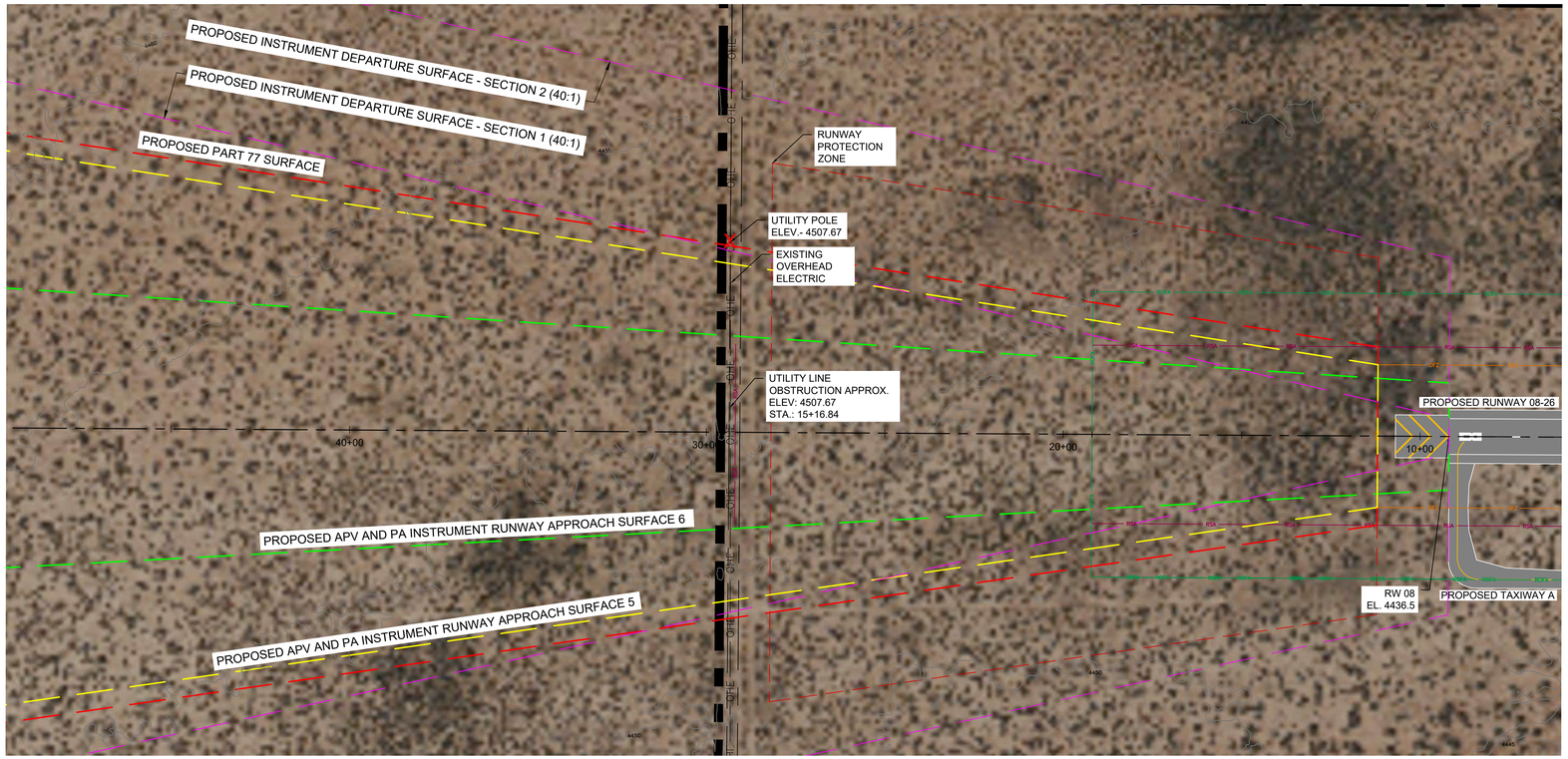
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20

SHEET 20 OF 32

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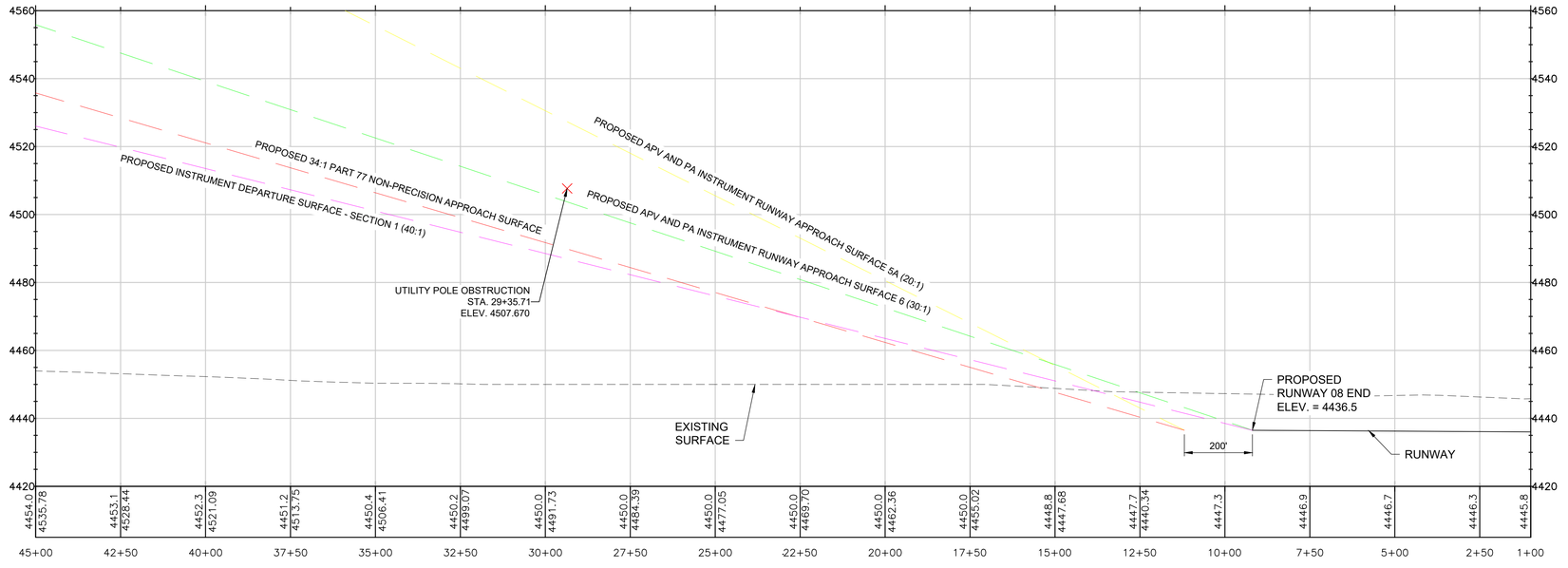
RUNWAY 08 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1"= 200'

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 08 PROFILE VIEW

SCALE IN FEET
200' 100' 0 200'
20' 0 10' 20'

RUNWAY 8 OBSTRUCTION TABLE

POINT NUM.	DESCRIPTION	POINT ELEV.	DISTANCE ABOVE PART 77 SURFACE	SURFACE ELEVATION	EASTING	NORTHING	ACTION
1	UTILITY POLE	4,507.67'	17.83'	4,489.84'	1422213.97	469040.19	RELOCATE POWER LINES

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SHEET TITLE

INTERMEDIATE INNER APPROACH SURFACE RUNWAY 8

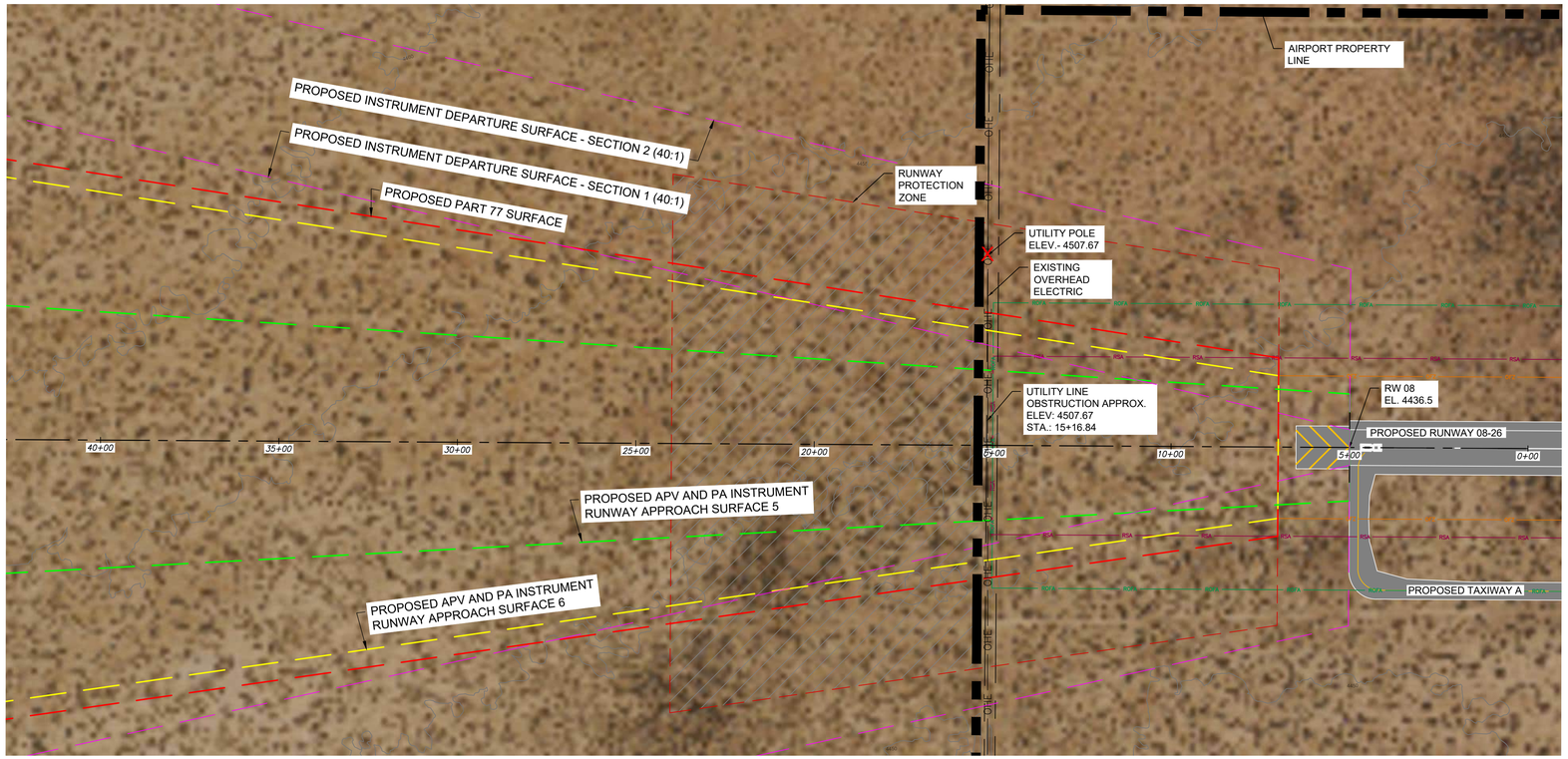
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21

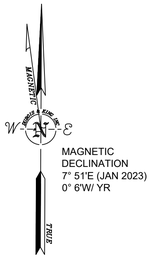
SHEET 21 OF 32

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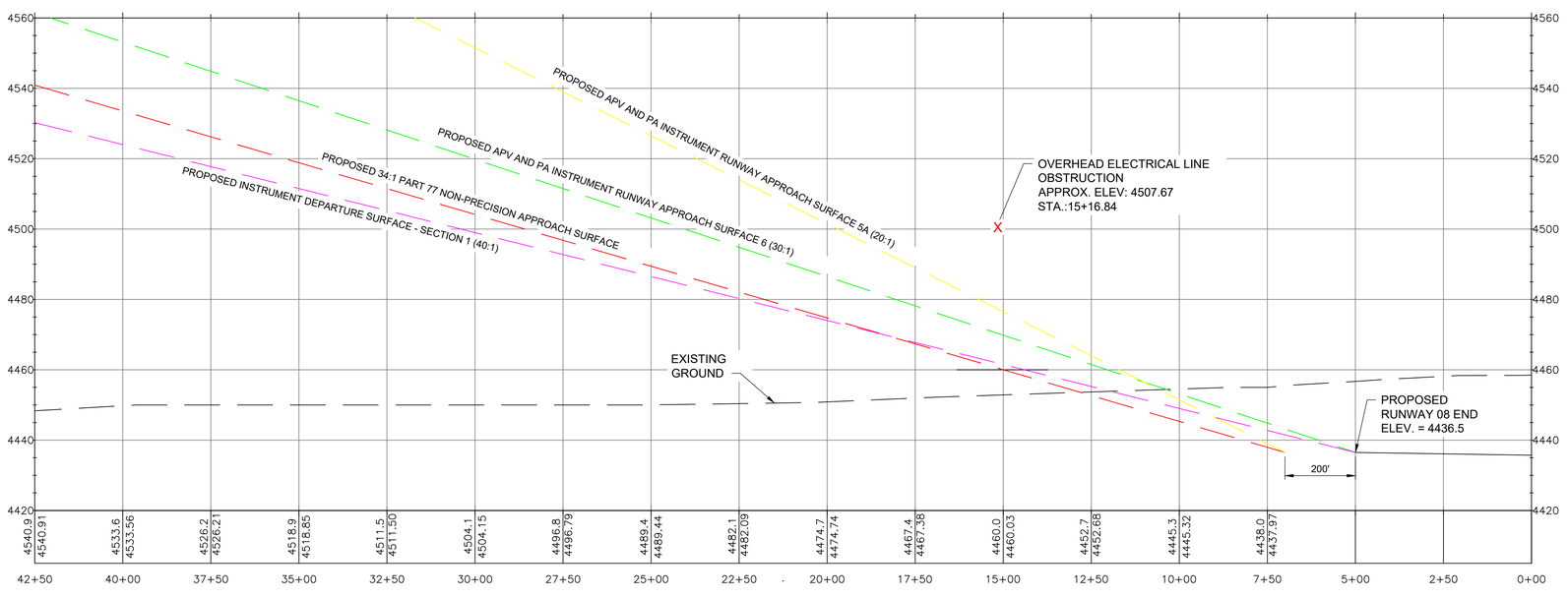
RUNWAY 08 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1" =200'



LEGEND

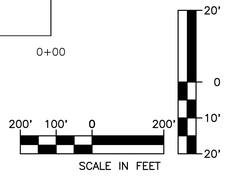
ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACE
	INSTRUMENT DEPARTURE SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 8 OBSTRUCTION TABLE

POINT NUM.	DESCRIPTION	POINT ELEV.	DISTANCE ABOVE PART 77 SURFACE	SURFACE ELEVATION	EASTING	NORTHING	ACTION
1	UTILITY POLE	4,507.67'	47.14'	4,460.53'	1422213.97	469040.19	RELOCATE POWER LINES

RUNWAY 08 PROFILE VIEW



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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY 8

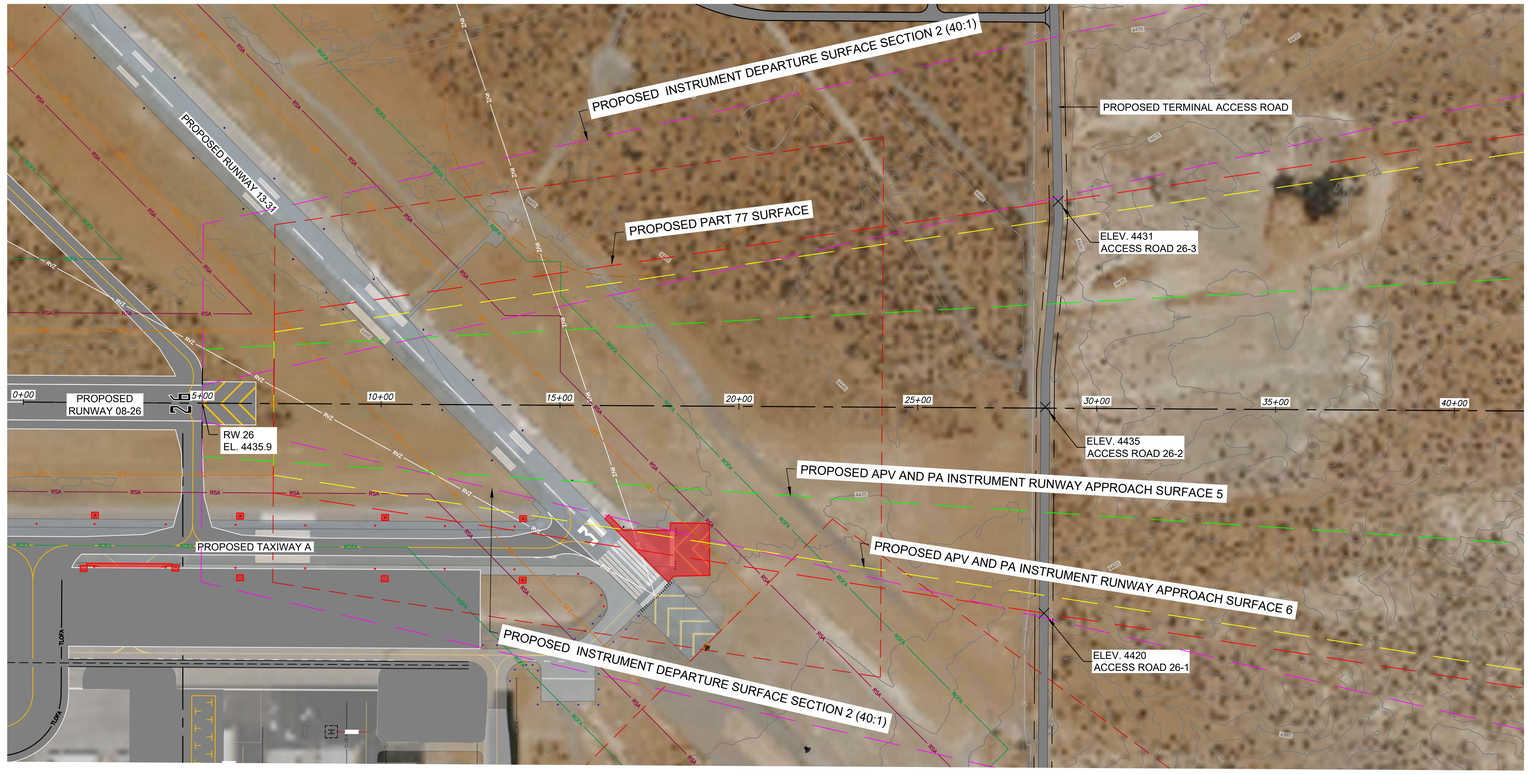
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22

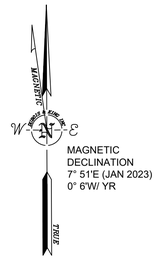
SHEET 22 OF 32

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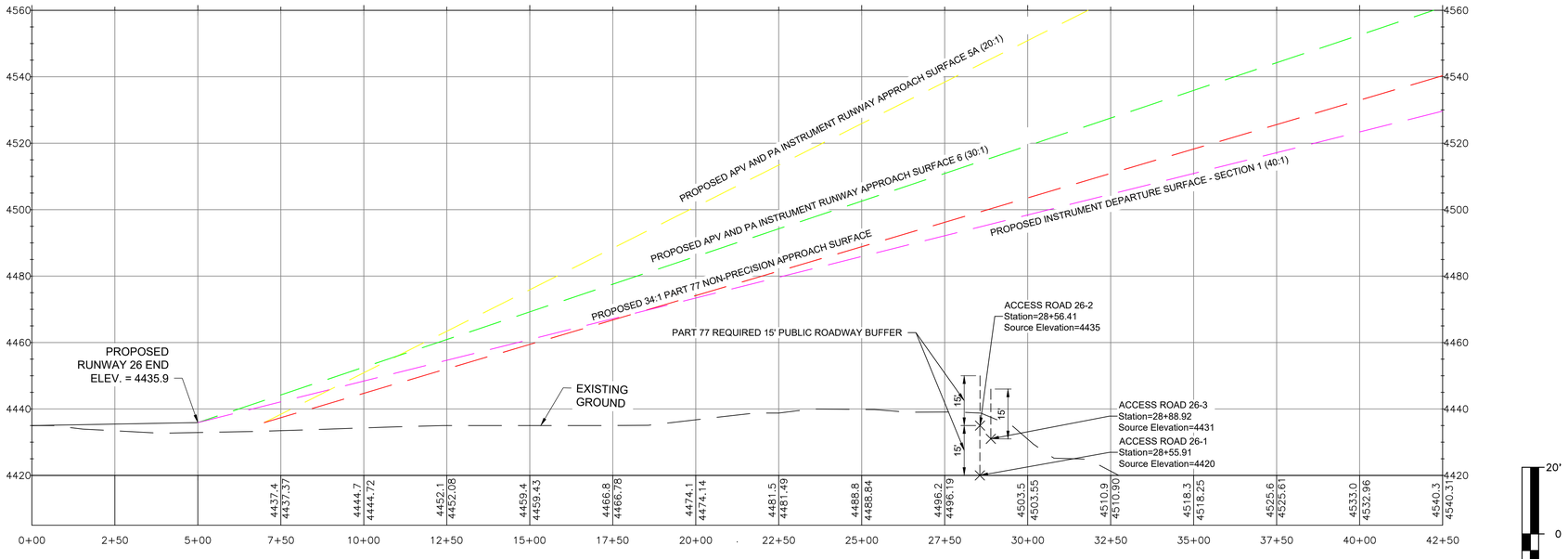
RUNWAY 26 PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1" = 200'

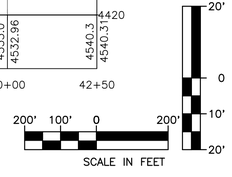


LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	APV AND PA APPROACH SURFACE
	INSTRUMENT DEPARTURE SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS



RUNWAY 26 PROFILE VIEW



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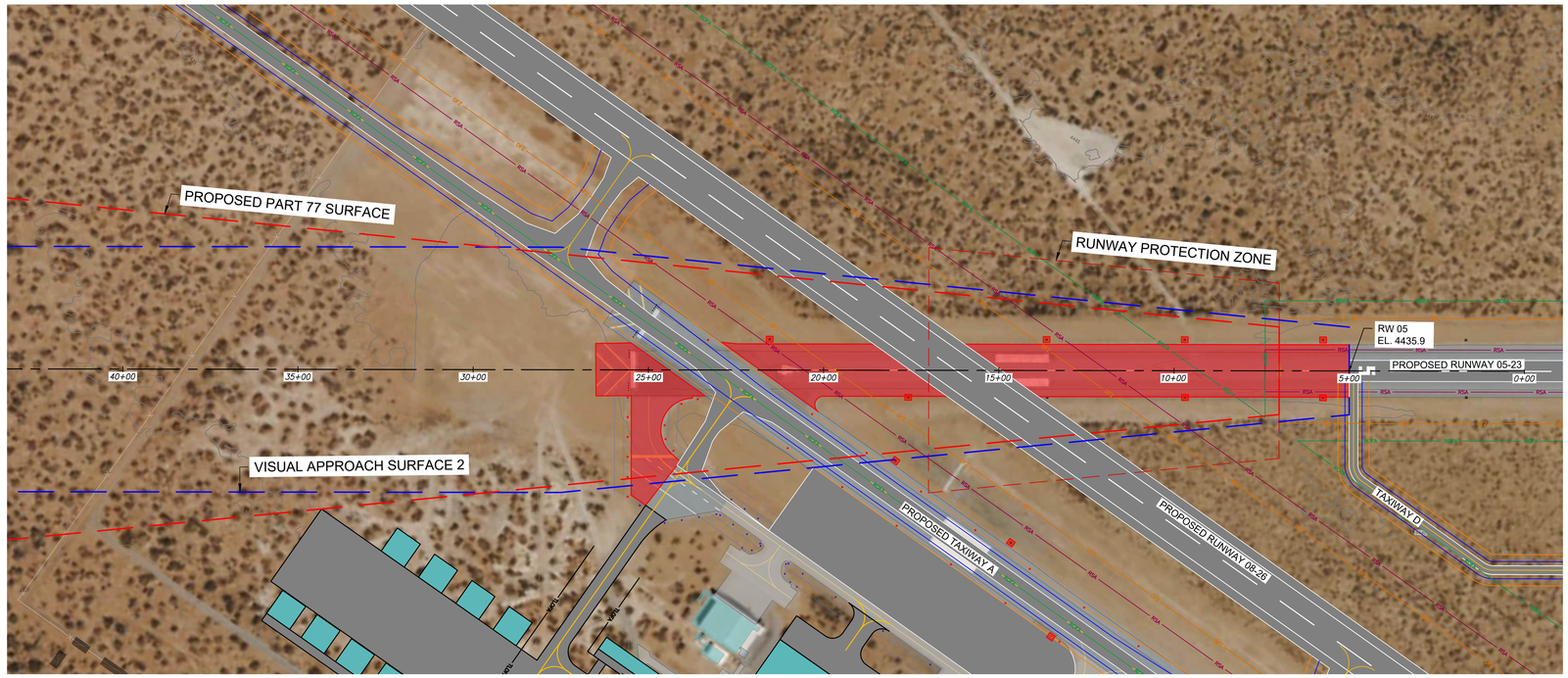
ULTIMATE INNER APPROACH SURFACE RUNWAY 26

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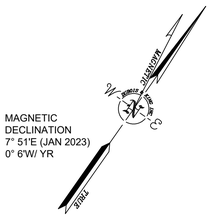
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SHEET 23 OF 32



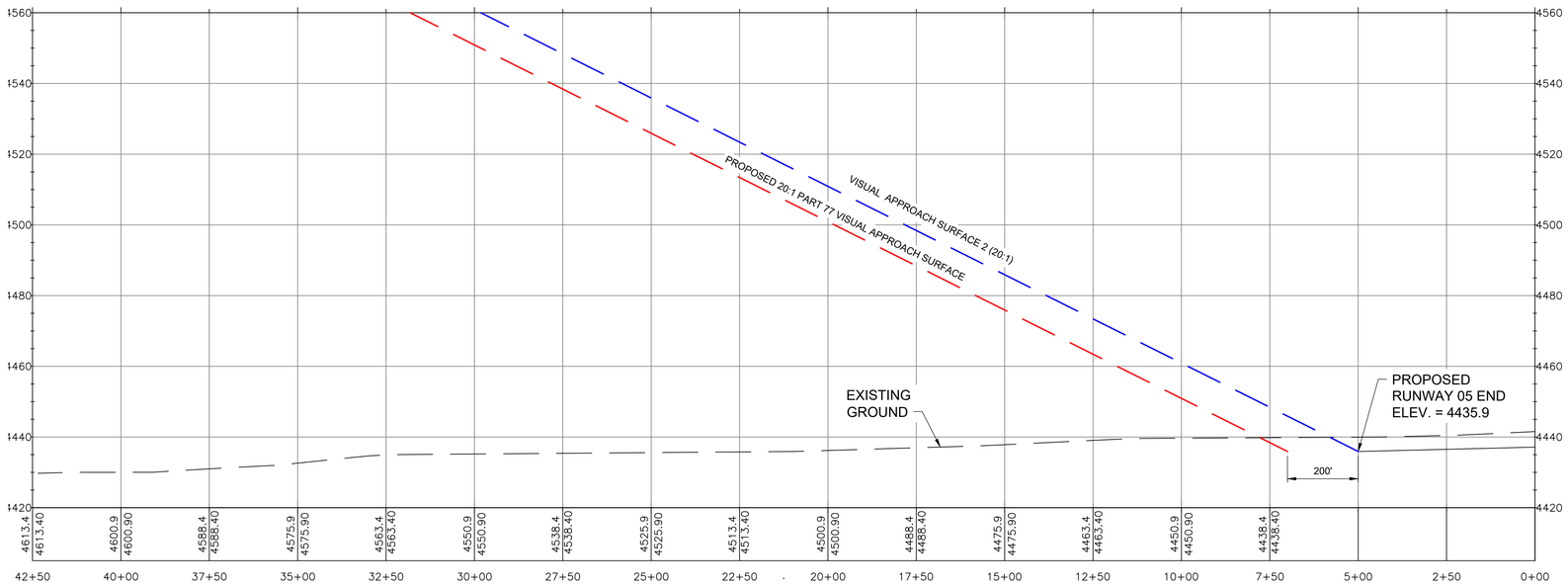
RUNWAY 05
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1" =200'

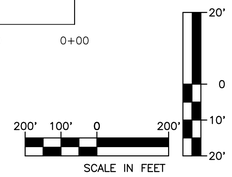


LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	VISUAL APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS
	PROPOSED REMOVAL



RUNWAY 05
PROFILE VIEW



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SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '05-23'

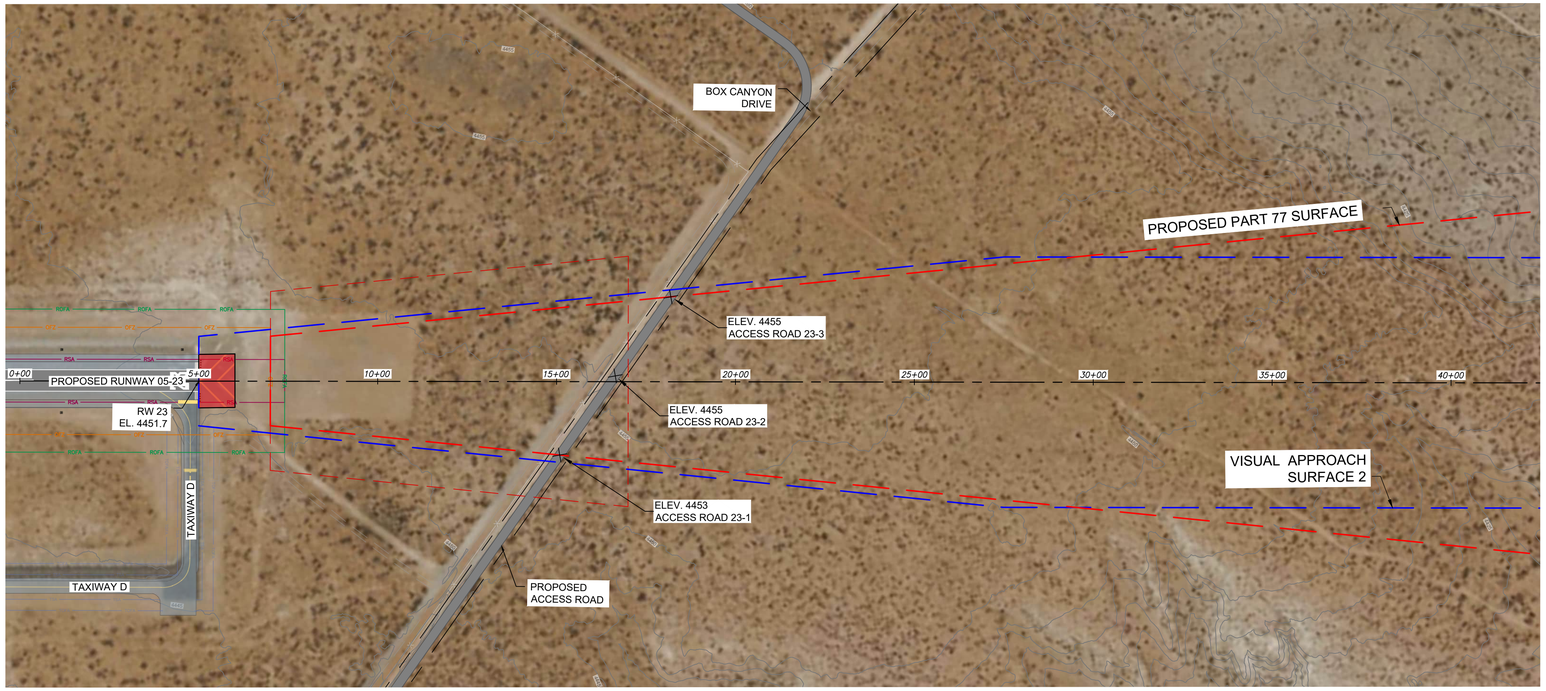
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24

SHEET 24 OF 32

I:\3\327310 Las Cruces Master Plan\Drawings\CAD\LRU ALP 2022_A.E.\Drawings\22, 23 Ultimate Inner Approach Surfaces – Runway 5-23.dwg 3/5/2024 11:03 AM

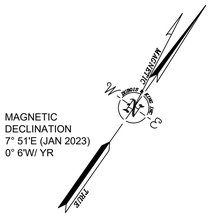


RUNWAY 23
PLAN VIEW

HORIZONTAL SCALE
0 100 200 400
1" =200'

RUNWAY 23
PROFILE VIEW

20' 0 10' 20'
200' 100' 0 200'
SCALE IN FEET



LEGEND

ULTIMATE	DESCRIPTION
	PART 77 APPROACH SURFACE
	VISUAL APPROACH SURFACE
	AIRPORT PROPERTY LINE
	FENCE
	RUNWAY PROTECTION ZONE
	5 FT. CONTOURS
	PART 77 OBSTRUCTION POINTS
	PROPOSED REMOVAL

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LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

ULTIMATE INNER APPROACH SURFACE RUNWAY '05-23'

DRAWN BY	DATE
EJM	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

25

SHEET 25 OF 32

I:\327310 Las Cruces Master Plan\Drawings\CAD\LRU ALP 2022_A.#.\Drawings\22_23 Ultimate Inner Approach Surfaces – Runway 5–23.dwg 3/5/2024 11:03 AM

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

MAGNETIC
TRUE

FACILITIES TABLE

EXISTING			ULTIMATE			
ELEV.	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME
4471.49'	H1	CORPORATE HANGAR	A1	80' x 80' HANGAR	A20	120' x 120' HANGAR
4463.82'	H2	CORPORATE HANGAR	A2	80' x 80' HANGAR	A21	120' x 120' HANGAR
4457.44'	H3	T-HANGAR	A3	80' x 80' HANGAR	A22	120' x 120' HANGAR
4452.62'	H4	T-HANGAR	A4	80' x 80' HANGAR	A23	120' x 120' HANGAR
4452.83'	H5	T-HANGAR	A5	80' x 80' HANGAR	A24	120' x 120' HANGAR
4450.63'	H6	T-HANGAR	A6	80' x 80' HANGAR	A25	120' x 120' HANGAR
4450.58'	H7	SHADE HANGAR	A7	80' x 80' HANGAR	A26	120' x 120' HANGAR
4451.53'	H8	T-HANGAR	A8	80' x 80' HANGAR	A27	480' x 40' CLEAR SPAN HANGAR
4452.45	H9	T-HANGAR	A9	100' x 100' HANGAR	A28	308' x 40' CLEAR SPAN HANGAR
4459.51'	H10	CORPORATE HANGAR	A10	100' x 100' HANGAR	A29	480' x 40' CLEAR SPAN HANGAR
4452.98'	H11	CORPORATE HANGAR	A11	100' x 100' HANGAR	A30	480' x 40' CLEAR SPAN HANGAR
4445.35'	S1	SUPPORT BUILDING	A12	100' x 100' HANGAR	A31	480' x 58' CLEAR SPAN HANGAR
			A13	100' x 100' HANGAR	A32	480' x 58' CLEAR SPAN HANGAR
			A14	100' x 100' HANGAR	A33	480' x 58' CLEAR SPAN HANGAR
			A15	100' x 100' HANGAR	A34	480' x 40' CLEAR SPAN HANGAR
			A16	100' x 100' HANGAR	A35	480' x 40' CLEAR SPAN HANGAR
			A17	100' x 100' HANGAR	S14	AIRCRAFT MRO/COMM. SPACE
			A18	100' x 100' HANGAR	S15	MAINTENANCE AND DIESEL FUEL
			A19	120' x 120' HANGAR	S16	AVIATION FUEL FARM

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
X X		FENCE
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE

TAXIWAY A3
TAXIWAY A6
NEW TAXIWAY ALPHA
EXISTING TAXIWAY ALPHA
PROPOSED APRON
ZIA BLVD
PROPOSED VEHICLE ACCESS ROAD
REMOVE ISLANDS FOR ADDITIONAL APRON SPACE
EXISTING TAXILANE 15
EXISTING TAXILANE 14
EXISTING TAXILANE 13
EXISTING TAXILANE 12
EXISTING TAXILANE 11
EXISTING TAXILANE 10
EXISTING TAXILANE 7
EXISTING TAXILANE 8
EXISTING TAXILANE 9
PROPOSED PUBLIC RESTROOM
ZIA BLVD REALIGNMENT
PROPOSED TAXILANE 21 (TDG-I)
PROPOSED TAXILANE 22 (TDG-I)
PROPOSED TAXILANE 23 (TDG-I)
GASOLINE ALLEY EXTENSION
MATCH LINE - SEE SHEET 26

HORIZONTAL SCALE
0 50 100 200
1" = 100'

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MASTER PLAN

SHEET TITLE

ULTIMATE FACILITIES LAYOUT PLAN

WEST OF TERMINAL AREA

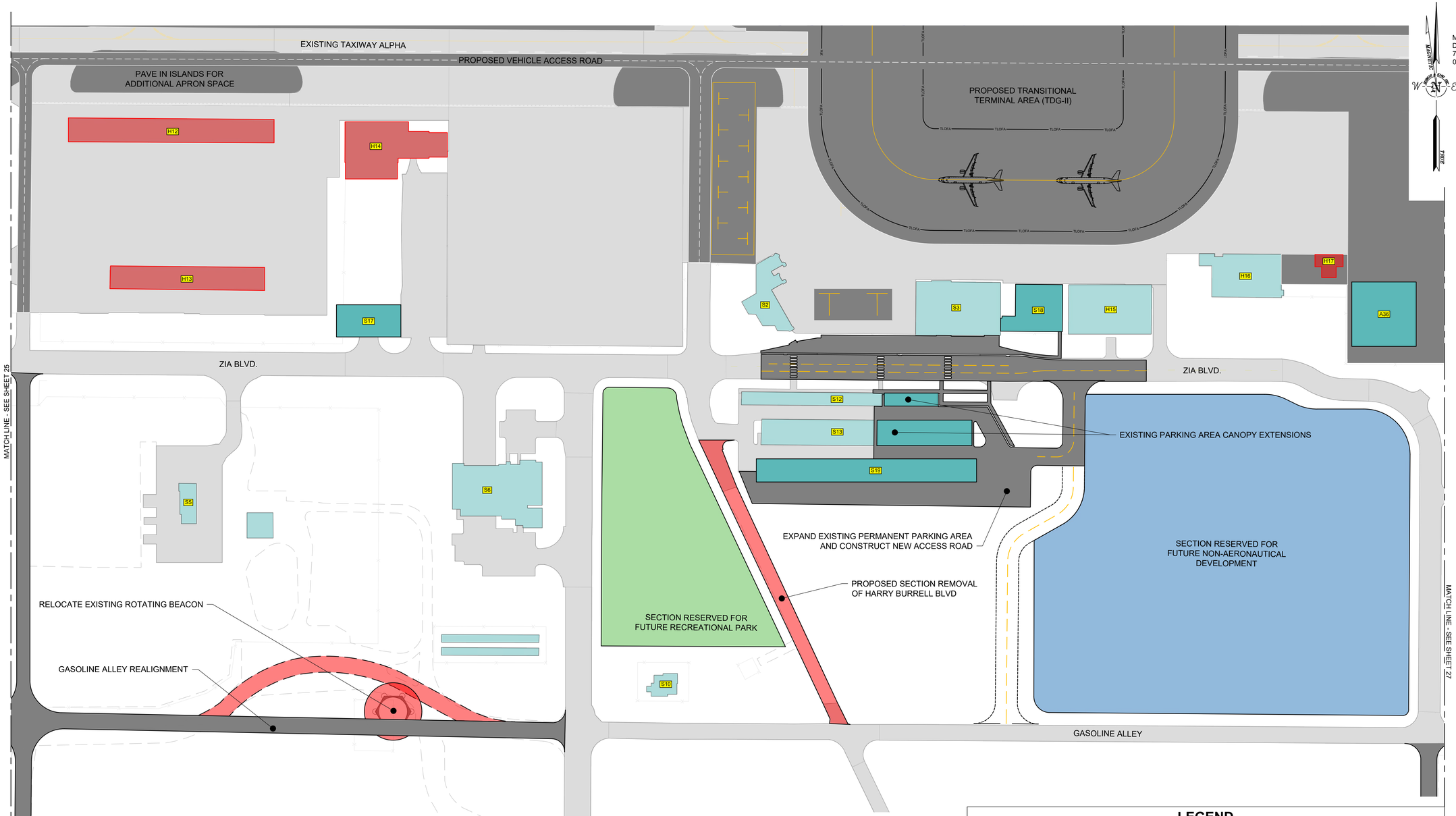
DRAWN BY	DATE
AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

26

SHEET 26 OF 32

I:\J\327310 Las Cruces Master Plan\Drawings\CAD\LRU ALP 2022_A-J\Drawings\6-7, 24-26 Ultimate Airport Layout Plan Facility Plan.dwg 11/15/2024 12:04 PM



FACILITIES TABLE

EXISTING			ULTIMATE	
ELEV.	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME
4448.53'	H12	T-HANGAR	S17	NEW FBO OFFICE
4444.05'	H13	T-HANGAR	S18	TRANSITIONAL TERMINAL
4452.77'	H14	CORPORATE HANGAR	S19	OVERHEAD PARKING CANOPY
4459.78'	H15	CORPORATE HANGAR	A36	100'x100' BOX HANGAR
4450.07'	H16	CORPORATE HANGAR		
4440.98'	H17	T-HANGAR		
4451.71'	S2	TERMINAL BUILDING		
4449.68'	S3	EXISTING FBO OFFICE		
4476.75'	S5	FIRE TRAINING TOWER (CLC)		
4458.99'	S6	FIRE STATION		
-	S7	GROUND STORAGE TANK		
-	S8	PUMP HOUSE		
4577.62'	S9	WATER STORAGE TANK		
-	S10	ELECTRICAL VAULT		
4438.09'	S12	OVERHEAD PARKING CANOPY		
4443.48'	S13	OVERHEAD PARKING CANOPY		

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
		FENCE
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE

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SHEET TITLE

FACILITIES LAYOUT PLAN

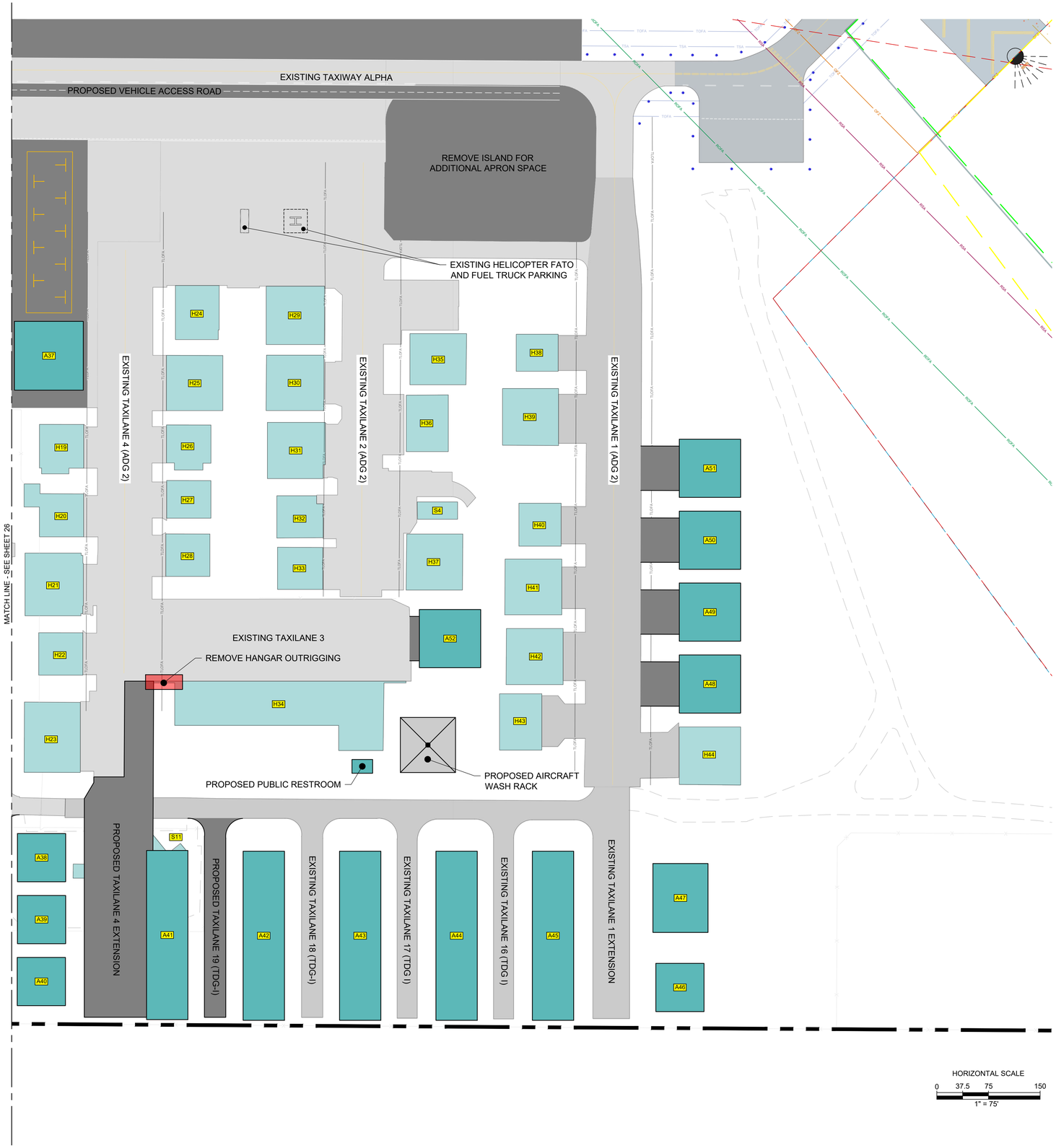
TERMINAL AREA

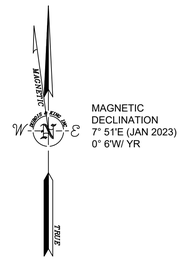
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MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

27

SHEET 27 OF 32





FACILITIES TABLE

EXISTING						ULTIMATE	
ELEV.	ID NUM.	FACILITY NAME	ELEV.	ID NUM.	FACILITY NAME	ID NUM.	FACILITY NAME
4452.80'	H19	CORPORATE HANGAR	4454.64'	H38	CORPORATE HANGAR	A37	100' x 100' BOX HANGAR
4451.01'	H20	CORPORATE HANGAR	4458.57'	H39	CORPORATE HANGAR	A38	70' x 70' BOX HANGAR
-	H21	CORPORATE HANGAR	4450.90'	H40	CORPORATE HANGAR	A39	70' x 70' BOX HANGAR
-	H22	CORPORATE HANGAR	4451.45'	H41	CORPORATE HANGAR	A40	70' x 70' BOX HANGAR
-	H23	CORPORATE HANGAR	-	H42	CORPORATE HANGAR	A41	250' x 60' T-HANGAR
4454.71'	H24	CORPORATE HANGAR	-	H43	CORPORATE HANGAR	A42	250' x 60' T-HANGAR
4459.82'	H25	CORPORATE HANGAR	4458.87'	H44	CORPORATE HANGAR	A43	250' x 60' T-HANGAR
4451.06'	H26	CORPORATE HANGAR	4445.00'	S4	SUPPORT BUILDING	A44	250' x 60' T-HANGAR
4450.30'	H27	CORPORATE HANGAR	-	S11	AVIATION FUEL FARM	A45	250' x 60' T-HANGAR
-	H28	CORPORATE HANGAR				A46	70' x 70' BOX HANGAR
4459.26'	H29	CORPORATE HANGAR				A47	80' x 100' BOX HANGAR
4457.84'	H30	CORPORATE HANGAR				A48	90' x 90' BOX HANGAR
4452.62'	H31	CORPORATE HANGAR				A49	90' x 90' BOX HANGAR
4451.03'	H32	CORPORATE HANGAR				A50	90' x 90' BOX HANGAR
-	H33	CORPORATE HANGAR				A51	90' x 90' BOX HANGAR
-	H34	CORPORATE HANGAR				A52	90' x 90' BOX HANGAR
4457.87'	H35	CORPORATE HANGAR					
4453.48'	H36	CORPORATE HANGAR					
-	H37	CORPORATE HANGAR					

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE CENTERLINE
		GRAVEL ROAD
		EDGE OF PAVEMENT
		FENCE
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE

HORIZONTAL SCALE
0 37.5 75 150
1" = 75'

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MASTER PLAN

SHEET TITLE

FACILITIES LAYOUT PLAN

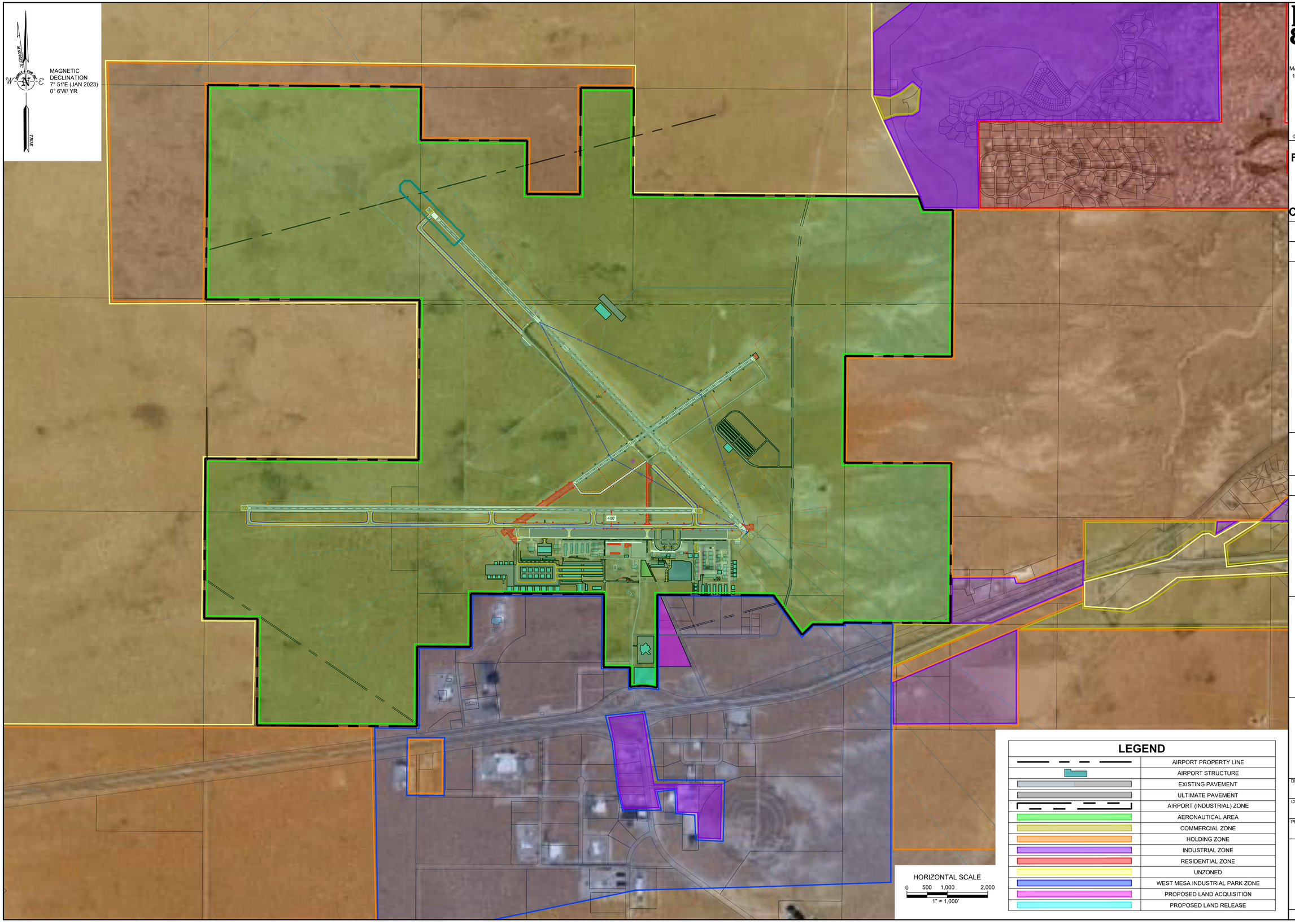
EAST OF TERMINAL AREA

DRAWN BY	DATE
AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
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28

SHEET 28 OF 32



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SHEET TITLE

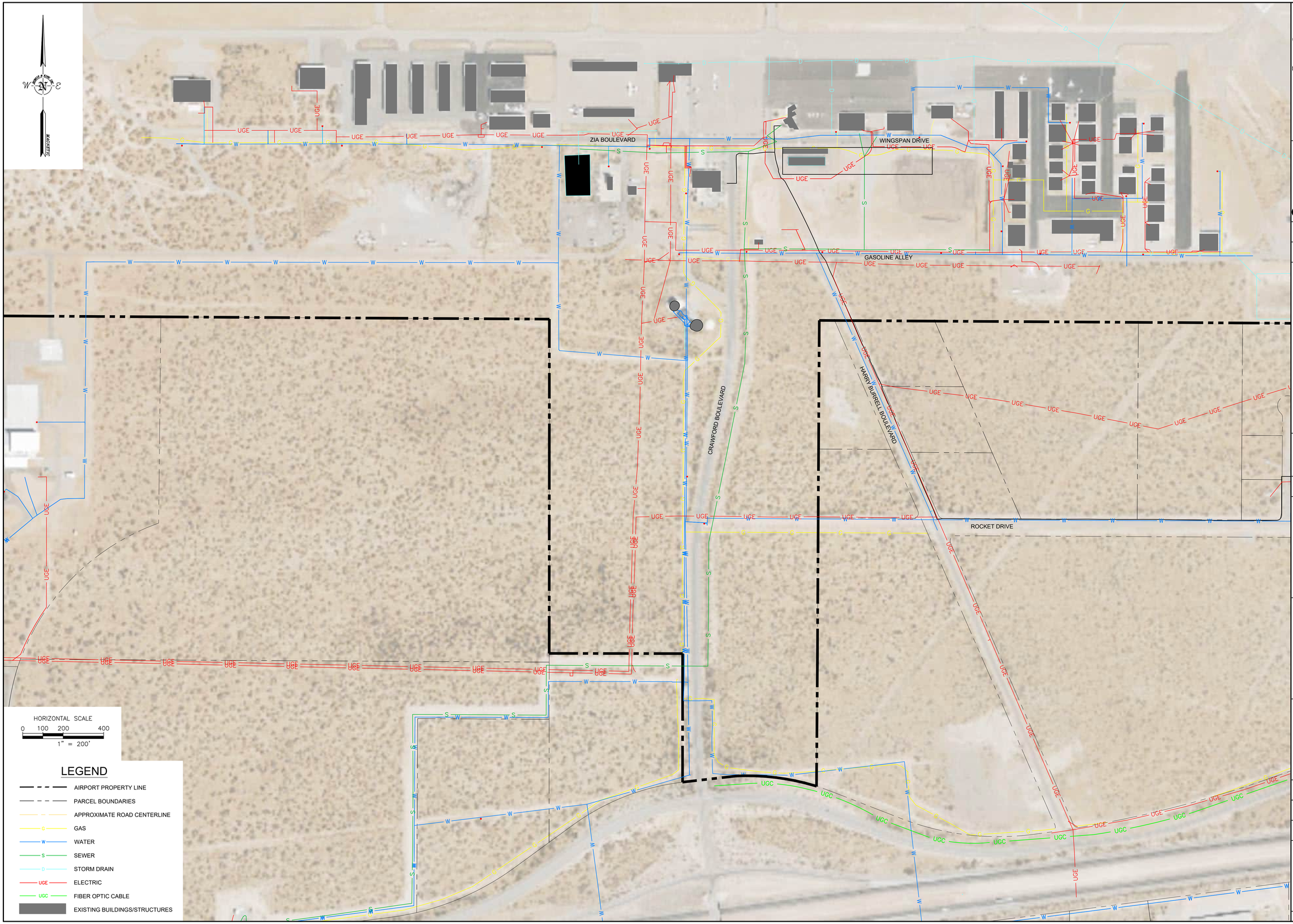
LAND USE

DRAWN BY	DATE
AJL	NOV. 2024
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PROJ. MGR.	D&K ARCHIVE #
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SHEET NUMBER

29

SHEET 29 OF 32



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SHEET TITLE

EXISTING UTILITIES

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AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

30

SHEET 30 OF 32

I:\...\327310 Las Cruces Master Plan\Drawings\CAD\Existing Conditions\Utilities&ParcelsOnly.dwg 11/15/2024 12:05 PM

MATCH LINE - SEE SHEET 31

MAGNETIC DECLINATION
7° 51'E (JAN 2023)
0° 6'W/ YR

TRUE
MAGNETIC

1

E1
E2
E3

2640.017
N00° 23' 26.73"E

1319.642
N00° 22' 56.67"E

5275.390
S89° 33' 31.39"E

1319.917
N00° 23' 56.59"E

2639.108
N00° 23' 22.31"E

2638.110
N00° 23' 11.80"E

N89° 34' 44.35"W
1319.060

N89° 37' 05.41"W
1319.159

N89° 36' 25.86"W
2637.607

S00° 22' 56.38"W
1976.932

S00° 21' 58.91"W
658.834

S00° 21' 40.38"W
659.856

N89° 40' 12.94"W
1317.647

N89° 41' 05.24"W
3292.550

659.736
N00° 18' 24.33"E

1140.214
N00° 18' 08.78"E

N89° 36' 40.51"W
658.859

N00° 17' 23.96"E
484.618

S82° 41' 31.00"W
166.939

L=499.723, R=1152.039

S00° 17' 54.00"W
659.753

S00° 17' 38.73"W
1642.962

N89° 37' 49.21"W
2880.629

N35° 37' 00.00"W
1203.726

S45° 37' 00.00"W
371.930

N89° 38' 30.42"W
762.955

N89° 40' 19.46"W
2640.899

S00° 21' 06.10"W
1318.948

N89° 43' 18.06"W
2642.711

S00° 20' 20.69"W
1318.821

S00° 20' 27.55"W
1318.689

2642.174
S89° 42' 17.30"E

S00° 21' 06.10"W
1319.341

S00° 20' 59.25"W
2638.894

500'
575'
568'
490'
400'

HORIZONTAL SCALE
0 300 600 1200
1" = 600'

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		PARCEL BOUNDARY
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	RUNWAY OBSTACLE FREE ZONE
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE MARKINGS
		EDGE OF GRAVEL
		EDGE OF PAVEMENT
X X		FENCE
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

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SHEET TITLE

EXHIBIT A
(1 OF 2)

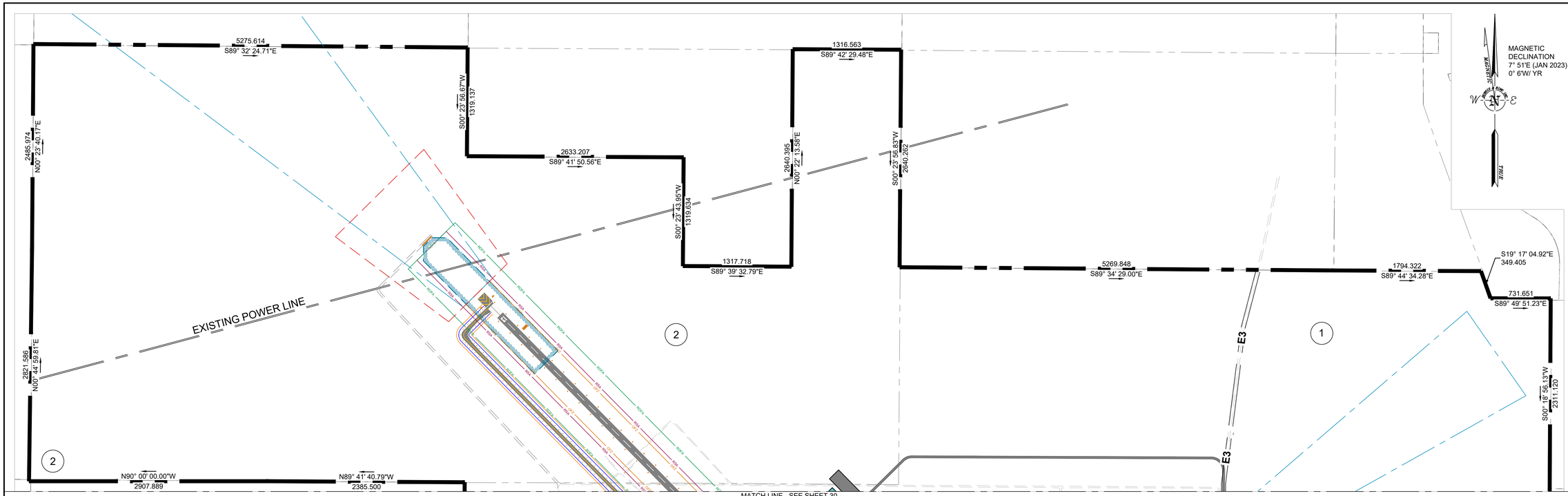
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AJL	NOV. 2024
CHECKED BY	D&K PROJECT #
MCG	327310
PROJ. MGR.	D&K ARCHIVE #
PJS	

SHEET NUMBER

31

SHEET 31 OF 32

I:\3\327310 Las Cruces Master Plan\Drawings\CAD\LRU ALP 2022_A-1\Drawings\29, 30 Exhibit A (1&2).dwg 11/15/2024 12:05 PM



MATCH LINE - SEE SHEET 30

HORIZONTAL SCALE

0 300 600 1200

1" = 600'

LEGEND

EXISTING	ULTIMATE	DESCRIPTION
		AIRPORT PROPERTY LINE
		PARCEL BOUNDARY
RVZ	RVZ	RUNWAY VISIBILITY ZONE
RSA	RSA	RUNWAY SAFETY AREA
ROFA	ROFA	RUNWAY OBJECT FREE AREA
OFZ	OFZ	
		RUNWAY PROTECTION ZONE
		RUNWAY PART 77 SURFACE
TSA		TAXIWAY SAFETY AREA
TOFA		TAXIWAY OBJECT FREE AREA
TLOFA	TLOFA	TAXILANE OBJECT FREE AREA
		TAXIWAY/TAXILANE MARKINGS
		EDGE OF GRAVEL
		EDGE OF PAVEMENT
x x		FENCE
		VASI LIGHTING
		REIL LIGHTING
		TAXIWAY EDGE LIGHTING
		RUNWAY EDGE LIGHTING
		PAPI LIGHTING
		DEMOLITION/REMOVAL
		RUNWAY MARKINGS
		AIRPORT PAVEMENT
		AIRPORT STRUCTURE
		GLIDESLOPE CRITICAL AREA
		LOCALIZER CRITICAL AREA

EXISTING AIRPORT PROPERTY TABLE

REF. NO.	BLM SECTIONS	FAA GRANT NO.	DEED REFERENCE			PROPERTY OWNER		METHOD OF ACQUISITION	ACREAGE	PURPOSE
			RECORDED DATE	BOOK	PAGE	GRANTOR	GRANTEE			
1	TOWNSHIP 26 SOUTH, RANGE 1 WEST: PARTS OF SECTION 13, 14, 21, 24, 25, 26, 27, 28; ALL OF SECTIONS 22, 23.	N/A	5/13/1946	161	110-113	UNITED STATES OF AMERICA BLM	CITY OF LAS CRUCES	FEDERAL AIRPORT ACT	3,370.16	INITIAL AIRFIELD/FEDERAL SURPLUS
				166	127-129					
				279	684-689					
2	TOWNSHIP 23 SOUTH, RANGE 1 WEST N.M.P.M., SECTION 16 ALL, SECTION 15 $E\frac{1}{2}$ $NE\frac{1}{4}$,$S\frac{1}{2}$ $NW\frac{1}{4}$	N/A	9/11/1996	N/A	N/A	COMMISSIONER OF PUBLIC LANDS	CITY OF LAS CRUCES	FEE SIMPLE	1,120.17	EXTENSION OF RUNWAY 12-30
E1	N/A	N/A	11/2/1944	42	55	EL PASO ELECTRIC COMPANY	CITY OF LAS CRUCES	EASEMENT	N/A	ELECTRICAL (30'W)
E2	N/A	N/A	11/25/1959	42	63	EL PASO ELECTRIC COMPANY	CITY OF LAS CRUCES	EASEMENT	N/A	ELECTRICAL (30'W)
E3	N/A	N/A	11/14/1983	176	365	UNITED STATES OF AMERICA BLM	CITY OF LAS CRUCES	EASEMENT	N/A	ROADWAY (50'W)

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NOT FOR CONSTRUCTION

NO.	DATE	DESCRIPTION	BY	CK'D

LAS CRUCES INTERNATIONAL AIRPORT

8990 ZIA BLVD.
LAS CRUCES,
NEW MEXICO 88007

MASTER PLAN

SHEET TITLE

EXHIBIT A
(2 OF 2)

DRAWN BY	DATE
AJL	NOV. 2024
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PJS	

SHEET NUMBER

32

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