



REGULAR COUNCIL MEETING
Wednesday, June 1, 2016
103 Water St. Elephant Butte, NM 87935
ACTION MINUTES

WORKSHOP – 1:00PM

Council reviewed changes to the preliminary budget that were approved at the May 27th special meeting. Manager Finzen answered questions from Council regarding the FY 16-17 proposed budget.

Manager Finzen will notify SJOA that they have been approved for \$6,000.

REGULAR COUNCIL MEETING - 2:00pm

CALL TO ORDER AND PLEDGE OF ALLEGIANCE

Mayor Kent called the Meeting to order at 2:00pm, and Councilor Trager led the Pledge of Allegiance.

ROLL CALL

Clerk Rieth called the roll.

Mayor Kent, Mayor Pro-Tem Skinner, Councilor LaFont, Councilor Rogers, and Councilor Trager were all present.

Also present was City Manager Finzen and Sheriff Hamilton.

2 Members of the press and 10 members of the public were in attendance.

STATEMENT OF OPEN MEETINGS RESOLUTION AND THREE MINUTE LIMIT PER SPEAKER ON ALL ISSUES

PUBLIC INPUT

Sheriff Hamilton gave an overview of Memorial Weekend, saying it was quiet for the most part, with only 3 incidents: An arrest on an outstanding warrant, a DUI crash on Springland, and a Fender bender at one of the RV parks. The Sheriff's office focused on residential streets, to insure residents were not adversely affected by the 90,000 plus tourists that visited over the weekend.

APPROVAL OF AGENDA

Mayor Kent asked for a motion to approve the Agenda.

Councilor Rogers made a motion to approve the Agenda with one correction: item 12b. Discussion/Possible Action RFP 15-16-104 Architectural Services for New City Hall should read RFP 15-16-103.

Councilor Trager seconded.
Motion carried unanimously.

BOARD AND COMMITTEE REPORTS

Councilor Rogers, chairman for the OHV/ATV Committee introduced Rex Ploederer. Committee member, and asked Mr. Ploederer to give an update of the committee's progress.

Mr. Ploederer's report is included for the record.

Mayor Kent will schedule follow up meetings with the appropriate Cabinet Secretaries.

MAYOR & COUNCIL REPORTS

Mayor Pro-Tem Skinner reported attending budget meetings, and the Governor's Conference on Hospitality, which included workshops on Social Media. The New Mexico Tourism Grant currently has no one to administer the Grant. Hopefully they will hire someone by July. The Clean & Beautiful grant has been funded, and Mayor Pro-Tem Skinner urged Manager Finzen to apply for funding for children's playground equipment for Rotary Park.

Councilor Lafont reported on the SCRTD meeting. The Southern part of the State has been the focus for developing a transit system, and it will probably be another 2 years before we see it locally.

Councilor Rogers reported that SCRDA is finishing up the budget process and has been discussing policies and procedures for internal operations. Discussions for a new building have included potential for a loan. The next meeting is June 8 at the County offices at 100 Date.

Councilor Trager attended the SET meeting in T or C, which included a presentation from USDA about grants that are available. SET is close to finalizing plans to submit to USDA for grants for our area.

Mayor Kent thanked the volunteers that helped with the flags on Memorial Day, and introduced Toby Boone, who has replaced Mary Jo Fahl. Over 30 volunteers showed up to put flags up in the morning, and around 20 helped take flags down at the end of the day.

Mayor Kent announced that Elephant Days Ribs, Rods, and Rock n' Roll will involve 50's & 60's themed events: Hot Rod Rally, Rib Cookoff, Rib eating contest, Elvis & Marilyn Monroe look alike contests, Elvis impersonator, and more to follow: Save the Date: September 9-11.

MANAGER'S REPORT

Manager Finzen announced that Flags would be put out again for flag day on June 14, and all volunteers are welcome to help. A limited number of flags (military flags only) will be displayed on the corner of Warm Springs and Butte Blvd. for July 4.

Manager Finzen pointed out that this was the first holiday weekend since approving the golf cart ordinance, and there were no golf cart related incidents reported.

Manager Finzen announced that proposals for Fire Chief services were still being accepted, the deadline is June 2 at 2pm. There will be a Planning and Zoning commission meeting on Tuesday, June 7 at 9am.

Manager Finzen announced GRT being up for second month in a row, this month being the highest since May 2014.

CLERK-TREASURER'S REPORT

Clerk Rieth reported sending out letters for business registration renewals, which are due by June 30. Notices for Alcohol License renewal and Lodging Vendor Licenses will be going out by the end of the week. Lodgers tax audit has been completed, Clerk Rieth will bring report to Council once received from the Auditor.

CONSENT ITEMS

Mayor Kent asked for a motion to approve the Consent Items:

- Approval of Minutes – Special Meeting; April 19, 2016

Mayor Pro-Tem Skinner made a motion to approve the Consent Item(s) as submitted.

Councilor Lafont seconded.

A Roll Call vote was held:

Mayor Pro-Tem Skinner voted yes.

Councilor Lafont voted yes.

Councilor Rogers voted yes.

Councilor Trager voted yes.

Motion carried.

PUBLIC HEARING

Manager Finzen introduced the discussion and consideration of Ordinance 162 – Adopting the Uniform Traffic Ordinance by reference.

At 3:02pm, Mayor Kent opened the hearing for public input. There being none, the public hearing was closed.

There being no further discussion, Mayor Kent asked for a motion to approve.

Councilor Rogers made a motion to approve Ordinance #162 Adopting the Uniform Traffic Ordinance by reference. Councilor Trager seconded.

A Roll Call vote was held:

Mayor Pro-Tem Skinner voted yes.

Councilor Lafont voted yes.

Councilor Rogers **voted yes.**
Councilor Trager voted yes.
Motion carried.

REGULAR ITEMS

Discussion/Possible Action Preliminary Budget FY 16-17

Manager Finzen explained that this item was included on the agenda as a place holder in case additional discussion from workshop was necessary. Since the preliminary budget had been previously approved, Manager Finzen recommended moving on to the next agenda item.

Discussion/Possible Action RFP 15-16-103 – Architectural services for new City Hall

Clerk Rieth explained that the RFP had gone through CES purchasing Co-op to ASA Architects. The proposal submitted by the architects references an estimated construction cost of \$897,000, which would indicate a fee for architectural services of \$78,039 plus GRT. Clerk Rieth explained that the anticipated budget for the project was around \$350,000, a significant shortfall, and expressed concern that although verbally ASA had discussed with manager Finzen the possibility of phasing the project, nothing had been put in writing and included in the proposal. Clerk Rieth explained that Council had the option of accepting the proposal as is, rejecting the proposal, or postponing the item until clarification from ASA could be obtained.

Mayor Pro-Tem Skinner made a motion to Postpone the award of RFP 15-16-103 until the next regular Meeting of the City Council.
Councilor LaFont seconded.
Motion Carried unanimously.

ADJOURNMENT

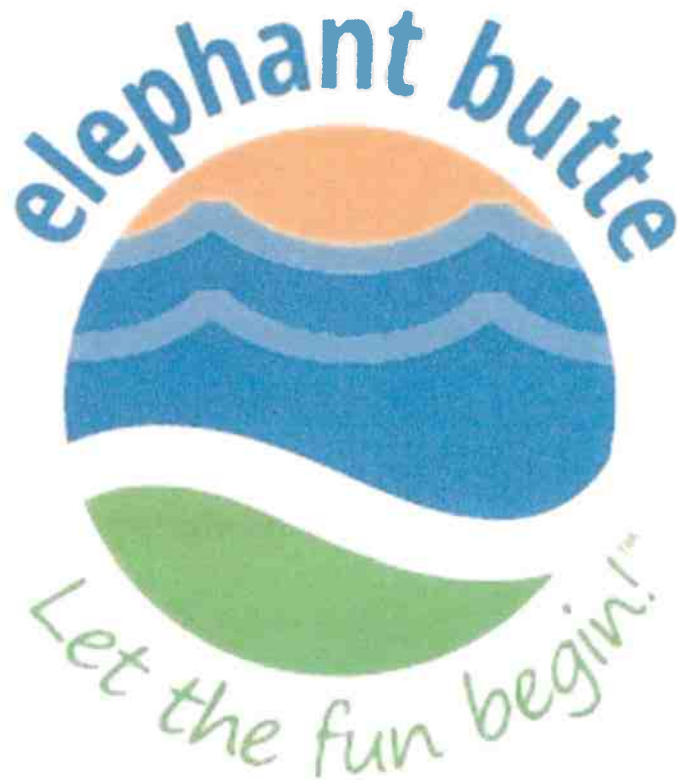
Councilor Lafont made a motion to adjourn.
Councilor Rogers seconded.
Meeting adjourned at 3:15pm.

Minutes approved and adopted at the regular meeting of the City Council on June 15, 2016.

Karen Rieth, City Clerk

OHVs ON CITY STREETS

Progress Report



June 1, 2016

The Committee

- **Counselor Dee Rogers - Chairman**
- **Counselor Edna Trager**
- **Dan Helton**
- **Jim Macdonald**
- **Mike Williams**
- **Rex Ploederer**

Research

- **Off-Highway Motor Vehicle Act Sections 66-3-1001 thru 1020 NMSA 1978**
- **SB 270**
- **City of Farmington new OHV Ordinance**
- **OHV use in other States**
- **OHV tourism in other States**
- **Recreational and OHV organizations in the area**
- **NM OHV standards, policies, requirements, and publications**
- **BOR OHV policy.**

New Law

- **Section 66-3-1011 Operation on streets or highways: prohibited areas.**
- **C. If authorized by ordinance or resolution of a local authority or the state transportation commission, a recreational off-highway vehicle or an all-terrain vehicle may be operated on a paved street or highway owned and controlled by the authorizing entity if:**
 - (1) the vehicle has one or more headlights and one or more taillights that comply with the Off-Highway Motor Vehicle Act;**
 - (2) the vehicle has brakes, mirrors and mufflers;**

New Law (cont)

- (3) the operator has a valid driver's license, instructional permit or provisional license and an off-highway motor vehicle safety permit;**
 - (4) the operator is insured in compliance with the provisions of the Mandatory Financial Responsibility Act; and**
 - (5) the operator of the vehicle is wearing eye protection and a safety helmet that comply with the Off-Highway Motor Vehicle Act.**
- D. By ordinance or resolution, a local authority or the state transportation commission may establish separate speed limits and operating restrictions for off-highway vehicles where they are authorized to operate on paved streets or highways pursuant to Subsection C of this section.**

Communication

- **County Manager**
- **County Sheriff**
- **State Transportation Commission
District 1 Commissioner**
- **NMDOT District 1 Engineer**
- **NM Department of Tourism
Cabinet Secretary**
- **NMDOT Cabinet Secretary**
- **City Manager**
- **State Parks**
- **South Central Council of
Governments**

Our Plan

- **Draft an Ordinance for OHV use of paved city streets.**
 - **Work w/City Counsel to get this implemented.**
- **Work w/State and County to open paved roads in the area needed to access OHV areas.**
 - **Critical to increased OHV use in the region.**
- **Produce an OHV Guide for the area.**
- **Work w/State Parks to get authorization for OHV use in the EB Lake State Park.**
 - **May be long term.**
- **Install signs along OHV trails.**
 - **Working to get grants for this.**

**CITY OF ELEPHANT BUTTE
ORDINANCE NO. 163**

**AN ORDINANCE ENACTING A NEW CHAPTER 72 OF THE ELEPHANT BUTTE
MUNICIPAL CODE PROVIDING FOR THE OPERATION OF OFF HIGHWAY
MOTOR VEHICLES**

WHEREAS, the New Mexico Legislature amended the Off-Highway Motor Vehicle Act (“Act”) during the 2016 Legislative Session permitting the operation of off-highway motor vehicles on streets or highways; and

WHEREAS, the Act allows a municipality or the state transportation commission by ordinance or resolution to authorize recreational off-highway vehicles or all-terrain vehicles to be operated on a paved street or highway owned or controlled by the authorizing entity; and

WHEREAS, the City desires to authorize recreational off-highway vehicles or all-terrain vehicles to be operated on a paved street or highway owned or controlled by the city.

NOW THEREFORE BE IT ORDAINED by the governing body of the City of Elephant Butte that:

Section One. Title VII of the City of Elephant Butte Code of Ordinances, “Traffic Code,” is amended to add the following new material as Chapter 72, Sections 72.01 – 72.05.

CHAPTER 72: OFF-HIGHWAY MOTOR VEHICLES.

§ 72.01. DEFINITIONS.

As used in this chapter, the following definitions shall apply:

OFF HIGHWAY MOTOR VEHICLE. A motor vehicle designed by the manufacturer for operation exclusively off the highway or road and includes:

- (A) **ALL-TERRAIN VEHICLE.** A motor vehicle fifty inches or less in width, having an unladen dry weight of one thousand pounds or less, traveling on three or more low-

pressure tires and having a seat designed to be straddled by the operator and handlebar-type steering control;

(B) **RECREATIONAL OFF-HIGHWAY VEHICLE.** A motor vehicle designed for travel on four or more non-highway tires, for recreational use by one or more persons, and having:

- (1) A steering wheel for steering control;
- (2) Non-straddle seating;
- (3) Maximum speed capability greater than thirty-five miles per hour;
- (4) Gross vehicle weight rating no greater than one thousand seven hundred fifty pounds;
- (5) Less than eighty inches in overall width, exclusive of accessories;
- (6) Engine displacement of no more than one thousand cubic centimeters; and
- (7) Identification by means of a seventeen-character vehicle identification number; or

(C) By rule of the New Mexico Department of Game & Fish, any other vehicles that may enter the market that fit the general profile of vehicles operated off the highway for recreational purposes.

§ 72.02. OPERATION ON STREETS OR HIGHWAYS – PROHIBITED AREAS.

(A) A person shall not operate an off-highway motor vehicle on any:

- (1) Limited access highway or freeway at any time; or
- (2) Paved street or highway except as provided in Subsection B, C or D of this section.

- (B) Off-highway motor vehicles may be operated on paved streets or highways to gain direct access to or from a private or public area open for off-highway vehicle use.
- (C) Off-highway motor vehicles may cross streets or highways, except limited access highways or freeways, if the crossings are made after coming to a complete stop prior to entering the roadway. Off-highway motor vehicles shall yield the right of way to oncoming traffic and shall begin a crossing only when it can be executed safely and then cross in the most direct manner as close to a perpendicular angle as possible.
- (D) A recreational off-highway vehicle or an all-terrain vehicle may be operated on a paved street or highway owned and controlled by the city if:
- (1) The vehicle has one or more headlights and one or more taillights that comply with the off-Highway Motor Vehicle Act, Sec. 66-3-1001 through 66-3-1021, NMSA 1978;
 - (2) The vehicle has brakes, side mirrors on the right and left side of the driver or a rear view mirror, horn, speedometer illuminated for nighttime operation and mufflers;
 - (3) The operator has a valid driver's license, instruction permit or provisional license and an off-highway motor vehicle safety permit;
 - (4) The operator is insured in compliance with the provisions of the Mandatory Financial Responsibility Act, Sec. 66-5-201 through 66-5-248, NMSA 1978;
and
 - (5) A person under the age of eighteen shall not operate an off-highway motor vehicle or ride upon an off-highway motor vehicle without wearing eye

protection and a safety helmet that is securely fastened in a normal manner as headgear and that meets the standards established by the state department of game and fish.

§ 72.03. SPEED LIMIT.

- (A) The speed limit for all-terrain vehicles operated within the city shall be 35 miles per hour or the posted speed limit, whichever is less. If the posted speed limit is higher than 35 miles per hour, the operator shall operate the all-terrain vehicle on the extreme right hand side of the roadway.
- (B) The speed limit for recreational off-highway vehicles operated within the city shall be 45 miles per hour or the posted speed limit, whichever is less.

§ 72.04. PASSENGERS.

- (A) A person operating a recreational off-highway vehicle shall ride only upon the permanent and regular seat attached thereto and such operator shall not carry any other person nor shall any other person ride on a recreational off-highway vehicle unless such vehicle is designed to carry more than one person, in which event a passenger may ride upon the permanent and regular seat, if designed for two persons, or upon another seat firmly attached to the recreational off-highway vehicle at the rear of the operator.
- (B) A person under the age of eighteen shall not operate an all-terrain vehicle while carrying a passenger.
- (C) A person shall ride upon an all-terrain vehicle only while sitting astride the seat, facing forward, with one leg on either side of the off-highway motor vehicle.

(D) No person shall operate an all-terrain vehicle while carrying any package, bundle, or other article which prevents him from keeping both hands on the handlebars.

(E) No operator shall carry any person, nor shall any person ride, in a position that will interfere with the operation of the all-terrain vehicle or the view of the operator.

§ 72.05. OBEDIENCE TO TRAFFIC LAWS REQUIRED.

Any person operating an off-highway motor vehicle shall obey all traffic laws, rules and regulations and shall be subject to the provisions of Articles 1 through 8 of Chapter 66 NMSA 1978 (except 66-7-102.1 NMSA 1978).

Section Two. Severability. If any provision of this ordinance is declared by a court of competent jurisdiction to be void, unconstitutional, or unenforceable, then all remaining provisions and portions of this ordinance shall remain in full force and effect.

Section Three. Effective Date. This ordinance shall be effective on **Month Day, 2016.**

5 days of publication of adoption

PASSED, APPROVED AND ADOPTED by the Governing Body of the City of Elephant

Butte

this _____ day of _____, 2016.

Eunice Kent, Mayor

(SEAL)

ATTEST:

Karen Reith, City Clerk



CITY OF ELEPHANT BUTTE

P. O. Box 1080

Elephant Butte, New Mexico 87935

(575) 744-4892 ext. 104

FAX (575) 744-4493

May 23, 2016

Mr. Tom Church, Cabinet Secretary
New Mexico Department of Transportation
1120 Cerrillos Road
Santa Fe, New Mexico 87504-1149

Dear Secretary Church:

As a member of the Committee assigned to develop the ordinance and rules for Off Highway Vehicle (OHV) use in Elephant Butte, New Mexico and, as a member of the Elephant Butte City Council, I am writing you to ask for approval of the attached list of state roads that will allow access to many OHV trails from the City of Elephant Butte.

As you are aware, the law allowing OHV's on paved streets and highways was approved and signed by Governor Martinez. The new law goes into effect on July 1, 2016. Our Committee, in response to city council request, has reviewed ordinances in other cities in New Mexico and surrounding states to see how an ordinance can be implemented in our community that will comply with the new state law, and provide guidance for the use of OHV's in our community.

We have researched the anticipated economic impact and know that the entire region will benefit tremendously from the increased tourism-related revenues generated as a direct result of the new law. Some examples of increased economic activity as a direct result of allowing OHV's on paved streets can be seen in many cities in the neighboring states of Arizona and Colorado.

Access to the OHV trails in and around Elephant Butte, without the necessity of having to trailer the OHV to the trailhead, will be a definite asset to the region. We have had numerous groups of OHV riders that have stated that they would frequent the City on a more regular basis if they could access the trails without having to trailer their OHV's.

We have spoken to our Sierra County Sheriff about the implementation of an ordinance governing the use of OHV's in Elephant Butte and state road access in the surrounding area. He has indicated full support of our efforts.

It is our understanding that the State Transportation Committee must give the final approval for OHV use on paved, state roads and that they are currently waiting for a recommendation from

you. We respectfully request that you review the attached list of roads and include it with your submission of roads to the state transportation committee so that we can fully implement the law on July 1, 2016.

Thank you for your consideration,

Dwight Rogers, PhD
Councilor, City of Elephant Butte

Edna Trager
Councilor, City of Elephant Butte
Board Member, Southwestern Region
Board of Tourism

State Roads That Access OHV Trails In The Elephant Butte Area

The following is a list of the State highways the City of Elephant Butte considers essential for off-highway motor vehicles (OHV) use in the area. Elephant Butte is an island without direct access to any OHV trailheads and areas. Other State highways on this list, not accessible directly from Elephant Butte City streets, will be used to enhance the overall experience and provide more riding opportunities for off-road enthusiasts staying in the region. When grouped together, the roads must all be authorized to derive the full benefit of OHV areas accessible from the City. With authorization of OHVs to ride on this list of State highways, the City of Elephant Butte looks to be a premiere destination for off-highway vehicle users. We look forward with excitement, to the economic benefits from the increased tourism to our region that will be derived from authorization of OHVs to use these State highways.

Hwy 195A (Rock Canyon Rd) from Butte Blvd to the EB City Limit

1. Length – 2 mi
2. Speed limit – 35 mph, 25 mph the last .2 mi nearest the City Limit.
3. Explanation – This State highway is a main street inside of Elephant Butte and required to access at least one housing area within the City. It is the only street inside of the City Limits that is not controlled by the City. Speed limits are very reasonable for OHVs.
4. Justification – Without it, the City of Elephant Butte would spend hundreds in signage prohibiting its use by OHVs. There would be many more crossings of this street from OHV authorized streets to OHV authorized streets; increasing exposure to collisions. Some areas of the City would be required to make a circuitous several additional mile trip to access convenience stores for supplies (ice, gas) and trailheads. This inconvenience may cause local businesses lost sales and increase traffic on residential streets.

Hwy 195 from east EB City Limit to Hwy 179

1. Length – .8 mi
2. Speed limit – 35 mph
3. Explanation – This portion of 195 is isolated by the Elephant Butte City Limit and the closure of the road over the dam. It is however, the only road that leads out of Elephant Butte to the East.

Hwy 179 from Hwy 195 to Hwy 51

1. Length – 2 mi
2. Speed limit – 50 mph
3. Explanation – This highway is a connector between Hwy 195 (east Elephant Butte City Limit) and Hwy 51 (the only road to the east from Elephant Butte). It has only one entrance/exit (a driveway to a pair of homes).

Hwy 51 from Hwy 179 to its termination at Engle

1. Length – 12 mi
2. Speed limit – 40 mph for 1 mi, 30 mph by Dam for 5.5 mi, 55 mph last 5.5 mi to Engle.
3. Explanation – Hwy 51 is the most expeditious way to get from the cities of Elephant Butte and Truth or Consequence to The Spaceport and ranches/homes east of Elephant Butte Reservoir and the Caballo Mountains. The highway is a low use road above the dam to Engle.
4. Justification – Thousands of acres of BLM land prime for OHVs is accessible from Hwy 51. Within the first mile after crossing the Rio Grande below the dam, a county road provides access to the west side of the Caballos. Numerous old mines, the Palomas Gap, and the east side of Caballo Reservoir provide great OHV rides. Hwy 51 provides direct access to

numerous trails east of the Elephant Butte dam that lead into the entire east side of the Caballos. Once at Engle a county road goes east and north along the White Sands Missile Range all the way to San Antonio. OHV authorization on these 3 State highways will help make the City of Elephant Butte a destination for tourist and outdoor recreation enthusiasts around the country.

Hwy 195A (Rock Canyon Rd) from Elephant Butte City Limit to Exit 89 on I-25

1. Length – 12.6 mi
2. Speed limit – 35 mph for 4.3 mi, 55 mph remaining 8.3 mi to I-25.
3. Explanation – Hwy 195A is one of two ways to go north from EB (The other quickly turns west). The highway leads to I-25 south of La Canada Alamosa. It accesses outlying subdivision, the northern most Elephant Butte Lake State Park campground, a large RV Park, and several ranches.
4. Justification – 195A may very well be the only way north through La Canada Alamosa. North of the Alamosa, are thousands of acres of BLM land and the beautiful San Mateo Mountains of the Cibola National Forest. Each presents a multitude of prime OHV trails. OHV authorization on this State highway will help make the City of Elephant Butte a destination for tourist and outdoor recreation enthusiasts around the country.

Hwy 195 from the north Elephant Butte City Limit to Hwy 181

1. Length – 2.2 mi
2. Speed limit – 45 mph
3. Explanation – Hwy 195 is the second way to go north from Elephant Butte and the only way to access OHV areas west of the City. Hwy 195 also terminates at Hwy 181, one of four key road leading into the Cibola and Gila National Forests.
4. Justification – BLM lands west of EB all the way to the Ladder Ranch are accessible from this highway. OHV authorization on this State highway will help make the City of Elephant Butte a destination for tourist and outdoor recreation enthusiasts around the country.

Hwy 59 from Hwy 52 to the end of pavement (Beaverhead)

1. Length – 29 mi
2. Speed limit – 50 mph to Poverty Creek, 25 mph thru Poverty Creek, 45 mph to Beaverhead
3. Explanation – Hwy 59 bisects the entire eastern half of the northern section of the Gila National Forest running east to west. It is the only way into the northern portion of the Forest from the east.
4. Justification – The road is a major artery providing access to hundreds of OHV trails its north and south sides. Many areas with multiple OHV roads can only be accessed from this highway. Without its use, OHVs must be trailered to move between various areas in the northeastern section of the Gila National Forest. It is one of 2 areas of the Forest closest to OHV enthusiasts staying in the Elephant Butte area. OHV enthusiasts could ride for days from this road and not cover all of the trails available. Although some miles from Elephant Butte, it is felt that this area contributes a great deal to the economy of the region. The impact from tourism will certainly multiply when the word gets out that roads, like Hwy 59, are opened to OHV use.

Hwy 181 from TorC City Limit north to Hwy 52

1. Length – 6.8 mi
2. Speed limit – 35 mph for .1 mi, 50 mph for 1 mi, 55 mph for 5.7 mi
3. Explanation – This highway links Elephant Butte's most southern road as well as the north end of the City, via Hwy 195, with OHV trails to the west and north.

Hwy 52 from Hwy 181 to Hwy 142

1. Length – 2 mi
2. Speed limit – 55 mph
3. Explanation – This highway runs to Winston and beyond connecting Hwy 181 with Hwy 142

Hwy 142 from Hwy 52 to Sierra County Road CO33

1. Length – 13 mi
2. Speed limit – 55 mph
3. Explanation – This highway links the town of Monticello and the southern areas of the Cibola National Forest (San Mateo Mountains) with the EB area of Sierra County.
4. Justification – Monticello area is one of only 2 ways to reach the excellent OHV trails offered in the southern portion of the Cibola National Forest. The beauty and vast OHV trail system of the San Mateo Mountains is only about 30 minutes away from Elephant Butte when these roads are used. OHV authorization on these State highways will help make the City of Elephant Butte a destination for tourist and outdoor recreation enthusiasts around the country.

Hwy 1 from Mitchell Point (I-25) to Hwy 107 (I-25 exit 115)

1. Length – 25.3 mi
2. Speed limit – 55 mph
3. Explanation – Highway 1 is much like a frontage road for I-25, both running north/south along the eastern edge of the San Mateo Mountains of the Cibola National Forest. Since the bridge is out at La Canada Alamosa, Hwy 1 is a seldom traveled road used mostly by ranchers living along the road.
4. Justification – Hwy 1 provides direct access to the entire southern half of the San Mateo Mountains. Several Cibola National forest roads from Hwy 1 lead directly into the eastern side of the San Mateo Mountains. These Forest roads provide days of excellent OHV riding with 8,000 foot views of the Rio Grande River valley and other areas east of I-25.

Hwy 107 from I-25 (exit 115) to the end of pavement

1. Length – 9 mi
2. Speed limit – 55 mph
3. Explanation – At this point I-25 and Hwy 1 are some distance from the San Mateo Mountains. Hwy 107 takes you back to the mountains and Cibola National Forest traveling northwest. This highway is a seldom traveled road used mostly by ranchers living along the road.
4. Justification – Hwy 107 provides direct access to the entire northern half of the San Mateo Mountains. Several Cibola National forest roads from Hwy 107 lead directly into the eastern side of the San Mateo Mountains, some traveling to the west slope of the Mountains. These Forest roads provide days of excellent OHV riding with 8,000-10,000 foot views in all directions showcasing the beauty of New Mexico. This is truly OHV riding at its best.

Hwy 187 from Williamsburg south to Sierra County Road BO38 (Wagoneer Rd)

1. Length – 25 mi
2. Speed limit – 55 mph
3. Explanation – Highway 187 runs north/south paralleling I-25. It is an alternate route to Interstate 25 linking numerous communities along the Rio Grande in Sierra County.
4. Justification – Hwy 187 is the only non-interstate road that links the Elephant Butte area with the OHV trails around Caballo Reservoir and the Caballo Mountains. There are many great OHV trails between the western side of the Caballo Mountains and eastern side of Caballo Reservoir. This southern most part of the Caballo Mountains contains numerous

abandon mines as well as the famous off road destination, the Apache Gap. These treasures currently provide a positive economic impact to the region that will only become greater with OHV authorization on Hwy 187.

Hwy 52 from Hwy 181 to Winston and north to the end of pavement just past Hwy 59

1. Length – 39.3 mi
2. Speed limit – 55 mph for 6 mi, 35 mph 1.5 mi, 25 mph for 1.1 mi, 50 mph for 10.3 mi, 30 mph for 2.8 mi, 45 mph for 3.9 mi, 25 mph for 1.9 mi, 40 mph for 13.8 mi
3. Explanation – Highway 52 is the only direct road into the Gila National Forest from the Elephant Butte area. The road travels west to Winston then north to Hwy 59. 3/10ths of a mile after Hwy 59 it is unpaved all the way to the VLA.
4. Justification – This highway provides critical access to large areas of prime OHV trails in the Gila National Forest. Chloride Canyon, one of the best OHV rides in the State, is one such trail. Using this road, OHV riders can stop for supplies and fuel in Winston while looping through the Gila National Forest trails.

What We Need

- **Your guidance.**
- **Approval of our actions so far.**
- **Schedule to implement OHV Ordinance.**
- **Approval to continue with our plan.**

**THANK YOU FOR
YOUR SUPPORT OF
OUR COMMITTEE**

