

**NEW MEXICO
DEPARTMENT OF TRANSPORTATION**

TRANSPORTATION COMMISSION MEETING



January 22, 2021

Via Zoom

NEW MEXICO STATE TRANSPORTATION COMMISSION

Via Zoom
January 22, 2021
9:00 a.m.

Meeting Agenda

1. **Call to Order:** Walter G. Adams, Chairman
 - a. **Establish Quorum**
 - b. **Pledge of Allegiance**
2. **Approval of Agenda:** Walter G. Adams, Chairman
3. **Approval of Minutes:** Regular Meeting of November 19, 2020
4. **Introductions:** Walter G. Adams, Chairman
 - a. **Elected Officials**
 - b. **Commission Members**
 - c. **NMDOT Executive Staff**
5. **Welcoming Remarks:** Walter G. Adams, Chairman
6. **Public Comments:**
 - a. **Paseo Del Norte & Unser Boulevard Improvements:** Pat Montoya, Director of the Municipal Development Department
 - b. **Autonomous Vehicle Plan – NM & Gallup:** Michael Sage, Greater Gallup EDC
7. **District Five Update:** Paul Brasher, P.E., District Five Engineer, NMDOT
8. **Finance Reports**
 - a. **Financial Status Update:** Mallery Manzanares, ASD Director, NMDOT
 - b. **Approval of Budget Adjustment Request (BAR) No. 18 – Broad Band:** Jeremy Lovato, Chief Information Officer, NMDOT
 - c. **Approval of Budget Adjustment Request (BAR) No. 19 – Security Guards:** Joseph De La Rosa, Office of the Secretary, NMDOT
 - d. **FY20 External Audit-REDW:** Stephen Montoya, CPA, Principal Accountant
 - e. **NMFA Report:** Mark Lovato, Investment Manager, NMFA
9. **Policy Reports:**
 - a. **Annual determination of notice provisions for open and closed State Transportation Commission meetings pursuant to NMSA 1978, Section 10-15-1(D) of the Open Meetings Act:** Ken Baca, General Counsel, NMDOT
 - b. **Proposed reinstatement of and amendments to State Transportation Commission Policy No. 83, *Priority Determination for Highway Improvements (CP83)*:** Tamara Haas, Capital Programs and Investments Division Director, NMDOT
10. **Secretary Report:** Michael Sandoval, Cabinet Secretary, NMDOT

11. FHWA Report: Rodolfo Monge-Oviedo, Deputy Division Administrator, FHWA

- a. Introducing Melinda Robertson as Acting Division Administrator

12. Adjournment

Tab 1-2

Agenda Items 1-2

1. Call to Order: Walter G. Adams, Chairman
 - a. Establish Quorum
 - b. Pledge of Allegiance
2. Approval of Agenda: Walter G. Adams, Chairman

Tab 3

Approval of Minutes

NEW MEXICO STATE TRANSPORTATION COMMISSION
MEETING

Video Conference Meeting

November 19, 2020

The New Mexico State Transportation Commission (STC or Commission) held a regular meeting via video conference on November 19, 2020. Chairman Adams called the meeting to order at 9:01 a.m. He asked for a roll call to establish a quorum. Mershawn Griego, Office of the Secretary, New Mexico Department of Transportation (NMDOT), proceeded to call the roll. Commissioners Jennifer Sandoval, Bruce Ellis, Hilma E. Chynoweth, Walter G. Adams, and Thomas C. Taylor were present.

Approval of the STC Meeting Agenda

Chairman Adams asked for a motion to approve the STC meeting agenda; Commissioner Ellis made a motion to so approve; Commissioner Chynoweth seconded; motion carried unanimously.

Approval of the STC Minutes

Chairman Adams asked for a motion to approve the September 17, 2020 STC regular teleconference meeting minutes; Commissioner Sandoval made a motion to so approve; Commissioner Ellis seconded; motion carried unanimously.

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State Transportation Commissioners Present:

Jennifer Sandoval, Vice-Chair, District One
Bruce Ellis, Commissioner, District Two
Hilma E. Chynoweth District Three
Walter G. Adams, Chairman, District Four
Thomas C. Taylor, District Five
Charles Lundstrom, Secretary, District Six (Absent with Notice)

NMDOT Staff Present:

Michael Sandoval, Cabinet Secretary
Justin Reese, Deputy Secretary
Rick Padilla, Executive Director of Highway Operations
Jerry Valdez, Executive Projects Director
Kenneth B. Baca, General Counsel
NMDOT Staff

Elected Officials and Delegations Present:

The Honorable Joy Garratt, New Mexico State Representative, District 29
The Honorable Harry Garcia, New Mexico State Representative, District 69

Introduction

Chairman Adams welcomed attendees to the STC meeting and asked if anyone in attendance would like to speak.

District Three Update

Justin Gibson, P.E., District Three Engineer, NMDOT, provided an update regarding District Three, during which he discussed the District's various projects, pavement preservation, maintenance and other activities. He also thanked District Three staff for helping with COVID-19 activities, and the courtesy patrol for the services they provide to motorists on a daily basis.

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Finance Reports

New Mexico Finance Authority (NMFA) Report

Mark Lovato, Investment Manager, NMFA, provided an update regarding NMDOT's investment portfolio funds under NMFA management and NMDOT/NMFA's outstanding bond debt service as of October 31, 2020. As of that date, NMFA was holding approximately \$45.2 million for debt service. NMFA received \$48.5 million for debt service set asides for the closing of the 2020 A Series Bonds, from which \$33.8 million was placed in escrow to pay off the 2010 A1 and A2 Series Bonds on December 15, 2020. Currently, there is approximately \$6.7 million in the project account and approximately \$230,000 in the arbitrage rebate account. The balance in NMDOT's taxable line of credit at Wells Fargo for the BNSF requirement is \$50 million. To date, NMDOT has paid a commitment fee of \$687,791 for the line of credit. NMDOT's current outstanding debt is \$907.2 million. A debt service payment of approximately \$31 million is due on December 15, 2020, which includes \$9.470 million in principal and \$21.5 million in interest.

Approval of FY21 Budget Adjustment Request (BAR) No. 13 - P565 - Helping Obtain Prosperity for Everyone (HOPE) Grant

David Harris, Transit and Rail Division Director, NMDOT, presented and requested approval of FY21 BAR No. 13 - P565 - HOPE Grant. The BAR is required to increase budget authority in Contractual Services (Category 300) for the Federal Transit Bureau by \$210,000. The funds will be used for a planning study to coordinate transit service and improve mobility from rural areas and tribal reservations in the northwestern part of the state to jobs and healthcare facilities in Albuquerque. The funds are 100% Federal reimbursable by the Federal Transit Administration through the HOPE Program.

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Chairman Adams asked for a motion to approve FY21 BAR No. 13 - P565 - HOPE Grant; Commissioner Ellis made a motion to so approve; Commissioner Chynoweth seconded; motion carried unanimously.

Approval of FY21 BAR No. 14 - P565 - Coronavirus Aid Relief and Economic Security (CARES) Act

David Harris, Transit and Rail Division Director, NMDOT, presented and requested approval of FY21 BAR No. 14 - P565 - CARES Act. The BAR is required to increase budget authority in Grants (Category 400) for the Federal Transit Bureau by \$325,812. NMDOT is administering these funds on behalf of the North Central Regional Transit District (NCRTD). The funding will be used to pay for eligible local small urban public transportation administrative and operating expenses. The funds are 100% Federal reimbursable by the Federal Transit Administration through the CARES Act.

Chairman Adams asked for a motion to approve FY21 BAR No. 14 - P565 - CARES Act; Commissioner Chynoweth made a motion to so approve; Commissioner Ellis seconded; motion carried unanimously.

Approval of FY21 BAR No. 15 - P565 - Hybrid Vehicles

David Harris, Transit and Rail Division Director, NMDOT, presented and requested approval of FY21 BAR No. 15 - P565 - Hybrid Vehicles. He specifically noted the \$1,370,000 amount referenced in the Commission Brief for the BAR needs to be modified to \$1,170,528. He explained the difference between the two amounts is the match amount that will be provided by local entities. The BAR is required to increase budget authority in Grants (Category 400) for the Federal Transit Bureau. NMDOT is administering the funds on behalf of the South Central

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Regional Transit District (SCRTD). The funding will be used to purchase two hybrid transit buses to provide service between Sunland Park and downtown El Paso. The funds are 100% Federal reimbursable by the Federal Transit Administration (Section 5307 Program).

Chairman Adams asked for a motion to approve FY21 BAR No. 15 - P565 - Hybrid Vehicles in the amount of \$1,170,528; Commissioner Sandoval made a motion to so approve; Commissioners Chynoweth and Ellis seconded; motion carried unanimously.

Approval of FY21 BAR No. 16 - P565 - Low or No Emission Vehicle Program

David Harris, Transit and Rail Division Director, NMDOT, presented and requested approval of FY21 BAR No. 16 - P565 - Low or No Emission Vehicle Program. The BAR is required to increase the budget authority in Federal Grants (Category 400) for the Federal Transit Bureau by \$2,920,000. NMDOT is administering the funds on behalf of the North Central Regional Transit District (NCRTD). The funding will be used to install charging stations and purchase electric buses. The funds are 100% Federal reimbursable by Federal Transit Administration through the Low or No Emission Vehicle Program.

Chairman Adams asked for a motion to approve FY21 BAR No. 16 - P565 - Low or No Emission Vehicle Program; Commissioner Ellis made a motion to so approve; Commissioner Sandoval seconded; motion carried unanimously.

Approval of FY21 BAR No. 17 - P565 - Bus Facilities Program

David Harris, Transit and Rail Division Director, NMDOT, presented and requested approval of FY21 BAR No. 17 - P565 - Bus Facilities Program. The BAR is required to increase the budget authority in Grants (Category 400) for the Federal Transit Bureau by \$5,251,090.

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NMDOT is administering the funds on behalf of the North Central Regional Transit District (NCRTD). The funding will be used to design and construct a new operations and maintenance facility in Taos. The funds are 100% Federal reimbursable by the Federal Transit Administration through the Bus Facilities Program.

Chairman Adams asked for a motion to approve FY21 BAR No. 17 - P565 - Bus Facilities Program; Commissioner Sandoval made a motion to so approve; Commissioner Chynoweth seconded; motion carried unanimously.

Approval of FY21 Local Governments Road Fund (LGRF) Match Waiver Program Request

Clarissa Martinez, Statewide LGRF Manager, NMDOT, presented and requested approval of the FY21 LGRF Match Waiver Program request. The LGRF Match Waiver Program authorizes NMDOT to distribute up to \$1 million of LGRF money to local entities that can demonstrate financial hardship, for use as all or a portion of their 25% match requirement. The projects identified on the “FY21 LGRF Match Waiver Applicants Selected” list (page 45 in the STC meeting book) were analyzed by the New Mexico Department of Finance and Administration (DFA) and deemed eligible for the Match Waiver Program. NMDOT is therefore requesting the STC’s approval to distribute Match Waiver Program funding in the amount of \$938,980 to the identified local entities. Ms. Martinez commented that due to the COVID-19 crisis, NMDOT is recommending approval for all of the local entities that applied for FY21 LGRF Match Waiver Program funding.

Chairman Adams asked for a motion to approve the FY21 LGRF Match Waiver Program request; Commissioner Chynoweth made a motion to so approve, as recommended; Commissioner Ellis seconded; motion carried unanimously.

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Policy Reports

Approval of STC Resolution No. 2020-04 (NOV) Ratifying Emergency Use and Re-establishing the “Jal Route” as a Temporary, Negotiated, Alternate, Southern Waste Isolation Pilot Plant (WIPP) Route

Rick Padilla, P.E., Executive Director of Highway Operations, NMDOT, asked the STC’s permission to provide an update on winter maintenance to date since he will be unable to report on the topic again until January 2021. On behalf of the STC, Chairman Adams consented.

Mr. Padilla reported that as a result of the storm in northern New Mexico (Chama to Raton) in early October, NMDOT incurred approximately \$500,000 in labor costs, \$1.7 million in equipment costs, approximately \$3.4 million in commodity costs (salt, cinders, all other hard materials put on the ground), and completed 213,000 pass miles. In addition, as a result of the big storm in late October that affected all six districts, NMDOT incurred \$454,000 in labor costs, \$1.4 million in equipment costs, approximately \$1 million in commodity costs, and completed a total of 183,000 pass miles.

Mr. Padilla introduced and requested the STC’s approval and adoption of STC Resolution No. 2020-04 (NOV) Ratifying Emergency Use and Re-establishing the “Jal Route” as a Temporary, Negotiated, Alternate Southern WIPP Route. He explained that on September 24, 2020, the Department of Energy - Carlsbad Field Office (DOE-CBFO) requested emergency use of the temporary, negotiated, alternate Southern WIPP route (the “Jal Route”) for WIPP shipments during the month of October 2020. The DOE-CBFO also requested continued use of the Jal Route for WIPP shipments beginning November 19, 2020, and extending to December 31, 2021.

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On October 8, 2020, based on the emergency presented and the STC's prior authorization for use of the route by STC Resolution No. 2019-06 (NOV), NMDOT approved DOE-CBFO's urgent use of the route for the month of October 2020.

As justification for continued use of the Jal Route for WIPP shipments, instead of the existing, designated Southern WIPP route (US 285 to US 62/180), DOE-CBFO identified ongoing safety concerns related to portions of US 285, as well as anticipated impacts, including lane shifts and detours, from a planned, multi-year sink hole remediation project south of Carlsbad, adjacent to the Southern Route.

The STC was requested to (1) ratify NMDOT's decision to allow DOE-CBFO to use the route for the month of October 2020, (2) to re-establish the Jal Route for use as a temporary, negotiated alternate to the designated Southern WIPP Route until December 31, 2021, unless terminated earlier by notice; and (3) adopt STC Resolution No. 2020-04 (NOV).

Chairman Adams asked for a motion to approve STC Resolution No. 2020-04 (NOV) Ratifying Emergency Use and Re-establishing the "Jal Route" as a Temporary, Negotiated, Alternate Southern WIPP Route; Commissioner Ellis made a motion to approve the Resolution, as presented; Commissioner Taylor seconded; motion carried unanimously.

NMDOT Contractor Prequalification Rule, 18.27.5 NMAC - Rulemaking Update

Rick Padilla, P.E., Executive Director of Highway Operations, NMDOT, gave an update on the status of NMDOT's rulemaking action on 18.27.5 NMAC, Contractor Prequalification Rule, which the STC authorized NMDOT to initiate in January 2020. He reported that NMDOT held a public hearing on October 15, 2020, during which one written comment and two oral comments were received. As a result of certain concerns raised in the comments, NMDOT is now

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reconsidering some of the provisions in the rule. One of the issues raised involved disincentive and unfair advantages. NMDOT needs to consider this issue and develop a solution to create a level playing field. Another issue related to timing. Specifically, first year calculation, and how and when that will happen. NMDOT will work with the Associated Contractors of New Mexico (ACNM) and Asphalt Pavement Association of New Mexico (APANM) on adding provisions to address this issue. NMDOT hopes to come back to the STC in March to request approval of the rule.

Approval of Proposed 2021 STC Meeting Schedule

Michael Sandoval, Cabinet Secretary, NMDOT, presented and requested approval of the proposed 2021 STC meeting schedule. Dates and tentative locations are as follows: January 22, Santa Fe; March 25, Las Vegas; May 20, Albuquerque; July 15, Las Cruces; September 16, Milan; and November 18, Hobbs. When allowable, the STC will hold in-person meetings at the designated locations, starting at 8:30 a.m. Commissioners may change the meeting location within their respective Districts with Commission approval. Until it becomes possible to resume in-person gatherings, STC meetings will be held via Zoom, starting at 9:00 A.M.

Chairman Adams asked for a motion to approve the proposed 2021 STC meeting schedule with the flexibility to make changes by Commission approval, and if meeting in-person, starting at 8:30 a.m., and when meeting via Zoom, starting at 9:00 a.m.; Commissioner Chynoweth made a motion to so approve; Commissioner Taylor seconded; motion carried unanimously.

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Secretary's Report

Secretary Sandoval reported that NMDOT's recent external state fiscal year audit had zero findings. He thanked and congratulated Mallery Manzanares, Administrative Services Director (ASD) and Budget Director, her team and NMDOT's financial consultants. Chairman Adams and the Commissioners also congratulated Mrs. Manzanares and her team for their achievement.

Secretary Sandoval discussed how COVID-19 has recently affected NMDOT projects. The Las Cruces I-25/University project and other smaller projects in the Las Cruces, District One area were suspended for a couple of weeks due to possible positive COVID-19 tests. The situation is becoming more common across the state and is impacting NMDOT front line staff and private contractors. It is expected that more projects will be put on hold.

Secretary Sandoval informed the STC that Timothy L. Parker, P.E., District Two Engineer, NMDOT, has taken a new job in San Antonio, Texas. The Secretary expressed his appreciation for all the work Mr. Parker did during his time with NMDOT, both in District 3 and District 2. Rick Padilla, Executive Director of Highway Operations, is currently the acting District Two Engineer. Alan Briley, P.E., Assistant District Two Engineer, Construction, and Francisco Sanchez, Assistant District 2 Engineer, Engineering Support, are also assisting.

Secretary Sandoval recognized Thomas Kratochvil, P.E., Assistant District Three Engineer, Maintenance, NMDOT. He expressed his appreciation to Mr. Kratochvil for his long-term service with NMDOT, his good work in the Albuquerque area, and congratulated him on his retirement.

The Secretary also recognized the Honorable Harry Garcia, New Mexico State Representative, District 69. Representative Garcia thanked NMDOT and the STC for inviting him

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to attend the meeting. He is looking forward to working with NMDOT as much as he possibly can to make sure NMDOT's funding is in place, and that no funding is taken away. Representative Garcia also commented on an ongoing issue concerning trash, including human waste and syringes, dumped by truckers on I-40 on-ramps and off-ramps. He is concerned because it is hazardous for maintainers that have to pick up the waste. If possible, he would like to see barriers or gravel piles installed so truckers cannot stop on the ramps.

Secretary Sandoval informed the STC that NMDOT is scheduled to present its budget to the Legislative Finance Committee (LFC) on December 8, 2020 at 3:00 P.M. He invited all Commissioners to attend the meeting virtually to listen to NMDOT's presentation, and a report regarding NMDOT's 2021 legislative agenda.

The Secretary outlined NMDOT's 2021 legislative package, which includes:

A bill to allow NMDOT to bond sooner than it was given authority to during the First Special Legislative Session of 2020. Presently, NMDOT can bond \$75 million, starting July 1, 2022. NMDOT would like to make that date as soon as possible, or upon signing of legislation. In addition to the \$75 million, NMDOT will be asking for its full bonding capacity in the amount of \$234 million, already approved through GRIP. With interest rates being so low, NMDOT would be able to get \$300 million worth of money for bonding \$234 million worth of projects because of how its program is structured. This is a good opportunity to take advantage of the record low interest rates for bonds. NMDOT recently refunded some bonds, closed the transaction a couple of weeks ago, and saved about \$7.7 million. Now is the time for NMDOT to bond because it has the capacity to do so. NMDOT does not want to put the State in any more debt as far as the length of the debt. NMDOT will be debt free as of 2032.

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NMDOT will also be requesting authorization to use the Design and Build Project Delivery method for the NM 31 and NM 128 project, an eight mile segment of highway south of Carlsbad that NMDOT will be widening to four lanes. The estimated cost of the project is \$100 million. Presently, NMDOT can use design build for any project above \$50 million built with federal-aid highway funds but as of now, this project is intended to be built with state funds only. NMDOT needs special permission from the Legislature to utilize state funds for design build projects, so will be asking to be able to use design build for the NM 31/NM 128 project.

A Construction Manager General Contractor (CMGC) bill, which is another alternative delivery method bill, similar to the design build bill. During the legislative session last year, the previous version of NMDOT's CMGC bill passed the House as well as the Senate Corporations & Transportation Committee, but was halted in the Senate Judiciary Committee. NMDOT is hopeful the bill will pass this year with assistance from the American Council of Engineering Companies (ACEC) and Associated Contractors of New Mexico (ACNM).

A Driver Education School Surety Bonds bill that will increase the required amount of the surety bond that each Driver Education school is required to post. By statute, Driver Education schools are currently required to post a \$5,000 bond. That amount was established over 20 years ago and is now insufficient to cover NMDOT's costs of reimbursement to students in the event a school goes out of business. Accordingly, NMDOT will be asking to increase the surety bond amount from \$5,000 to \$15,000.

A Collection for Damages to Highways bill that will to allow NMDOT to negotiate and settle with insurance companies for damages caused by vehicle crashes.

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A bill to change a distribution of the revenue from the Motor Vehicle Excise Tax (MVET) from the Local Governments Road Fund (LGRF) to the Transportation Project Fund (TPF). The LGRF requires a 25% local match, and is rather restrictive in how funds can be used. The LGRF currently has a funding source of approximately \$20 to \$25 million and, through existing legislation, is scheduled to receive an additional distribution of approximately \$40 million from the MVET. NMDOT will be asking to have the \$40 million distribution instead go to the TPF, which only requires a 5% match, and local governments can use the funds on anything related to construction, including design and studies. As such, TPF funding is much more flexible for use.

A bill to transfer Ports of Entry buildings, many of which are now owned by the Department of Public Safety (DPS), even though NMDOT currently pays for all maintenance and upgrade costs. The bill will request the transfer of ownership of those properties from DPS to NMDOT, so NMDOT will officially own and operate them, and thereby become 100% responsible for the Ports of Entry program. Commercial Weight-Distance permits make up about \$100 million, or about 25% of NMDOT's budget so it is important for NMDOT to own the properties.

Chairman Adams asked if two Districts, instead of one, could be invited to give updates at the STC's bi-monthly meetings. He proposed that Districts Two and Three be invited to present at the next meeting.

Chairman Adams and the Commissioners thanked the Secretary and NMDOT staff for all their work. Commissioner Ellis specifically thanked former District 2 Engineer Tim Parker for his excellent work during his time with NMDOT. Chairman Adams closed by acknowledging Representative Garratt and expressing his appreciation to her for attending the STC meeting.

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Secretary Sandoval announced J. Don Martinez, FHWA, will be retiring from FHWA at the end of this year.

Adjournment

Chairman Adams asked for a motion to adjourn the regular meeting at 11:21 a.m.; Commissioner Taylor made a motion to adjourn the regular meeting; Commissioner Ellis seconded. Motion carried unanimously.

Chairman

Walter G. Adams

Secretary

Charles Lundstrom

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Tab 4

Introductions

Agenda Items 4

4. Introductions: Walter G. Adams, Chairman

- a. Elected Officials**
- b. Commission Members**
- c. NMDOT Executive Staff**

Tab 5

Welcoming Remarks

Agenda Items 5

Welcoming Remarks: Walter G. Adams, Chairman

Tab 6

Public Comments

Tab 6a

Paseo Del Norte & Unser Boulevard Improvements

Commission Brief

SUBJECT: Paseo Del Norte & Unser Boulevard Improvements

PRESENTER: Pat Montoya Director of the Municipal Development Department.

BACKGROUND: The project will expand two sections of Paseo Del Norte and Unser Boulevard that intersect on Albuquerque's Northwest Mesa. Paseo Del Norte and Unser Boulevard are two of the principle trunk lines that serve the northwest section of Albuquerque and all of the City of Rio Rancho, an area with close to 200,000 residents. Currently for approximately one mile in all directions from the intersection of Paseo Del Norte and Unser Boulevard the two roadways are only two lanes. During rush hours this creates traffic Jams that extend for 2 to 3 miles and delay commuter trips by up to 30 minutes. In addition it adds significant delay to emergency vehicles serving the neighborhoods near these roadways. The City has initiated a public private project, to bring the roadways to limited access major arterial standards. The estimated cost of the project is \$80,000,000. The public sector will pay for about \$52,000,000 which is the cost to provide adequate capacity for the existing volumes of traffic. The private land owners who own land along these segments of the roadways will cover about \$28,000,000 of the cost through improvements they will make to the roadways segments in front of their properties as they develop their lands. These improvements will be for the purpose of providing capacity for the vehicle trips generated by their developments. To date the City has appropriated about \$13,000,000 for construction on Paseo, and the Legislature another \$4,000,000. The Mid Region Council of Governments has appropriated \$9,000,000 in federal funds for construction on Unser. Design and Engineering for both projects has also commenced.

ACTION: No Action

**PASEO DEL NORTE
&
UNSER BOULEVARD
IMPROVEMENTS**

At Albuquerque's Northwest Mesa

BACKGROUND

- R-18-84 sponsored by City Councilors Cynthia Borrego and Ken Sanchez, was enacted by City Council on 10/15/2018, establishing the development of roadway cross-sections for *Paseo Del Norte (from Calle Nortena to Universe Blvd.)* and *Unser (from Kimmick Dr. to Paradise Rd.)*. Through the concept planning process the Paseo Del Norte part of the project was later extended from University west to Rainbow Boulevard.
- The Resolution declares improving these two roadways as a priority for the City Of Albuquerque's Capital Implementation Program, Transportation Infrastructure Tax, State Legislative Agenda, and List Of Projects For The Transportation Improvement Program of the Metropolitan Planning Area (AMPA).
- Paseo Del Norte and Unser are regional arterials that assemble vehicles traveling from the north and west quadrants of Albuquerque and distribute them throughout the Metropolitan Area (AMPA) and onto the Interstate Highway System.

BACKGROUND (cont.)

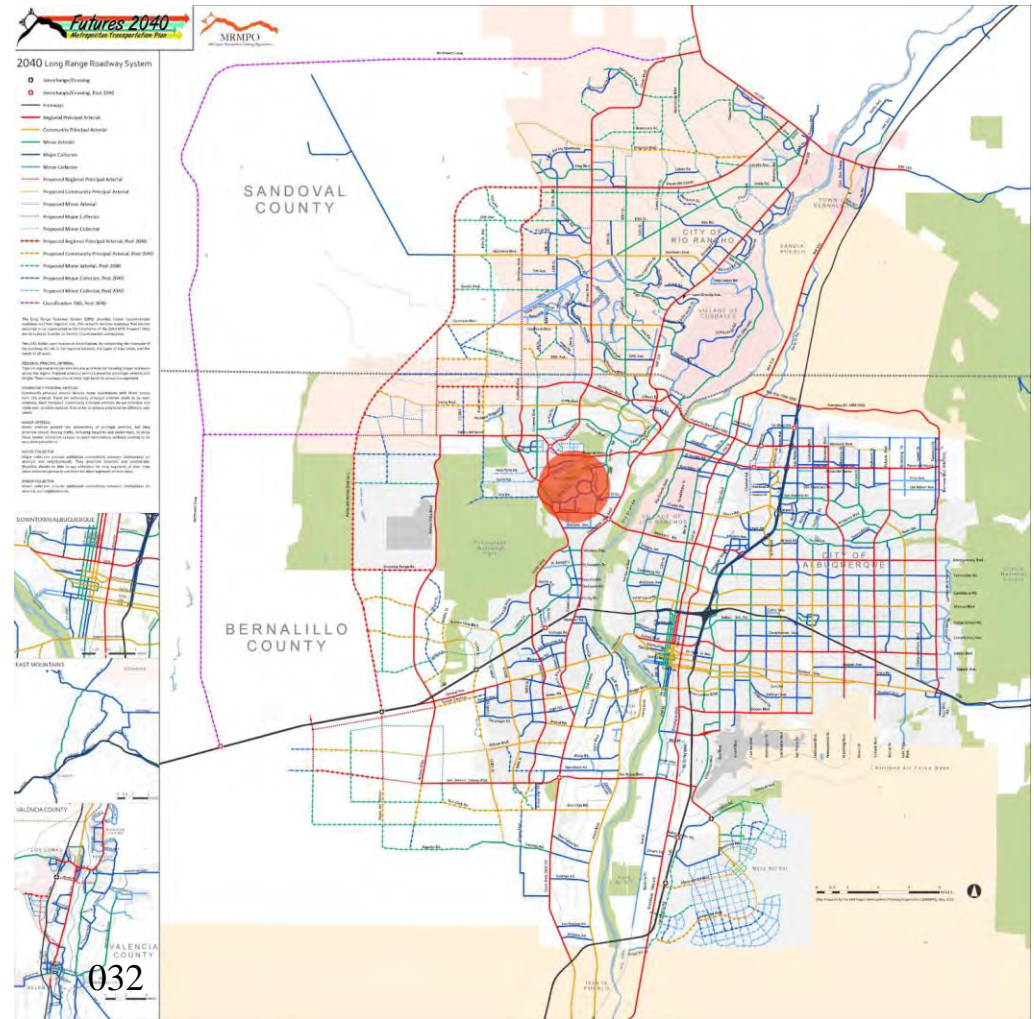
- From where these two roadways intersect on the Northwest Mesa and for nearly a mile in all four directions of the intersection the cross-sections are only developed with one lane in each direction (which is equivalent to the level of neighborhood collector streets).
- Because these two trunk lines of the region's traffic system are comprised of only 2 two-lane roadways (the equivalent of a small collector street), these roads are experiencing major congestion issues which has contributed to numerous traffic incidents and is creating extensive delays in responses times for emergency vehicles trying to reach neighborhoods near these roadway sections.
- A review was conducted of traffic patterns and volumes at arterial and collector intersections in proximity to Paseo and Unser, that are partially for the purpose of distributing neighborhood traffic towards this intersection. It was found that instead of traveling towards the intersection, nearly 16,000 motorists a day, to avoid the congestion on Paseo and Unser in these under developed sections, are diverting off of Unser and Paseo and are using the nearby arterials and collectors as bypasses.

PASEO AND UNSER PROJECT AREA



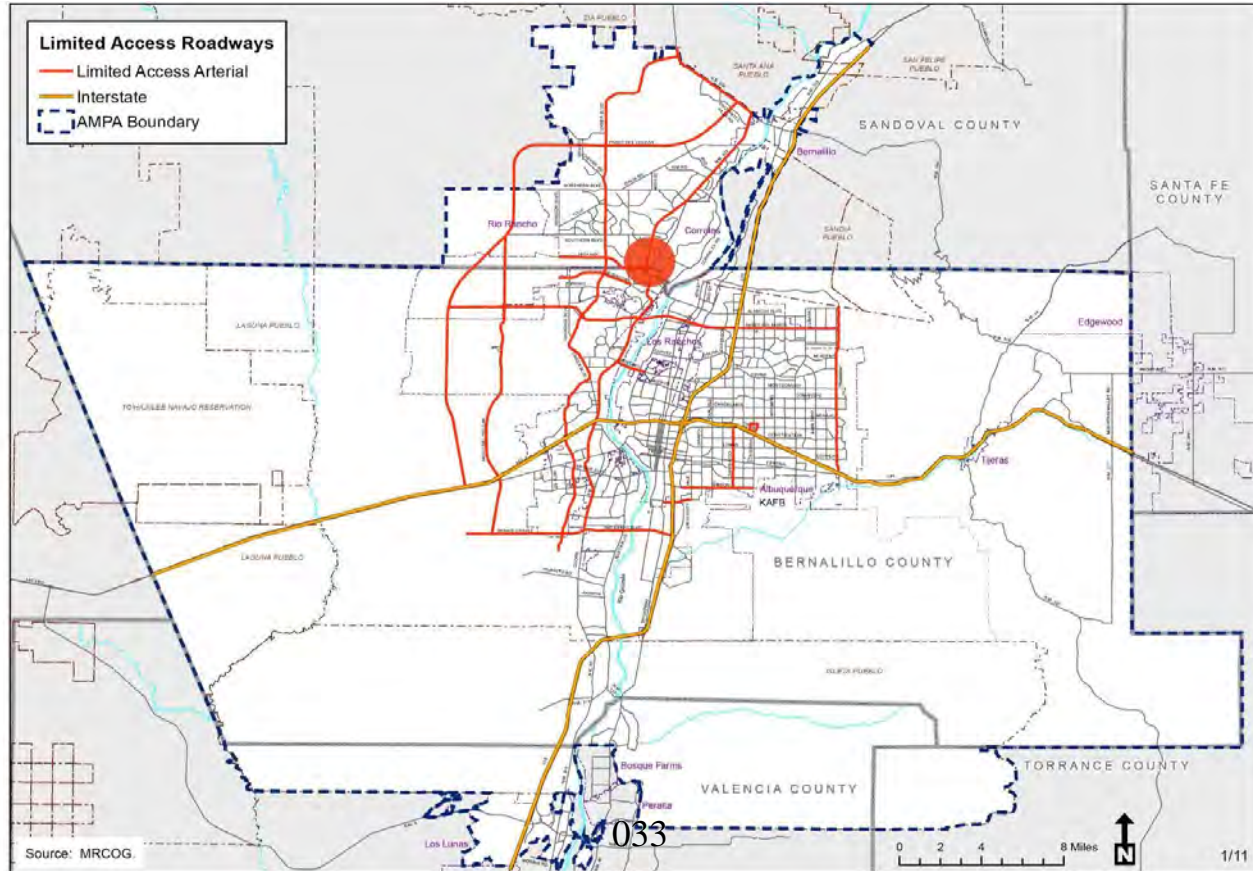
Paseo and Unser are major routes along Albuquerque's...

LONG RANGE ROADWAY SYSTEM



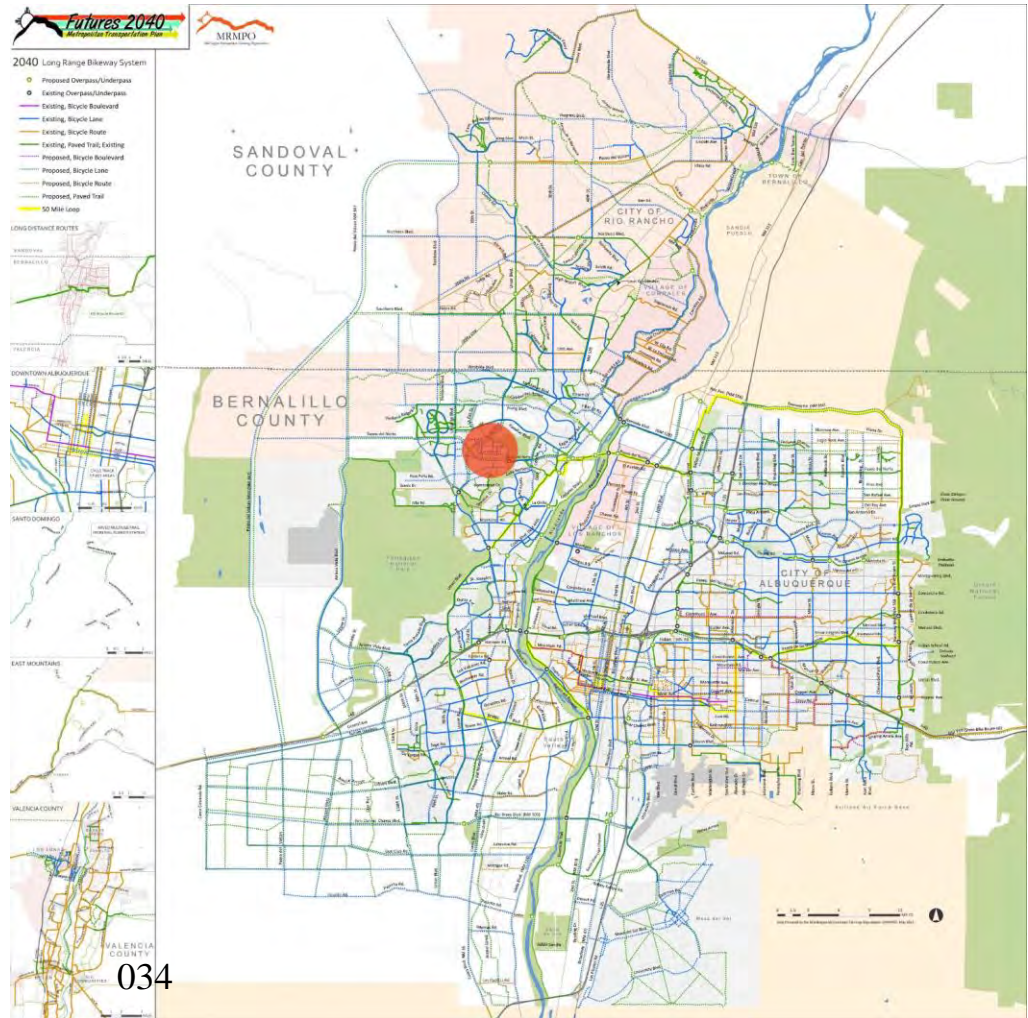
Paseo and Unser are major routes along Albuquerque's...

LIMITED ACCESS ROADWAYS



Paseo and Unser are major routes along Albuquerque's...

LONG RANGE BIKEWAY SYSTEM



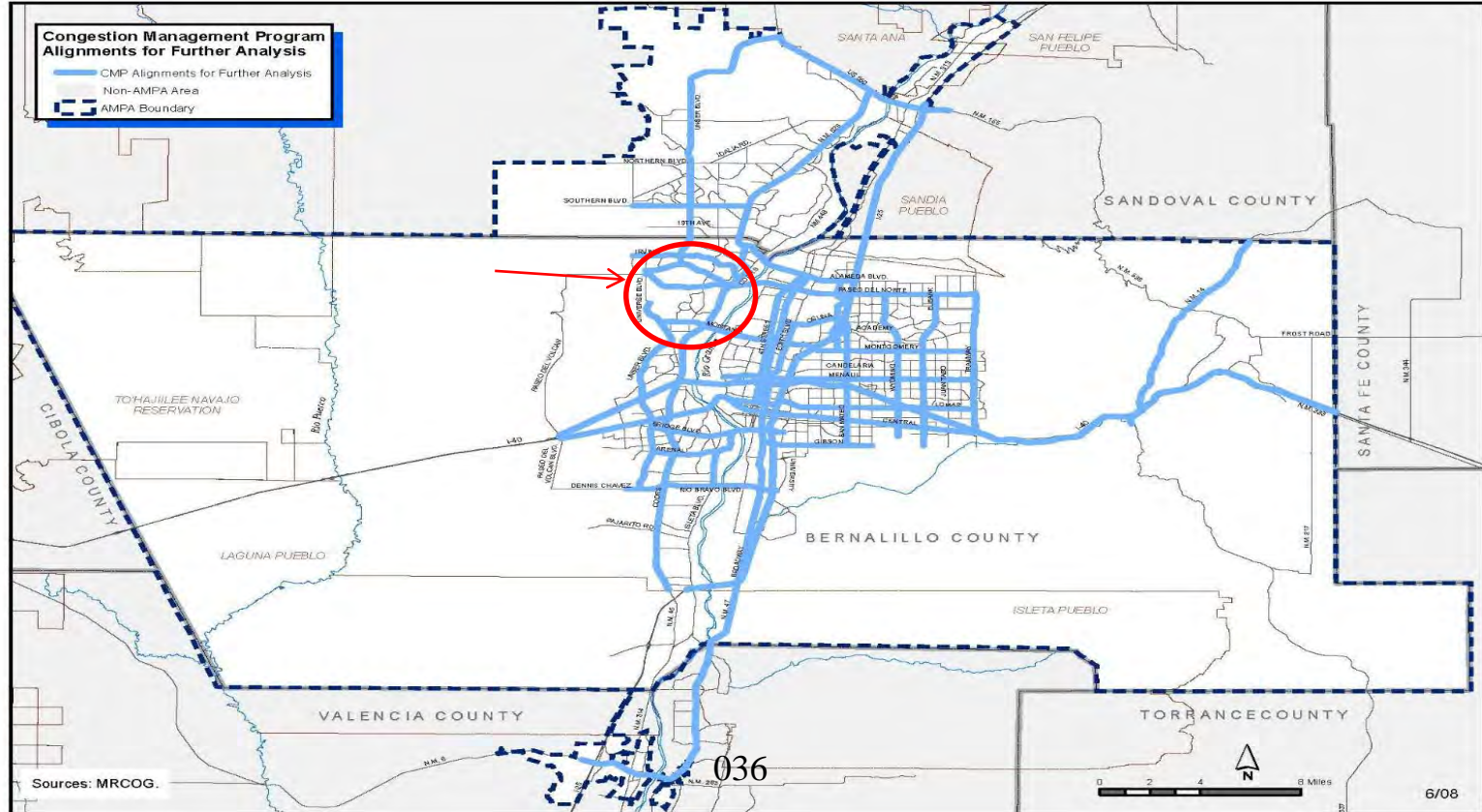
CURRENT CONDITIONS



Coors Blvd. at a standstill from Golf Course Road to east of 4th St. Extends several miles west.

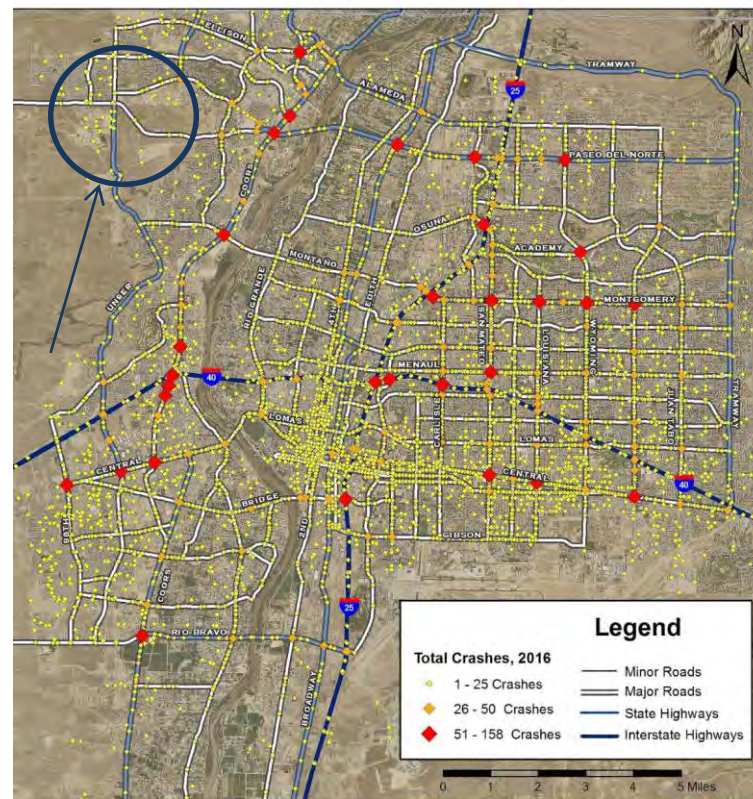
CONGESTION MANAGEMENT PROGRAM

Paseo and Unser are part of Albuquerque's major roadway system where congestion levels must be managed in order to meet federal requirements.



(Since the last report period in 2016, Albuquerque Fire and Rescue and the Bernalillo Count Fire Department are reporting a marked increase in accidents at the Intersection of Paseo Del Norte and Unser)

Albuquerque Crashes, 2016



Prepared for the New Mexico Department of Transportation,
Traffic Safety Division, Traffic Records Bureau. Under Contract C05801 by the
University of New Mexico, Institute for Geospatial and Population Studies, Traffic Research Unit
tru.unm.edu February 2018 tru@unm.edu



POTENTIAL STORMWATER POND LOCATIONS.

(The City will team with
local flood control authority
to address storm-water flows
from the Roadway.)



Blue circles indicate potential locations

Project Development (Public/Private)

- A Planning Study Determined that both the Paseo Del Norte and Unser phases will cost \$40,000,000 each to construct as a limited access urban arterial.
- The Public Sector will cover \$26,000,000 of the cost to construct the roadway to a capacity to move existing levels of traffic this will include expanding the roadways to 4 traffic lanes, adding turn lanes, safety medians and a paved multi use trail.
- The adjoining land owners will cover in the area of \$14,000,000 of the cost to construct the sections of the roadway to manage the traffic their development generate this could include a third lane, planting strips, street lights and sidewalks.
- Depending on funding availability the roadway could be built in phases.

Current Status of Project

- Both the Paseo Del Norte and Unser sections have started design.
- Design of Paseo Del Norte should be completed within 12 months, with some phases potentially completed sooner.
- The design of Unser should be completed in 18-24 months.
- The design and engineering will follow the Federal Environmental process so as to qualify the projects for Federal funding.
- By Spring 2021 the right of way acquisition process for Paseo Del Norte should begin.

Funding Status

Paseo Del Norte

- For Paseo Del Norte the Estimated Cost of the Project is \$26,000,000.
- \$17,749,878.00 has been acquired for the project.
- The City has to date provided \$13,621,014.00.
- Legislators for Albuquerque's Northwest Mesa provided \$4,028,864.00 in Capital Outlay.
- The County of Bernalillo has provided \$100,000.
- \$8,250,122,000 is still required to fully fund the project.

Unser Boulevard

- The public phase of Unser is also expected to cost \$26,000,000.
- The Public phase of Unser will be primarily developed using Federal Funds, approximately \$9,000,000 in Federal Surface Transportation Planning Urban funds have been assigned to the project.
- The Federal funding is scheduled for Federal Fiscal Years 2023 and 2024.

Tab 6b

Autonomous Vehicle Plan - NM & Gallup

Commission Brief

SUBJECT: Autonomous Vehicle Plan – NM & Gallup

PRESENTER: Michael Sage, Greater Gallup EDC

BACKGROUND:

GGEDC is taking work of SB 332 (2019) – which sought to legislate legal definitions and rules related to autonomous vehicles on NM roads, and SJM3 – a study of legislation needed to facilitate autonomous vehicle ownership, operation and testing in New Mexico - to the next level as there is an urgent need to enact appropriate Autonomous Vehicle legislation.

In November, the City of Gallup was awarded a \$750,000 EDA grant for its Airport Master Plan and an Autonomous Vehicle Plan. GGEDC and the City plan to create a “Gallup Mobility Hub” for the purpose of researching, testing and possibly producing autonomous vehicles in Gallup. This will create a new industry cluster focused on mobility with a “hub” centered in a new research/industrial park at the Gallup Airport. GGEDC will be looking to NMDOT for its support and assistance as we proceed with the Autonomous Vehicle Legislation.

ACTION: Develop, draft & enact legislation to regulate statewide Autonomous Vehicle ownership, operation and testing on NM roadways that will assure public safety, is business-friendly, and will help us embrace a future that is already here.

Autonomous Vehicle Plan NM & Gallup

Presented to the State Transportation Commission by

Michael Sage, Deputy Director

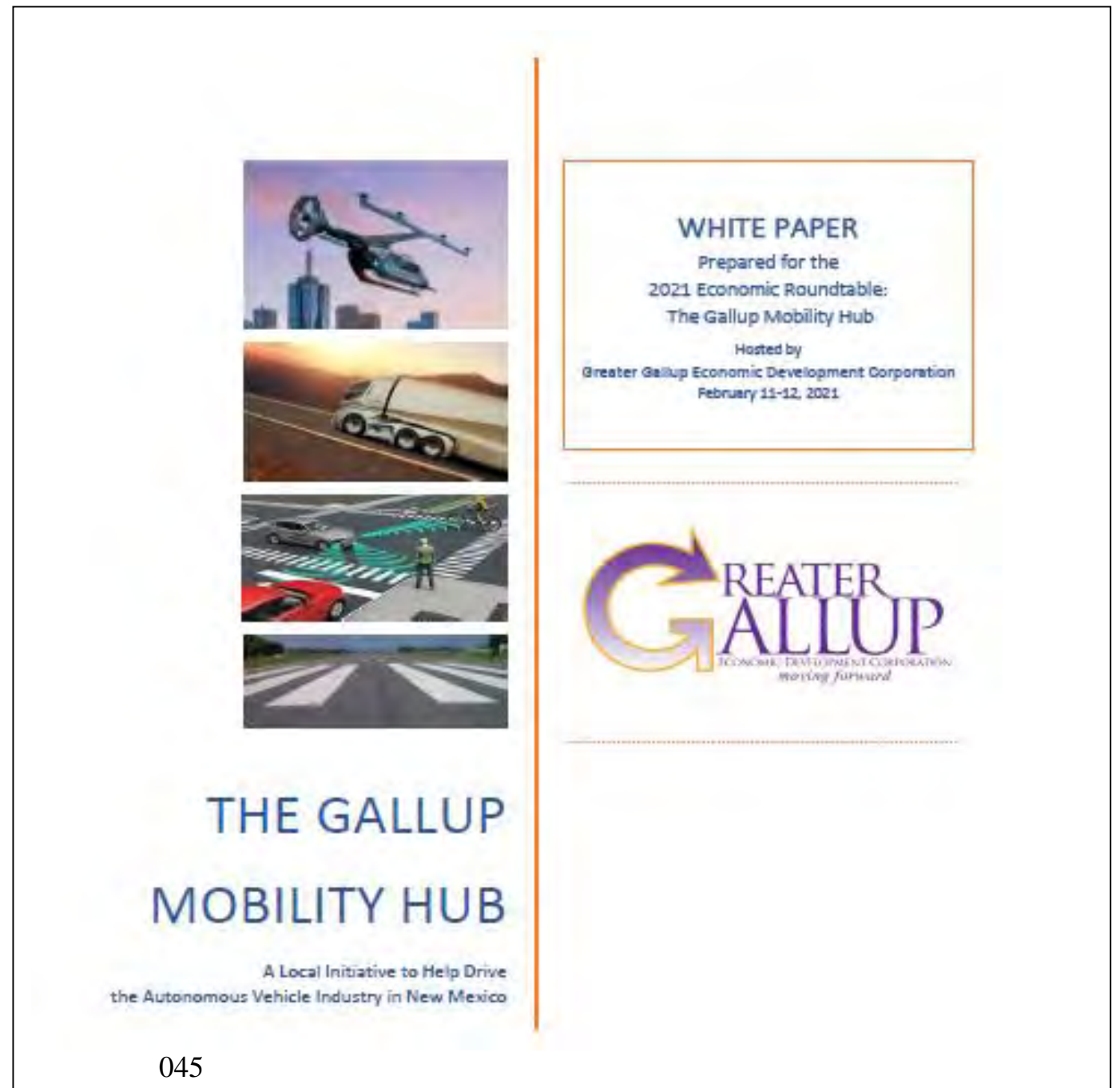
Greater Gallup Economic Development Corporation DC

January 22, 2021



The Gallup Mobility Hub

A White Paper Prepared by GGEDC for an
Economic Roundtable Greater Gallup EDC Is
Hosting on February 11-12, 2021



WHITE PAPER
Prepared for the
2021 Economic Roundtable:
The Gallup Mobility Hub
Hosted by
Greater Gallup Economic Development Corporation
February 11-12, 2021

**THE GALLUP
MOBILITY HUB**

A Local Initiative to Help Drive
the Autonomous Vehicle Industry in New Mexico

**GREATER
GALLUP**
ECONOMIC DEVELOPMENT CORPORATION
moving forward

GALLUP, NEW MEXICO: THE EVOLUTION OF A TRANSPORTATION HUB

- Purpose of the Gallup Mobility Hub White Paper and Roundtable

GGEDC CORE MISSION & MISSION SUPPORT

- Gallup & GGEDC Record of Transportation-Related Economic Development
- GGEDC Economic Roundtables – Associated with Impactful Economic Development Outcomes

The 2021 GGEDC Economic Roundtable on Mobility

- Objectives
- Building the Gallup Mobility Hub
- Legislative Requirements
- The Mobility Strategy
- Autonomous Trucking and the Gallup Truck Mobility Center
- Technology Drives the Development
- Targeting & Recruiting Autonomous Manufacturers

Tab 7

District Five Update

Transportation Commission Meeting

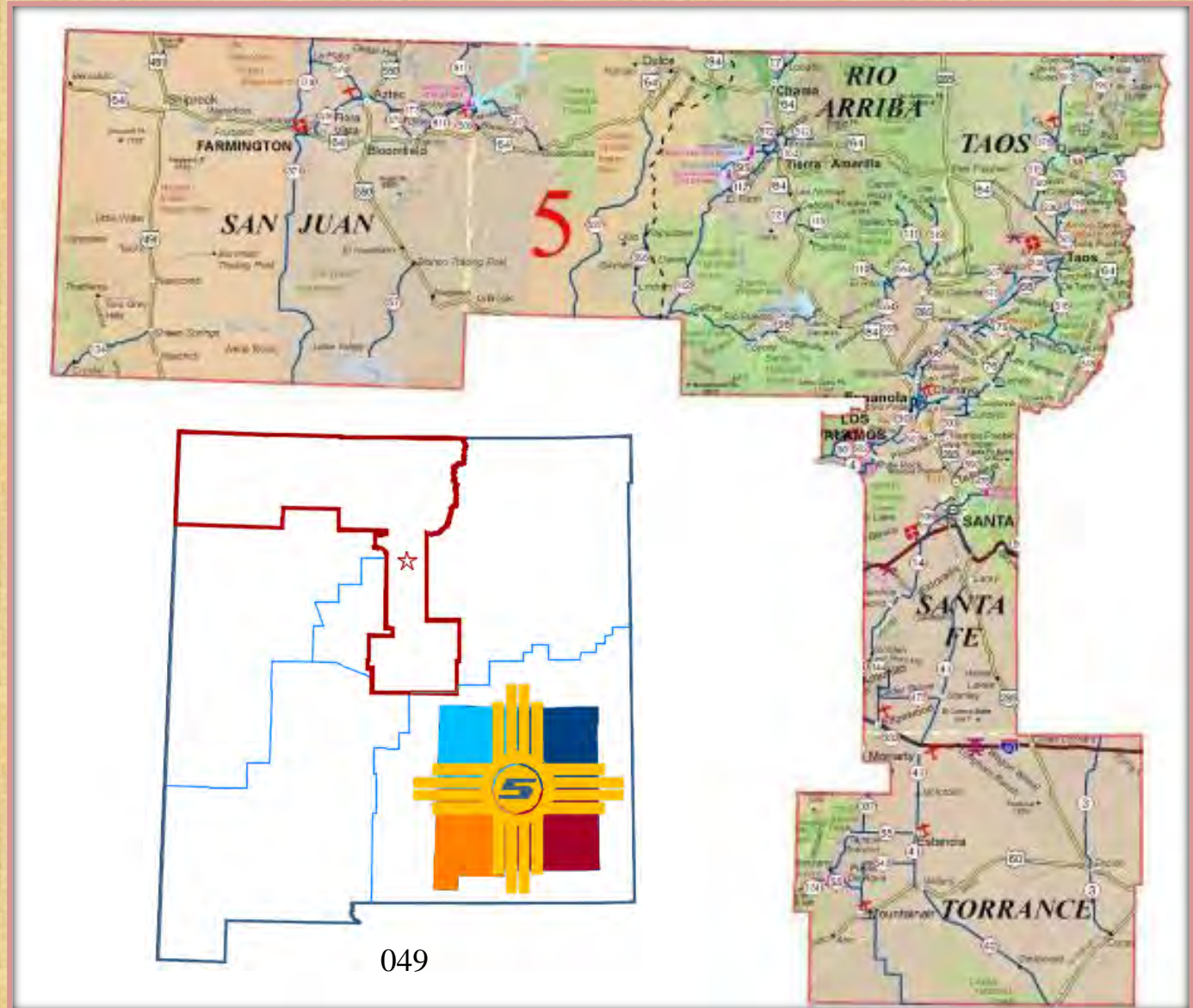
Paul Brasher, PE, District 5 Engineer - January 22, 2021



Tom Taylor
District 5
Commissioner



Paul Brasher, PE
District 5 Engineer



District Five encompasses San Juan, Rio Arriba, Taos, Santa Fe, Torrance, and Los Alamos Counties, with District Five Headquarters located in Santa Fe. District Five is responsible for maintaining 5,375 lane miles of roadway. District 5 works closely with six County governments, seventeen Local governments and ten Tribal governments to meet our transportation goals.

DISTRICT MANAGEMENT:

**Assistant District Engineer for Engineering – Javier Martinez, PE
Assistant District Engineer for Maintenance – Ken Barnett, PE
Assistant District Engineer for Construction – Sally Reeves, PE
District Business Manager – Darren Casados**

FY 21 Budget

Operating Budget: \$23,910,508
Ongoing Constr. Contracts: \$108,160,509
Contract Maintenance: \$6,014,600
Field Supplies: \$5,026,200
Striping & Signing: \$1,505,728
Rest Area Improvements: \$91,600
Rest Area Maintenance: \$547,200

Employee Breakdown

Support Staff: 43 positions
Maintenance: 191 positions
Construction: 65 positions
Engineering: 22 positions
Total: 321 positions
Vacancies: 43 positions
Vacancy Rate: 13.4%

Maintenance Patrols: 25
Construction Project Offices: 5
Rest Areas: 3



Completed Projects

NM 574 Bridge Reconstruction

- \$2.2 Million



Completed Projects

US 64 Roadway Reconstruction/Widening

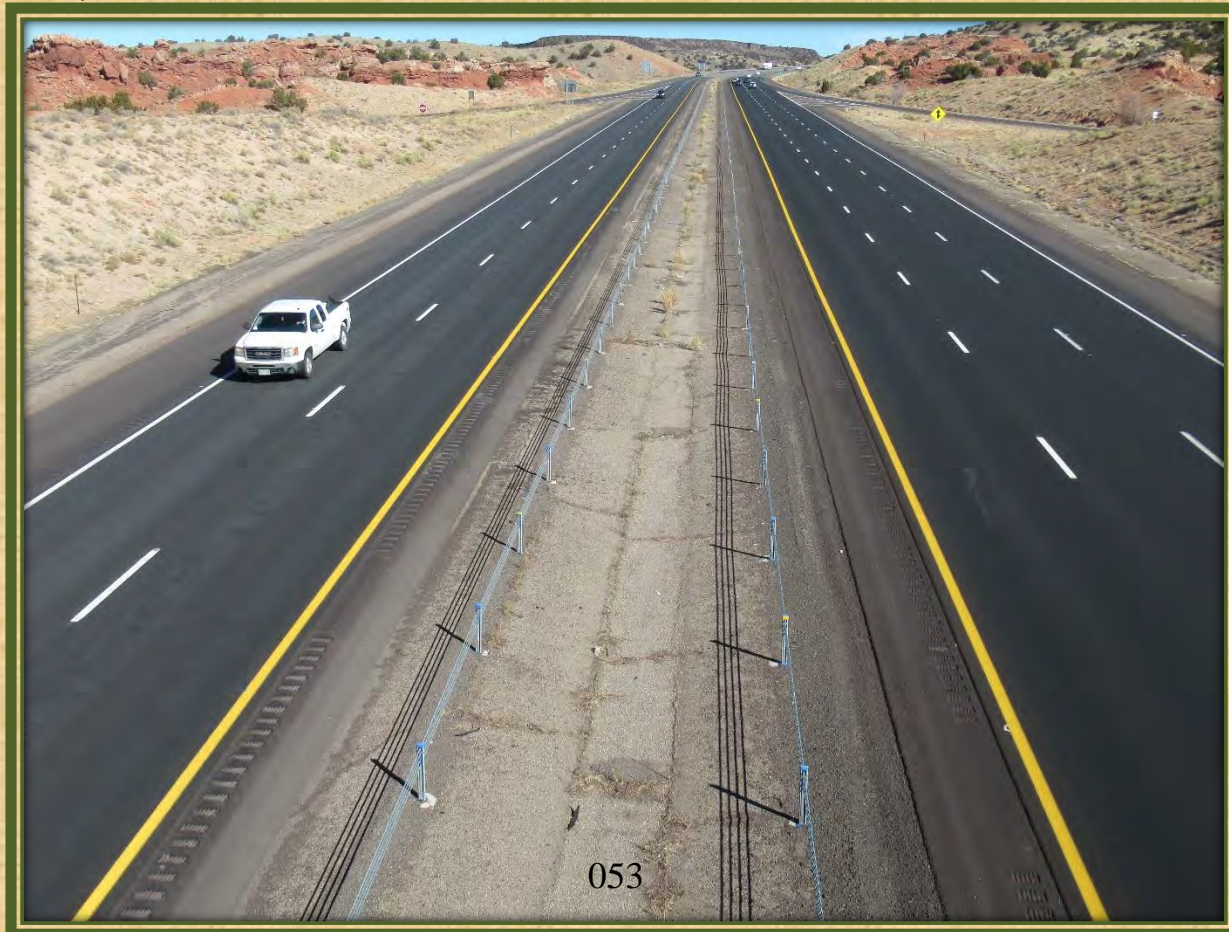
- \$33.304 Million



Completed Projects

I – 025 Pavement Preservation / Guardrail Construction

- MP 263 (Cochiti) to MP 278 (NM 14)
- \$16.98 Million



Active Projects

NM 502 (Los Alamos)

- Roadway Reconstruction (Roundabout/Utilities)
- \$6.7 Million



Active Projects

US 64 / NM 68 (Taos)

- Roadway Reconstruction/ Lighting, Signalization
- \$21.97 Million



Active Projects

NM 96: MP 31.5, Between Gallina and Youngsville – Roadway reconstruction / Bridge replacement.

\$6.7 Million

NM 68: MP 6.9 to MP 10.1, Alcalde north of Espanola – Roadway reconstruction / Bridge rehabilitation.

\$15.57 Million

US 64: MP 144.73, Lumberton, between Chama and Dulce – Bridge rehabilitation / roadway rehabilitation

\$2.2 Million

I – 025: MP 290, Vicinity of Eldorado – Bridge Rehabilitation / ITS

\$529,000

I – 040: MP 218.7 to MP 232.47, East of Clines Corners - Roadway rehabilitation

\$17.25 Million



Upcoming Projects

Route	Milepost / County	Description	Total Programmed
NM 50	1.0-1.3 Santa Fe	Bridge Rplace	\$ 2,628,438.00
NM 14 Cerrillos Road	52-53.7 Santa Fe	Study/Planning	\$ 1,000,000.00
NM 371	75-82 San Juan	Pavement Rehabilitation w/Spot Recon	\$ 3,007,115.00
NM 599/US285 Ramp	165-166 Santa Fe	Lengthen SB On-Ramp from 599 to 84/285	\$ 4,292,849.00
NM 68	4-7 Rio Arriba	Roadway Reconstruction	\$ 16,000,000.00
NM 68	10-12.5 Rio Arriba	Roadway Reconstruction	\$ 14,000,000.00
NM 344	12.7-14.7 Santa Fe	Timber Bridge Replacement; drainage improv., TC	\$ 2,000,000.00
I-25	286.8 Santa Fe	Bridge Preservation	\$ 930,300.00
NM 475 (Hyde Park)	1-13 Santa Fe	Study/Planning	\$ 750,000.00

FY 2021 TOTAL

\$44,608,702



Upcoming Projects

Route	Milepost / County	Description	Total Programmed
NM 162	1.2 Rio Arriba	Intersection & Ped. Improvements	\$ 400,000.00
NM 75	13.5 Taos	Bridge Replacement	\$ 3,500,000.00
US 64	7.3-8.1 San Juan	Reconstruction, Bridge Replacement	\$ 8,200,000.00
US 84/285 & Paseo de Onate	189.5 Rio Arriba	Reconstruction and realignment of the intersection of US 84/285 and Paseo de Onate	\$ 4,842,615.00
NM 30	4.9-8.3 Rio Arriba	Reconstruction to 4 lanes, Phase II	\$ 20,000,000.00
NM 173	1.9-3.6 San Juan	Safety Improvements	\$ 4,730,000.00
I-25	269.7 Santa Fe	Bridge Rehab 7177	\$ 1,500,000.00
I-25	264-267 Santa Fe	Slope Mitigation	\$ 19,002,731.00
St. Michael's Dr.	1.1 Santa Fe	Rail Trail Pedestrian Crossing/Underpass	\$ 4,700,000.00
US 550	169-173 San Juan	Replace 15 gates with Game Guards (Double Cattle Guards)	\$ 2,000,000.00
US 64	27 San Juan	Intersection Safety Improvements/ Lighting	\$ 2,226,400.00

FY 2022 TOTAL

\$71,701,746



Completed Maintenance Projects

US 285: MP 223 – MP 227; MP 234.5 – MP 235.5

- Hot In-Place Recycling
- \$3.1 Million

US 60: MP 237 – MP 253

- Hot In-Place Recycling
- \$3.55 Million



Murray Drive – Farmington

- Mill and Inlay
- \$1.90 Million (by Spring)



Completed Maintenance Projects

NM 14: MP 14.3 – MP 28

- Hot In-Place Recycling
- \$2.49 Million



US 64 at US 491 (Intersection in Shiprock)

- Pavement rehabilitation
- \$440,000



Projects in Progress From HB 2 Allocation of Funding for \$14.8 Million

Cerrillos Road in Santa Fe

- Preliminary Engineering for Urban Reconstruction
- **\$1.1 Million**

Wrong-Way Ramp Warning System Equipment

- **\$1.1 Million**

Rock Fall Mitigation Study

- **\$300,000**

Guardrail Installation

- NM 511 & NM 539 (Navajo Dam)
- **\$1,200,000**



Upcoming Maintenance Projects

ROUTE	FROM MP	TO MP	PROJECT	LEGISLATIVE BUDGET (ZE1201)	DISTRICT FIVE BUDGET/OTHER Z-FUNDS
US 64	52.5	54.2	Mill and inlay		\$624,906.85
US 550	151.7	159.9	Mill and Inlay	\$4,042,500.00	\$479,520.00
US 550	151.7	159.9	Mill and inlay		\$479,520.00
NM 96	14	16	Fencing		\$211,654.00
NM 595	4.9	7.9			
NM 76	17	19	Fencing		\$76,782.00
NM 599	Various Ramps	Various Ramps	Nova Chip		\$1,052,011.66
NM 537	5	13	Hot In-Place Recycling	\$742,000.00	\$0.00
NM 537	24	47.65	Hot In-Place Recycling	\$2,193,600.00	\$0.00
NM 537	47.65	55.35	Overlay		\$2,416,628.45
NM 537	46	48	Fencing		\$77,793.00
NM 518	70	72.9	Nova-chip		\$551,108.00
NM 502	2.25	5.8	Mill and Inlay	\$2,028,100.00	\$0.00
NM 466	3.3	4.3	Nova Chip		\$1,352,147.15
NM 150	7	14	Snow Removal		\$25,000.00
Districtwide Rest Areas			Water Sampling		\$30,980.00
Districtwide			Striping		\$500,000.00
Districtwide			Guardrail Repairs		\$400,000.00
Districtwide			Fencing		\$350,000.00
Districtwide			Sign Repairs		\$100,000.00
Districtwide			ADA and Sidewalk		\$100,000.00
Districtwide			Lighting		\$50,000.00
Districtwide			Inmate Labor		\$10,000.00
				\$9,006,200.00	\$8,888,051.12

Snow Removal - 2020

- 396,272 Pass Miles
- \$ 5.2 Million



063

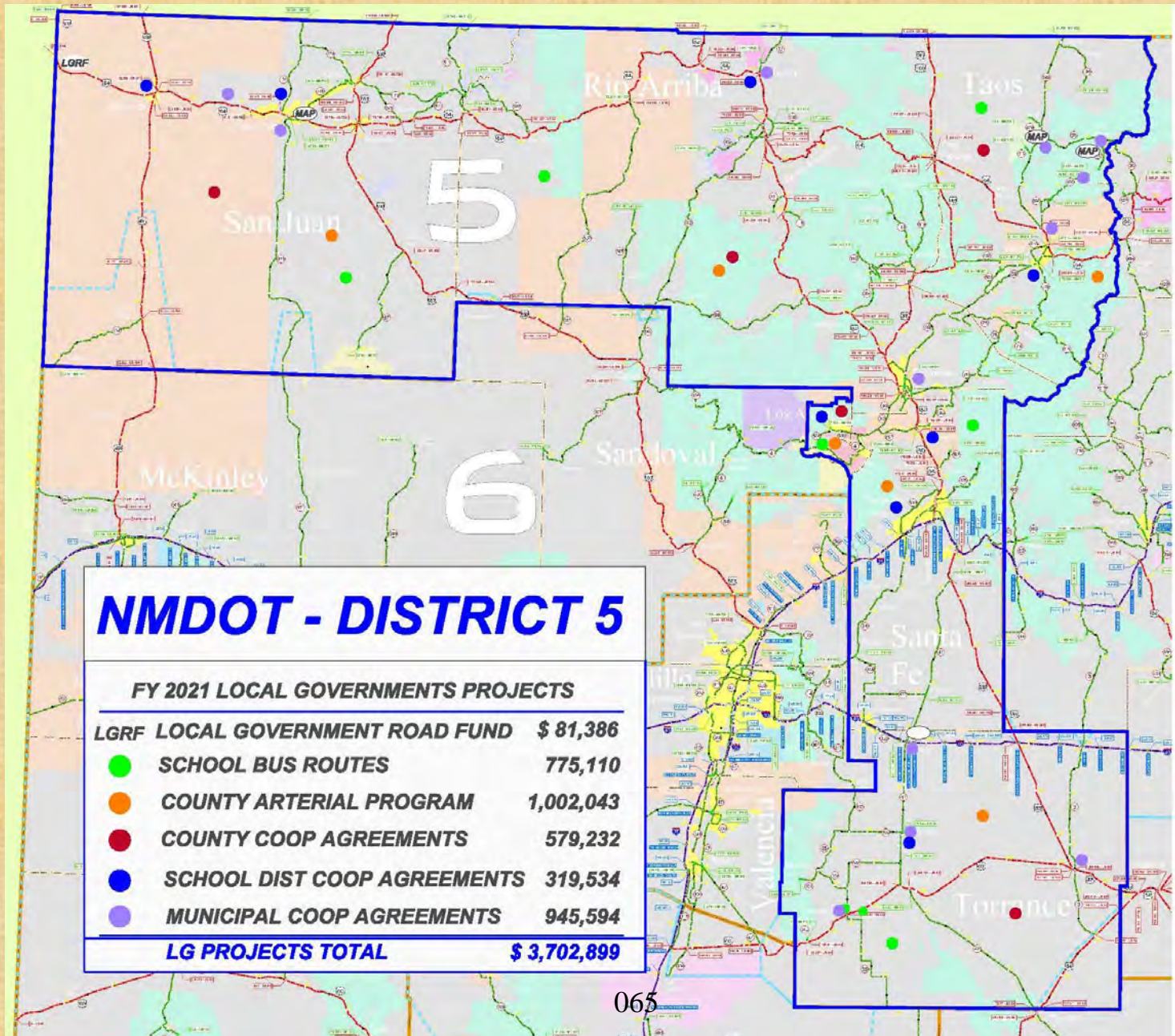


Local Governments Funding

ENTITY	FUND	PROJ.ECT TOTAL
San Juan County	County Cooperative	\$ 82,666.00
Rio Arriba County	County Cooperative	\$ 82,956.00
Santa Fe County	County Cooperative	\$ 109,612.00
Los Alamos County	County Cooperative	\$ 114,666.00
Torrance County	County Cooperative	\$ 82,666.00
Taos County	County Cooperative	\$ 106,666.00
		\$ 579,232.00
Town of Red River	Municipality Cooperative	\$ 80,000.00
Taos Ski Valley	Municipality Cooperative	\$ 80,000.00
Village of Chama	Municipality Cooperative	\$ 85,500.00
The City of Moriarty	Municipality Cooperative	\$ 80,000.00
Town of Estancia	Municipality Cooperative	\$ 66,666.00
Village of Questa	Municipality Cooperative	\$ 80,000.00
Town of Taos	Municipality Cooperative	\$ 73,428.00
Village of Encino	Municipality Cooperative	\$ 80,000.00
Town of Kirtland	Municipality Cooperative	\$ 80,000.00
City of Espanola	Municipality Cooperative	\$ 80,000.00
City of Farmington	Municipality Cooperative	\$ 80,000.00
Town of Mountainair	Municipality Cooperative	\$ 80,000.00
		\$ 945,594.00
Taos Municipal School	School District Cooperative	\$ 46,666.00
Estancia Municipal Schools	School District Cooperative	\$ 33,333.00

ENTITY	FUND	PROJ.ECT TOTAL
Central Consolidated Schools	School District Cooperative	\$ 33,333.00
Pojoaque Valley Schools	School District Cooperative	\$ 33,333.00
Santa Fe Public Schools	School District Cooperative	\$ 46,666.00
Los Alamos Public Schools	School District Cooperative	\$ 46,204.00
Chama Valley Independent Schools	School District Cooperative	\$ 46,666.00
Farmington Municipal Schools	School District Cooperative	\$ 33,333.00
		\$ 319,534.00
Rio Arriba County	County Arterial Program	\$ 231,070.00
Taos County	County Arterial Program	\$ 103,045.00
Torrance County	County Arterial Program	\$ 253,229.00
Los Alamos County	County Arterial Program	\$ 34,890.00
Santa Fe County	County Arterial Program	\$ 166,908.00
San Juan County	County Arterial Program	\$ 212,901.00
		\$ 1,002,043.00
Taos County	School Bus Route Agreements	\$ 124,000.00
Torrance County	School Bus Route Agreements	\$ 120,036.00
Los Alamos County	School Bus Route Agreements	\$ 133,333.00
Santa Fe County	School Bus Route Agreements	\$ 138,176.00
Rio Arriba County	School Bus Route Agreements	\$ 133,333.00
San Juan County	School Bus Route Agreements	\$ 126,232.00
		\$ 775,110.00
Beclabito Chapter	Local Government Road Fund	\$ 81,386.00
		\$ 81,386.00
064 LOCAL GOVERNMENTS PROJ. TOTAL		\$ 3,702,899.00

Local Government Projects



DISTRICT 5

Employee of the Year: District 5 Human Resources Supervisor



Shannell Townsend, MSHR

***We have
Exceptional individuals
putting people first –
doing extraordinary work
through difficult times.***

Crew of the Year: District 5 COVID Response Crew

***Anthony Trujillo
Simon Gonzales
Jason Madrid
Matthew Brant
Dale Nez***

***Nathan Garcia
Isidoro Branch
Pete Trujillo
Kenneth Lovato
Leandro Varos***

***Jerome Garcia
Gene Lucero
John Ortega
Travis Roybal
Alvaro Baca***

***Nick Morgas
Rudolph (Carlos) Archuleta
Jason Douglas***



Tab 8

Finance Reports

Tab 8a

Financial Status Update

Commission Brief

SUBJECT: Finance Status Update

PRESENTER: Mallery Manzanares, ASD Director, NMDOT

BACKGROUND:

FY2021 NMDOT Financial Summary as of December 31, 2020

ACTION: No Action

	A	B	C	D	E		F	G	
1	FY2021 NMDOT Financial Summary as of December 31, 2020								1
2									2
3	STATE ROAD FUND ONLY								3
4	(Dollars in Millions)								4
5									5
6		Begin FY21	+FY21	+FY21	COMBINED	Actual FY21			6
7		OPBUD	Rollover	BARS	FY21 BUDGET	Rev/Exp	PCT		7
8	Revenues								8
9	CURRENT INFLOWS								9
10	State Funds	\$512.7	\$0.0	\$0.0	\$512.7	\$ 180.3	35.2%		10
11	FHWA Funding	369.1	396.8	59.3	825.2	150.8	18.3%		11
12	Transfer From Other Agency	30.5	0.0	0.0	30.5	6.1	20.0%		12
13	Fund Balance Reserves	0.0	137.8	37.5	175.3	0.0	0.0%		13
14	1) TOTAL INFLOWS (REVENUES):	\$912.3	\$534.6	\$96.8	\$1,543.7	\$337.2	21.8%		14
15									15
16	Expenditures								16
17	CURRENT OUTFLOWS:								17
18	Personnel Services	\$168.8	\$0.0	\$0.0	\$168.8	\$ 79.5	47.1%		18
19	Contractual Services	485.1	497.1	75.9	1,058.1	193.9	18.3%		19
20	Other Operating Costs	111.3	37.5	10.9	159.7	58.8	36.8%		20
21	CAT 500 Transfer Out	0.0	0.0	10.0	10.0	10.0	0.0%		21
22	Debt Service	147.1	0.0	0.0	147.1	84.6	57.5%		22
23	2) TOTAL OUTFLOWS - EXPENDITURES:	\$912.3	\$534.6	\$96.8	\$1,543.7	\$426.8	27.6%		23

	A	B	C	D	E		F	G	
1	FY2021 NMDOT Financial Summary as of December 31, 2020								1
2									2
3	RESTRICTED FUNDS ONLY								3
4	(Dollars in Millions)								4
5									5
6		Begin FY21	+FY21	+FY21	COMBINED	Actual FY21			6
7		OPBUD	Rollover	BARS	FY20 BUDGET	Rev/Exp	PCT		7
8									8
9	CURRENT INFLOWS:								9
10	20200- Highway Infrastructure Fund (Restricted)	\$8.8	\$0.0	\$0.0	\$8.8	\$2.1	23.9%		10
11	20200- Highway Infrastructure Fund Reserves	0.0	0.0	0.0	0.0	0.0	0.0%		11
12	20300- Local Gov't Road Fund (Restricted)	25.6	0.0	0.0	25.6	8.2	32.0%		12
13	20300- Local Gov't Road Fund Reserves	0.0	20.8	0.0	20.8	0.0	0.0%		13
14	20500- Aviation Fund - Federal (Restricted)	5.9	0.0	0.0	5.9	1.7	0.0%		14
15	20500- Aviation Fund Balance Reserves	0.0	10.0	3.0	13.0	0.0	0.0%		15
16	Traffic Safety Funds (5 Restricted Funds)	2.3	0.0	0.0	2.3	0.7	30.4%		16
17	Traffic Safety Fund Balance Reserves	0.2	1.8	0.0	2.0	0.0	0.0%		17
18	10010- NHTSA Funding-(Reimbursement Basis)	15.8	7.0	0.0	22.8	4.5	19.7%		18
19	10030- FTA Funding-(Reimbursement Basis)	19.2	23.5	12.8	55.5	10.2	18.4%		19
20	89300- State Infrastructure Bank Reserves	0.0	0.0	0.0	0.0	0.1	0.0%		20
21	1) TOTAL INFLOWS (REVENUES):	\$77.8	\$63.1	\$15.8	\$156.7	\$27.5	17.5%		21
22									22
23	CURRENT OUTFLOWS:								23
24	Personnel Services	\$2.1	\$0.0	\$0.0	\$2.1	\$0.9	42.9%		24
25	Contractual Services	13.7	5.4	0.8	19.9	4.3	21.6%		25
26	Other Operating Costs	53.2	57.7	15.0	125.9	18.9	15.0%		26
27	CAT 500 Transfer Out	-	-	0.0	-	0.0	0.0%		27
28	Debt Service	8.8	0.0	0.0	8.8	3.5	39.8%		28
29	2) TOTAL OUTFLOWS (EXPENDITURES):	\$77.8	\$63.1	\$15.8	\$156.7	\$27.6	17.6%		29

CASH BALANCES FOR OPERATING BUDGET FUNDS																		
(Balances based on data from SHARE Trial Balances on December 31,2020)																		
NMDOT-FUNDS			Dec-19	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20			
ROAD FUND (10040,20100)	Unrestricted		187,417,667	203,509,841	212,850,542	224,466,347	215,643,951	220,311,943	314,008,097	271,381,701	279,683,733	254,689,767	242,340,759	252,610,625	249,975,322			
LOCAL GOVT (20300)	Restricted		28,310,879	29,534,272	30,188,331	31,354,880	30,733,192	31,547,969	33,492,309	33,105,219	34,555,351	34,994,349	35,323,484	36,592,090	35,345,970			
HIF (20200)	Restricted		3,574,162	3,445,820	3,188,987	3,270,244	3,113,244	2,955,719	3,579,999	2,994,393	2,812,945	2,694,817	2,559,629	2,437,200	2,350,715			
SIB (89300)	Restricted		10,426,754	10,485,480	10,485,480	10,612,136	10,631,314	10,646,879	10,655,399	10,775,046	10,776,708	10,873,303	10,873,303	10,878,028	10,878,028			
AVIATION (20500)	Restricted		15,686,431	15,888,490	16,184,978	16,517,374	16,408,900	16,644,051	15,438,562	13,025,729	12,958,812	12,890,213	12,912,616	13,184,201	12,769,683			
TRAFF FUNDS (10020,206,207,208)	Restricted		2,915,119	2,991,840	2,921,831	3,098,127	3,100,614	3,089,383	3,122,699	2,803,168	2,792,005	2,527,857	1,130,164	2,683,448	2,703,187			
NHTSA (10010)	Restricted		(3,299,118)	(2,246,495)	(2,890,264)	(3,350,430)	(839,791)	(1,788,707)	(1,566,181)	(2,632,992)	(1,487,576)	(480,117)	(1,559,152)	(2,021,833)	(863,716)			
FTA (10030)	Restricted		(1,192,657)	(2,304,410)	(2,124,774)	(2,670,998)	(1,205,364)	(1,484,670)	(3,530,627)	(1,186,106)	(2,222,500)	(1,172,502)	(1,621,326)	(1,803,660)	(2,581,570)			
INTERLOCK (82600)	Restricted		2,012,006	1,993,732	2,236,381	2,261,061	2,221,220	2,177,848	2,157,010	2,108,261	2,122,344	2,112,807	2,076,107	2,067,278	2,030,971			
RESTRICTED FUND TOTALS			58,433,576	59,788,729	60,190,951	61,092,393	64,163,330	63,788,472	63,349,171	60,992,719	62,308,090	64,440,728	61,694,827	64,016,751	62,633,268			
TOTAL CASH BALANCES			245,851,243	263,298,570	273,041,494	285,558,740	279,807,281	284,100,415	377,357,267	332,374,420	341,991,823	319,130,495	304,035,586	316,627,377	312,608,590			

1	FY21 FUND BALANCES AS OF December 31, 2020						1
2				(Less)		"Projected"	2
3		Audited	(Less)	Encumbrance	(Less)	Unbudgeted	3
4		Fund Balances	Re-Budgeted in	Rollover-Non-Federal	FY21	Fund Balances	4
5	NMDOT-FUNDS	6/30/2020	Begin FY21 Budget	FY20/21 Budget	BARS & OPRS	1/1/2021	5
6	Unrestricted:						6
7	ROAD FUND (20100)+ INVENTORY (10040)	341,636,868	(25,887,100)	(137,764,159)	(149,204,035)	28,781,574	7
8							8
9							9
10	Restricted Funds:						10
11	NHTSA (10010)	0		0		0	11
12	DRIVER IMPROVEMENT (10020)	125,393		(33,780)		91,613	12
14	FTA (10030)	0		0		0	14
15	HIF (20200)	3,799,916		0		3,799,916	15
16	LOCAL GOVT (20300)	35,492,858		(20,739,700)		14,753,158	16
17	AVIATION (20500)	13,472,812		(10,002,285)	(3,000,000)	470,527	17
18	MOTORCYCLE (20600)	101,158		(101,158)		0	18
19	DWI PREVENTION (20700)	787,368		(176,963)		610,405	19
20	STATE TRAFFIC SAFETY (20800)	1,691,275		(1,525,402)		165,873	20
21	DOE (43100)	0		0		0	21
22	SIB (89300)	22,007,880		0	(11,263,776)	10,744,104	22
23	INTERLOCK (82600)	2,129,029	(2,200)	(95,544)		2,031,285	23
24	Total Restricted Funds:	79,607,689	(2,200)	(32,674,832)	(14,263,776)	32,666,881	24
25							25
26	TOTAL OPERATING FUND BALANCES	<u>421,244,557</u>	<u>(25,889,300)</u>	<u>(170,438,991)</u>	<u>(163,467,811)</u>	<u>61,448,455</u>	26

Tab 8b

**Approval of Budget
Adjustment
Request (BAR) No.
18 - Broad Band**

Commission Brief

SUBJECT:

FY21 BAR#18 P564- BSUP

PRESENTER: Jeremy Lovato, Chief Information Officer

BACKGROUND:

An FY21 BAR is requested to increase the Business Support Program P564 to increase the budget authority in Other Financing Uses (CAT 500) by \$3,200,000.00. The department will transfer the funds from the State Road Fund Balance to Economic Development Department for broadband initiatives in rural areas throughout the State.

ACTION: Request BAR Approval

Tab 8c

**Approval of Budget
Adjustment
Request (BAR) No.
19 - Security Guards**

Commission Brief

SUBJECT:

FY21 BAR#19 P565- HOPs

PRESENTER: Joe De La Rosa, Office of the Secretary

BACKGROUND:

An FY21 BAR is requested to increase the budget authority in the Contractual Services category (CAT 300) for the Highway Operations program by \$900,000.00 for Security Guard Services at Las Cruces, La Bajada, Rio Grande Gorge Bridge, and Lordsburg rest area/visitor centers. The security guards will be present 24/7 through June 30, 2021. These funds will come from State Road Fund Balance.

ACTION: Request BAR Approval

Tab 8d

FY20 External Audit



New Mexico Department of Transportation

Audit Summary Presentation
Fiscal Year Ended June 30, 2020

REDW. expertise.

Purpose and Scope

- To present our audit reports to the governing authority of NMDOT, per 2.2.2.10.M(4) NMAC, at a meeting held in accordance with the Open Meetings Act.
- Scope of our audits for NMDOT included:
 - Financial statement audit for FY 2020
 - Federal compliance audit for FY 2020

Standards and Objective

- Our audits were conducted in accordance with:
 - U.S. generally accepted auditing standards
 - *Government Auditing Standards*
 - Uniform Guidance
 - New Mexico State Auditor Rules and Regulations
- Audit objective: Obtain **reasonable** – not absolute – assurance the financial statements are free from material misstatements, whether due to fraud or error.

2

Status of Our Audit

- Audits for FY 2020 have been completed.
- NM Office of the State Auditor (OSA) has approved.
- Audit reports are available on the OSA website.
- Audit reports have been submitted to the Federal Audit Clearinghouse.

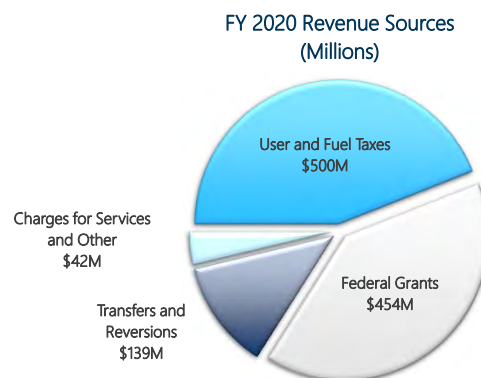
3

Results of Our Audit

- We issued unmodified opinions on:
 - The financial statements
 - Major federal programs compliance
- Report on internal controls over financial reporting:
 - No material weaknesses identified
 - No significant deficiencies reported

4

Financial Statements Highlights



5

Changes in Net Position Summary

	<u>Fiscal Year 2020</u>
Revenues	\$ 995,777,498
Expenses	<u>(1,016,475,325)</u>
Net Revenues Before Transfers and Reversions	\$ (20,697,827)
Transfers and Reversions	<u>139,272,242</u>
Increase in Net Position	\$ 118,574,415
Beginning Net Position	<u>5,052,948,767</u>
Net Position, End of Fiscal Year	<u>\$ 5,171,523,182</u>

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Net Position Summary

<u>Net Position</u>	<u>June 30, 2020</u>
Net investment in capital assets	\$ 4,445,310,967
Restricted	<u>726,212,215</u>
Net Position, End of Fiscal Year	<u>\$ 5,171,523,182</u>

7

Single Audit (Uniform Guidance)

- The following major programs were testing in accordance with OMB Uniform Guidance provisions:

CFDA #	Program Name
20.205/20.219	Highway Planning and Construction Cluster
20.509	Formula Grants for Rural Areas
20.608	Minimum Penalties for Repeat Offenders for Driving While Intoxicated

8

Internal Controls and Compliance Results

- Summary of Audit Results:

Type of Deficiency	FY2020	FY2019
Control Deficiency (Financial Reporting)	0	1
Significant Deficiency (Controls over Compliance)	0	1
NMSA 1978 Findings (Compliance)	0	3
Total	0	5

9

Internal Controls and Compliance Results — continued

- Summary of Prior Year Audit Findings

Finding	Finding	Type of Deficiency	FY20 Status
2019-001	Infrastructure	Control Deficiency	Resolved
2019-002	Subrecipient Monitoring	Significant Deficiency	Resolved
2019-003	Segregation of Duties – User Access Rights	NMSA 1978 Finding	Resolved
2019-004	Use of State Issued Fuel Cards	NMSA 1978 Finding	Resolved
2019-005	Disposition of Capital Assets	NMSA 1978 Finding	Resolved

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Other Communications

- No other matters significant to the oversight of NMDOT's financial reporting process not previously communicated.
- Various representations were requested and obtained from management in the form of a written letter.
- Our engagement letter describes our responsibilities in accordance with professional standards and certain regulatory authorities with regard to independence and the performance of our services.

11

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Tab 8e

NMFA Report

Commission Brief

SUBJECT: NMFA Report

**PRESENTER: Mark Lovato, Managing Director
Investments, NMFA**

BACKGROUND:

ACTION: No Action

New Mexico Finance Authority report to
State Transportation Commission

Agenda for January 22, 2021

1. NMDOT Combined Investment Summary ending December 31, 2020
 2. NMDOT/NMFA Debt Service outlook to June 15, 2021 payment as of December 31, 2020 and Bond Payment made Dec 15, 2020
-



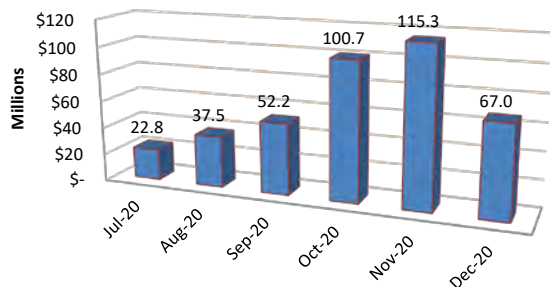
INVESTMENT OF NM DEPT OF TRANSPORTATION BONDS NMDOT - BOND SERIES PORTFOLIO SUMMARIES

December 31, 2020

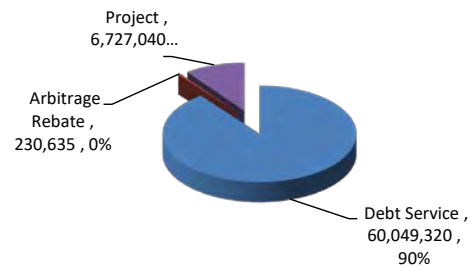
NMDOT BOND SERIES DEBT SERVICE - Portfolio Summary							
<u>Bond Series</u>	<u>Beginning Balance</u>	<u>Bond Payment Set Aside Pmt</u>	<u>Interest</u>	<u>Ending Balance</u>	<u>Next Bond DS Pmt 12/15/2020</u>	<u>Final Maturity</u>	<u>Call Date</u>
2010 A1 Senior	1,274,890.37	(685,325.00)	40.49	589,605.86	938,875.00	12/15/2024	12/15/2020
2010 A2 Sub	7,525,334.71	(7,262,041.66)	29.51	263,322.56	8,758,625.00	12/15/2021	12/15/2020
2010 B Senior	45,231,251.67	6,598,138.80	360.07	51,829,750.54	2,281,625.00	6/15/2024	6/15/2020
2012 Senior	5,538,610.28	(2,424,443.18)	44.08	3,114,211.18	3,514,875.00	6/15/2026	6/15/2022
2014 A Sub	2,633,988.57	(943,011.36)	20.97	1,690,998.18	1,458,125.00	6/15/2032	6/15/2024
2014 B1 Senior	1,421,896.96	(1,255,500.00)	11.32	166,408.28	1,534,500.00	6/15/2027	6/15/2024
2014 B2 Sub	1,073,372.30	(125,431.82)	8.54	947,949.02	337,750.00	6/15/2027	6/15/2024
2018 A Sub	9,909,259.05	(8,495,897.72)	78.85	1,413,440.18	10,453,875.00	6/15/2030	6/15/2028
2020 A Senior	33,753,386.58	(33,723,300.00) <small>*2010 A1 and 2010 A2 payoff</small>	3,547.92	33,634.50		6/15/2025	
TOTAL	108,361,990.49	(48,316,811.94)	4,141.75	60,049,320.30	29,278,250.00		

NMDOT BOND SERIES PROJECT/OTHER FUNDS - Portfolio Summary				
<u>Bond Series</u>	<u>Beginning Balance</u>	<u>Draws - Payments</u>	<u>Interest</u>	<u>Ending Balance</u>
2006 A Arbitrage	230,632.75		1.94	230,634.69
2014 A Project	6,726,983.58	-	56.51	6,727,040.09
TOTAL	6,957,616.33	-	58.45	6,957,674.78

**NMDOT - Consolidated Investment Portfolio
Market Value**



NMDOT - Breakdown by Fund



NMDOT BOND SERIES LINE OF CREDIT - Portfolio Summary					
<u>Line of Credit</u>	<u>Beginning Balance</u>	<u>Draws - Contributions</u>	<u>Commitment Fee</u>	<u>Ending Balance</u>	<u>Agreement Terms</u>
Wells Fargo	50,000,000.00			50,000,000.00	BNSF Line expires 6/30/2022 LOC started July 2013
Payments	-	-	-	-	Used : 1-mo LIBOR + .77% Unused : .19% Commitment Fees Paid \$687,791
TOTAL	50,000,000.00	-	-	50,000,000.00	

NMDOT/NMFA OUTSTANDING BOND DEBT SERVICE

For Period: 1st half Fiscal Year 2021

Bond Series	Current Amount Outstanding	Final Maturity Date	Principal Debt Service Due 12/15/2020	Interest Debt Service Due 12/15/2020	Total Debt Service Due 12/15/2020	Debt Service held as of 12/31/2020	Shortage / Overage as of 12/31/2020
2010 A-1 Sr	24,810,000	12/15/24	925,000	13,875	938,875	123,568	(815,307)
2010 A-2 Sub	17,580,000	12/15/21	8,545,000	213,625	8,758,625	729,361	(8,029,264)
2010 B Sr	91,265,000	6/15/24		2,281,625	2,281,625	51,829,751	49,548,126
2012 Sr	159,055,000	6/15/26		3,514,875	3,514,875	3,114,211	(400,664)
2014 A Sub	58,325,000	6/15/32		1,458,125	1,458,125	1,690,998	232,873
2014 B-1 Sr	61,380,000	6/15/27		1,534,500	1,534,500	166,408	(1,368,092)
2014 B-2 Sub	13,510,000	6/15/27		337,750	337,750	947,949	610,199
2018 A Sub	418,155,000	6/15/30		10,453,875	10,453,875	1,413,440	(9,040,435)
2020 A Sr	63,180,000	6/15/25		-	-	33,635	33,635
	907,260,000		9,470,000	19,808,250	29,278,250	60,049,320	30,771,070
Senior Lien	399,690,000		925,000	7,344,875	8,269,875		
Subordinate Lien	507,570,000		8,545,000	12,463,375	21,008,375		
Total	907,260,000						

NMDOT/NMFA OUTSTANDING BOND DEBT SERVICE

For Period: 2st half Fiscal Year 2021

Bond Series	Current Amount Outstanding	Final Maturity Date	Principal Debt Service Due 6/15/2021	Interest Debt Service Due 6/15/2021	Total Debt Service Due 6/15/2021	Debt Service held as of 12/31/2020	Shortage / Overage as of 12/31/2020
Fixed Rate Bonds							
2010 A-1 Sr	-	12/15/24		-	-	618,408	618,408
2010 A-2 Sub	-	12/15/21		-	-	234,521	234,521
2010 B Sr	91,265,000	6/15/21	91,265,000	2,281,625	93,546,625	51,829,751	(41,716,874)
2012 Sr	159,055,000	6/15/26	4,965,000	3,514,875	8,479,875	3,114,211	(5,365,664)
2014 A Sub	58,325,000	6/15/32	2,750,000	1,458,125	4,208,125	1,690,998	(2,517,127)
2014 B-1 Sr	61,380,000	6/15/27		1,534,500	1,534,500	166,408	(1,368,092)
2014 B-2 Sub	13,510,000	6/15/27	1,660,000	337,750	1,997,750	947,949	(1,049,801)
2018 A Sub	418,155,000	6/15/30	630,000	10,453,875	11,083,875	1,413,440	(9,670,435)
2020 A Sr	63,180,000	6/15/25		1,991,925	1,991,925	33,635	(1,958,291)
	864,870,000		101,270,000	21,572,675	122,842,675	60,049,320	(62,793,355)
Senior Lien	374,880,000		96,230,000	9,322,925	105,552,925		
Subordinate Lien	489,990,000		5,040,000	12,249,750	17,289,750		
Total	864,870,000						
Payments on Dec 15, 2020			9,470,000	19,808,250	29,278,250		
TOTAL Annual DS			110,740,000	41,380,925	152,120,925		

Tab 9

Policy Reports

Tab 9a

**Annual determination
of notice provisions for
open and closed State
Transportation
Commission meetings
pursuant to NMSA
1978, Section
10-15-1(D) of the Open
Meetings Act**

Commission Brief

SUBJECT: Annual determination of notice provisions for open and closed State Transportation Commission meetings pursuant to NMSA 1978, Section 10-15-1(D) of the Open Meetings Act.

PRESENTER: Ken Baca, General Counsel, NMDOT

BACKGROUND: NMSA 1978, § 10-15-1(D) provides as follows:

"Any meetings at which the discussion or adoption of any proposed resolution, rule, regulation or formal action occurs and at which a majority or quorum of the body is in attendance, and any closed meetings, shall be held only after reasonable notice to the public. The affected body shall determine at least annually in a public meeting what notice for a public meeting is reasonable when applied to that body. That notice shall include broadcast stations licensed by the federal communications commission and newspapers of general circulation that have provided a written request for such notice."

The Commission has previously adopted CP 1, New Mexico State Transportation Commission Organization and Meetings, which sets forth guidelines regarding the organization and meetings, both open and closed, of the Commission. Accordingly, it is appropriate for the Commission to reaffirm the specific notice provisions for public meetings required by Section 10-15-1(D), NMSA 1978.

Section E of the current Commission Policy 1 provides:

1. Notice of date, time, place, and proposed agenda availability for regular meetings shall be given ten days in advance of the meeting date by placing a notice in at least one newspaper of statewide general circulation and, if publishing deadlines permit following the Chair's approval of the agenda, in at least one newspaper of general circulation within the meeting's geographical location. Concurrently, notice shall be mailed to those broadcast stations licensed by the Federal Communications Commission and newspapers of general circulation, which have made a written request for such notice.

2. Notice of date, time, place, and agenda availability for special meetings shall be given at least three days in advance of the meeting date by placing a notice in at least one newspaper of statewide general circulation and in at least one newspaper of general circulation within the meeting's geographical location. Concurrently, telephonic notice shall be made to those broadcast stations licensed by the Federal Communications Commission and newspapers of general circulation, which have made a written request for such notice.
3. Notice of date, time, place, and agenda availability for emergency meetings shall be given as far in advance as practicable before the meeting date and time.
4. Notices shall state that reasonable accommodations will be made for disabled individuals wishing to attend open meetings in accordance with the "Americans with Disabilities Act".

ACTION: Staff requests that the Commission take action to set notice provisions for open and closed State Transportation Commission meetings pursuant to Section 10-15-1(D), NMSA 1978.

January 22, 2021

Tab 9b

Proposed reinstatement of and
amendments to State
Transportation Commission
Policy No. 83, Priority
Determination for Highway
Improvements (CP83)

Commission Brief

SUBJECT: Proposed reinstatement of and amendments to State Transportation Commission Policy No. 83, *Priority Determination for Highway Improvements* (CP 83).

PRESENTER: Tamara Haas, Capital Programs and Investments Division Director

BACKGROUND:

In its existing form, CP 83 requires NMDOT's Statewide Transportation Improvement Plan (STIP) and other roadway treatment projects to be developed in accordance with the specific procedural provisions set forth in the Policy.

From time-to-time, policy at the federal level changes or evolves. A change or evolution of federal policy frequently can necessitate a state agency which receives a significant portion of its funding from the federal government to re-evaluate and change its own policies.

The current version of CP 83 was developed in response to the adoption of the Transportation Equity Act for the 21st Century in 1998 (TEA-21). With the enactment of the "Moving Ahead for Progress in the 21st Century Act" (MAP-21) in 2012, the Federal Highway Administration's (FHWA) policy and corresponding funding decisions saw a transformation to a performance-based system. This transformation required NMDOT to re-evaluate its existing project prioritization policy. As a result of that re-evaluation, the subject matter experts have recommended a substantial change to CP 83 to reflect the need to prioritize projects in a manner consistent with current FHWA policy, that is projects should be prioritized using a performance-driven and outcome based system.

Consistent with this proposed change, the title of CP 83 would be changed to "Priority Determination for Highway Projects".

ACTION: No action is required at this time. This draft is for discussion purposes only.

January 22, 2021

NEW MEXICO STATE TRANSPORTATION COMMISSION



CP 83
00/00/00

Priority Determination For Transportation Projects

Reference: Moving Ahead for Progress in the 21st Century (MAP) Act (P.L. 112-141) of 2012; Fixing America's Surface Transportation (FAST) Act, (Pub. L. No. 114-94) of 2015; 23 CFR Part 450.

This Commission Policy supersedes Commission Policy No. 83 dated October 17, 2002.

Cross Reference: Commission Policy No. 93, Transportation Asset Management

Purpose: To comply with the transportation Performance Based Planning and Program ("PBPP") requirements required by the Federal Highway Administration's planning rule and the performance measure rules. Transportation performance management ("TPM") is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. The application of the TPM approach ensures that investments are performance-driven and outcome based. NMDOT must develop and document management plans that include investment strategies, objectives, performance measures, and targets that contribute to the achievement of the identified performance targets.

Policy: It shall be the policy of the New Mexico State Transportation Commission that NMDOT develop transportation performance management plans to meet the PBPP requirements of the TPM regulations.

The Secretary of Transportation shall formulate suitable directives and procedures for the implementation of this Policy.

NEW MEXICO STATE HIGHWAY COMMISSION



CP 83
10/17/02

PRIORITY DETERMINATION FOR HIGHWAY IMPROVEMENTS

Chairperson

Vice-Chairperson

Secretary

Member

Member

Member

Reference: Transportation Efficiency Act for the 21st Century

This Commission Policy supersedes Commission Policy No. 83 dated December 2, 1999.

It is the policy of the New Mexico State Highway Commission that the Department's Statewide Transportation Improvement Plan and other roadway treatment projects be developed in accordance with this Policy.

- A. Project prioritization shall be based on priority ratings built into the Management Systems of the Department.
 - 1. The Pavement Management System and the Performance and Planning Matrix shall cover state highways, as well as, Federal-Aid highways, including rural arterial and major collectors and urban arterial collectors.
 - a. The Department shall develop and implement a Performance and Planning Matrix process and a Pavement Management System. The development and implementation of a Pavement Management System shall be in cooperation with the Metropolitan Planning Organizations (MPOs). The needs identified by the Pavement Management System and the Performance and Planning Matrix process shall be considered in the Metropolitan (23 U.S.C. 134) and statewide (23 U.S.C. 135) planning processes.

- b. The Performance and Planning Matrix process and the Pavement Management System shall collect and maintain the appropriate data elements and facilitate the required analyses mandated by Federal legislation for highways.
 - c. The Performance and Planning Matrix process and the Pavement Management System shall be primary tools in the project prioritization and the pavement design process.
- 2. The Bridge Management System shall cover bridges on and off Federal-Aid highways.
 - a. The Department shall coordinate with other agencies who own or have responsibility for bridges on the public highways in New Mexico.
 - b. The Bridge Management System shall collect and maintain the appropriate data elements and facilitate the required analyses mandated by Federal legislation for highways.
 - c. The Bridge Management System shall be a primary tool used in the prioritization of bridge rehabilitation and replacement projects.
- 3. The Safety Management System shall cover Federal-Aid highways, including rural arterial and major collectors and urban arterial collectors, as well as, other roads within the State where benefits can be achieved in proportion to the road classification and the frequency and severity of accidents.
 - a. The Department shall coordinate with other agencies involved with safety to ensure a comprehensive and integrated management approach to highway safety.
 - b. The Safety Management System shall collect and maintain the appropriate data elements and facilitate the required analyses mandated by Federal legislation for highways.
 - c. The Safety Management System shall be a primary tool used in the identification and selection of safety projects.
- 4. The Congestion Management System shall identify and assess transportation system congestion to lead the development of strategies that provide the most efficient use of existing and future transportation facilities and to enhance the mobility of people and goods.
 - a. The Congestion Management System shall cover the entire State but may consist of sub-systems for each metropolitan and non-metropolitan area.
 - b. The Department shall develop and implement the Congestion Management System in cooperation with the State's MPOs. The needs identified by the Congestion Management System shall be

considered in the metropolitan (23 U.S.C. 134) and statewide (23 U.S.C. 135) planning processes.

- c. The Congestion Management System shall collect and maintain the appropriate data elements and facilitate the required analyses mandated by Federal legislation for highways.
 - d. The Congestion Management System shall be used in the selection and prioritization of projects for adding capacity and provide alternatives for handling congestion.
5. The Traffic Monitoring System (TMS/H) shall cover highways in the following functional classes: on and off state administered systems including rural arterial collectors (interstate, other principal arterials and minor arterials), rural major and urban arterial collectors (interstate, other freeways and expressways, other principal arterial and minor arterial collectors), and urban collectors. The expansion of the State's TMS/H is to include all highway classes regardless of jurisdiction.

The TMS/H shall provide for the collection, reporting and retention of traffic data by local governments and other public or private non-state governmental entities collecting data within the State, if the data collected is to be used for a purpose related to Federal requirements for highways.

- B. The Secretary shall formulate suitable directives and procedures for the implementation of this Policy.
-

Tab 10

Secretary Report

Commission Brief

SUBJECT:

Secretary Report

PRESENTER: Michael Sandoval, Cabinet Secretary, NMDOT

BACKGROUND:**ACTION:**

No Action

Tab 11

FHWA Report

Commission Brief

SUBJECT:

Introduction of Acting DA Melinda Roberson

PRESENTER: Rodolfo Monge-Oviedo

BACKGROUND:

ACTION: No Action