

Southeast Regional Transportation Planning Organization (SERTPO)

Minutes of the Joint Policy & Technical Committee Meeting

January 27, 2022 – 10:00 am

Hybrid Meeting (Virtual/In Person)

POLICY MEMBERS PRESENT:

Policy Member (or Alternate) listed in Alphabetical Order

Baysinger, Susan	City of Portales
Brito, Candy	City of Eunice
Bunch, Clint	City of Clovis
Cavazos, Al	Village of Capitan
Garcia, Roman	Town of Vaughn
Jarvis, Joey	City of Ruidoso Downs
Little, Christopher	Mescalero Apache Tribe
Lovato, Ricky	Roosevelt County
McCroskey, Steve	Eddy County
Myrick, Van	City of Jal
Najar, Louis	City of Roswell
Powell, Leona	Village of Grady
Rael, Stella	City of Alamogordo
Randall, Todd	City of Hobbs
Reid, Bruce	Lea County
Patterson, Jeff	City of Carlsbad
Sena, Ron	Village of Ruidoso
Thornton, Robert	Curry County
West, Joe	Chaves County
Willard, Lynn	Lincoln County

POLICY COMMITTEE MEMBERS ABSENT:

Bradley, Jerry (Mayor)	City of Texico
Burkett, Mickey (Mayor)	Village of Dora
Dean, Ray (Mayor)	Town of Carrizozo
Estrada, Pete (Mayor)	Village of Loving
Gallegos, Louie (Mayor)	Village of Fort Sumner
Green, Barry (Mayor)	Village of Melrose
Gutierrez, Amy (Mayor)	Town of Tatum
Hall, Jubal	Village of Cloudcroft
King, Kris (Mayor)	Village of Causey
Lovas, Mark	Town of Hagerman
Lucero, Amanda	De Baca County
Porter, Tom	Otero County
Powell, Justin	Town of Dexter
Sainz, Robert (Trustee)	Village of Tularosa
Salazar, Ysidro (Mayor)	Town of Lake Arthur
Sales, Rudy	Village of Hope
Seely, Sam (Mayor)	Village of Corona
Summers, Kim	Town of Elida
Trujillo, David (Mayor)	City of Lovington
Valverde, Summer	City of Artesia
Whitecotton, Toni	Village of Floyd

Southeast Regional Transportation Planning Organization (SERTPO)
Minutes of January 27, 2022 Meeting

TECHNICAL MEMBERS PRESENT:

Technical Member (or Alternate) listed in Alphabetical Order

Abell, Ivan	City of Carlsbad
Baysinger, Susan	City of Portales
Bunch, Clint	City of Clovis
Burns, Jason	Eddy County
Garcia, Roman	Town of Vaughn
Honeycutt, Jeff	Lincoln County
Jarvis, Joey	City of Ruidoso Downs
Jones, Walon	Curry County
Kennedy, Kevin	Village of Capitan
Little, Christopher	Mescalero Apache Tribe
Lovato, Ricky	Roosevelt County
Powell, Leona	Village of Grady
Mendez, Samantha	Village of Ruidoso
Myrick, Van	City of Jal
Najar, Louis	City of Roswell
Rael, Stella	City of Alamogordo
Randall, Todd	City of Hobbs
Reid, Bruce	Lea County
Ruvalcaba, Imelda	City of Eunice
West, Joe	Chaves County

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Bradley, Jerry (Mayor)	City of Texico
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Carbajal, Sonia	Village of Hope
Dean, Ray (Mayor)	Town of Carrizozo
Gallegos, Louie (Mayor)	Village of Fort Sumner
Garcia, Joe	Town of Tatum
Garza, Manuel	Village of Loving
Green, Barry (Mayor)	Village of Melrose
Hall, Jubal	Village of Cloudcroft
King, Kris (Mayor)	Village of Causey
Lovas, Mark	Town of Hagerman
Porter, Tom	Otero County
Salazar, Ysidro (Mayor)	Town of Lake Arthur
Seely, Sam (Mayor)	Village of Corona
Summers, Kim	Town of Elida
Torres, Adolpho	Town of Dexter
Trujillo, David (Mayor)	City of Lovington
Trujillo, Margaret	Village of Tularosa
Valverde, Summer	City of Artesia
York, Ralph	De Baca County
Whitecotton, Toni	Village of Floyd

COG/NMDOT STAFF PRESENT:

Arnett, Manon	NMDOT – Roswell
Briley, Alan	NMDOT - Roswell
Mary Ann Burr	Southeastern New Mexico Economic Development District (SNMEDD)

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Coslin, Libby	NMDOT – Roswell
Fetherlin, Kim	NMDOT – Las Cruces
Gallardo, Judith	NMDOT – Las Cruces
Hudson, Debbie	NMDOT – Deming
Rodriguez, Raul	Eastern Plains Council of Governments (EPCOG)
Vincent Soule	Eastern Plains Council of Governments (EPCOG)

GUESTS PRESENT:

Allen, Glenda	City of Roswell
Barentine, Jim	CES (Albuquerque)
Hamilton, Eric	Wilson & Company (Albuquerque)
Johnson, Garry	Clovis Area Transit System (CATS)
Koontz, Clay	Stantec (Albuquerque)
Martinez, Alonzo	Souder, Miller & Associates (Las Cruces)
Palomino, Alex	Souder, Miller & Associates (Roswell)
Runyon, Richard	Dennis Engineering (Socorro/Edgewood)
Turner, Tracy	Highland Enterprises, Inc. (Las Cruces)
West, Tammy	Westt, LLC (Roswell)
Yutzy, Jordan	City of Eunice

CALL TO ORDER / QUORUM (7)

PLEDGE OF ALLEGIANCE

INTRODUCTIONS

Technical Committee Chair Jason Burns presided over the hybrid meeting and called the meeting to order at 10:00 a.m. Members and guests participated with the Pledge of Allegiance. Introductions were held. With twenty members present, a quorum was established.

APPROVAL OF AGENDA

Louis Najar made a motion to approve the agenda as presented. Motion was seconded by Jeff Honeycutt. With there being no objections, motion passed by unanimous vote.

APPROVAL OF MINUTES

Kevin Kennedy made a motion to approve the November 17, 2021 minutes as presented. Motion was seconded by Stella Rael. With no discussion or objections, motion passed unanimously.

PRESENTATION: STATEWIDE PRICING AGREEMENTS

Tammy West, Owner/CEO
Westt, LLC

Tammy West explained to members that she is a private consultant who works primarily with governments throughout the State of New Mexico on public procurement matters. Her background includes retirement from Chaves County where she was the Purchasing Director. Ms. West added that she will be speaking to statewide price agreements and their utilization for road projects.

Ms. West made presentation via PowerPoint and addressed the NM Procurement Code, speaking to the relevant section addressing application of the code. The Code applies to all expenditure by state agencies and local public bodies for procurement of items of tangible personal property, services and construction. Additionally, when procurement involves federal funds' expenditure, the procurement shall be conducted according to applicable federal law and regulations. When the federal regulation or law conflicts with the NM

Procurement Code, the federal law trumps and compliance with federal law or regulations shall be compliance with the Procurement Code. Ms. West addressed a few exemptions, being procurement by a state agency or local public from a state agency or local public body as well as municipalities that have adopted home rule charters and have established their own purchasing ordinances. The definition of *price agreement*, per the Code, was provided to members. Price agreements are established through formal solicitation, and the price agreement is the contract entered into based on the formal solicitation. Solicitation is by a NM State agency or local public body. A description of the process was provided, to include the submission of pricing by vendors; awards to the lowest responsible/responsive bidder(s); specific terms (usually a year); and possible restrictive use by other agencies. The code and requirements for when the state purchasing agent (or central purchasing office) may contract without competitive sealed bids/proposals was discussed.

Ms. West described the benefits of utilizing price agreements. Time and effort are the biggest component of use, as procurement has already been done. Further, there is benefit to bulk buying power pricing (usually lower) and vendor vetting processes, to include NMDOT. She noted that contract terms and conditions included in price agreements extend to local public bodies. To find price agreements, the online links for the State's Purchasing website and NMDOT's website were displayed for members. Ms. West described how to look for and access price agreements on the State's site. The site has been recently updated to be more user friendly. She also described the steps/links to use for searching and accessing price agreements on NMDOT's website. The Cooperative Educational Services (CES) weblink for accessing their price agreements was provided as well. Ms. West mentioned that price agreements through other governmental entities can also be a source, giving Eddy County as an example, who previously issued a price agreement making materials and services available. State agencies must use established price agreements if they are available for items or services they are seeking—for local public bodies and all other agencies, it is an option.

Ms. West listed and described in detail the documentation necessary when using a pricing agreement and stressed the importance of saving all documentation for audit purposes. Cover pages of a statewide price agreement and an agency-specific price agreement were displayed, and items included on the pages were discussed. The presenter covered areas and points that are important and worth mentioning, such as the terms "exclusive" and "nonexclusive" used in the code that are undefined and are subject to interpretation; historical use of NMDOT price agreements by local public bodies for road materials (emulsions and associated products, hot and cold mix, base course, etc.); language in NMDOT price agreements; and guidance from State Purchasing Division. Ms. West discussed the benefits of utilizing state price agreements for state or federal funding (to include LGRF, TPF, IJJA) versus local public bodies individual solicitations (e.g., using state price agreements may avoid getting higher prices for remote jurisdictions). She concluded that her dealings with NMDOT regarding the local public bodies' utilization of their state price agreements has been a hundred percent supportive.

The Chairman pointed out that this information is pertinent to the evaluations coming up on the agenda. He encouraged local competitive bid processes when appropriate for larger projects. NMDOT's price agreements are for their use and for entities throughout the state. The discussion fits in with the evaluation of how to expedite and appropriately spend the funds that are granted to this area of the state. In response to the Chair's question of their local government's price agreements and use by other agencies, it was clarified that the local government needs to have the appropriate language in the solicitation to allow other agencies to utilize the price agreement. Discussion was held on the need to continue the conversation with State Purchasing on utilization of price agreements. A member inquired on the use of a statewide contract that has expired and time delays in the issuance of a new contract (or contract has been pulled off the list), causing delay to the local government. Ms. West responded that in the event an agreement expires (usually they have four-year terms), a local public body cannot utilize that price agreement. A local public body may order up to the day it expires. From that point forward, the local public body will either need to wait for state purchasing to complete their process for a forthcoming solicitation award, conduct their own solicitation or rely on another agency's price agreement.

Member inquiry was made on the ability of a tribal government to use a price agreement and whether a MOU would be an appropriate step. Discussion was held on eligibility as a local public body, procurement code, and chief procurement officer. Ms. West continued that it could take an MOU or joint powers agreement between the tribal government and state purchasing division (or State of New Mexico at some level) and made a recommendation for researching the matter.

ACTION ITEMS

A. Resolution No. 22-001 Approving the Curry County Functional Reclassification Requests

Walon Jones, Road Superintendent for Curry County, addressed the group and informed all that they should have received a copy of the resolution in the meeting packets and the PowerPoint presentation before the meeting. Mr. Jones commented that most the roads are in the industrial areas, like the dairies and cheese plant, and this is the reason for the ADT numbers change and change for classification. Louis Najar made inquiry if NMDOT is currently accepting classification changes. Raul Rodriguez, EPCOG, commented that he has visited with the GTG Supervisor who indicated they do not have a person in place (staff are in training). With the reclassification approved by SERTPO, and once NMDOT has the correct staffing power, EPCOG will be able to send it to them and respond to any questions they may have. Mr. Najar pointed out that if NMDOT is taking requests, there may be other entities who may be interested in submitting their own request(s). Louis Najar made a motion that Resolution No. 22-001 Approving Curry County Functional Reclassification Requests be approved. Jeff Honeycutt seconded the motion. With there being no further discussion or objections, the motion passed unanimously.

B. Consider, Discuss and Possibly Act on Draft TPF Evaluation Policy and Procedure for 2022 Project Requests

Copies of three, separate evaluation sheets were passed out to RTPO members in attendance, and an evaluation sheet was displayed on-screen. The Chair provided background, stating that there has been a group of members (volunteers) who have met several times over the last several months and have had discussions on how the SERTPO Committee should evaluate funding that will be offered by NMDOT through the TPF process this year. The subcommittee has developed a process and criteria to evaluate projects. Submittals will encourage participation, provide good maintenance and produce projects that are needed in southeastern New Mexico. The process (and criteria) encourages participation from the smaller entities as well as larger projects from larger entities and partnerships through the area.

In summary, it was discussed and agreed that evaluations would be separated into three separate categories: capital projects, maintenance projects, and design/planning funding projects. Some of the same criteria and grading is in the three separate evaluations. The plan is that NMDOT D2 will communicate with SERTPO how much funding is available this year with TPF. The intention is that \$5 million will be taken off the top and made available for design. SERTPO will then request and accept applications for design funding. With the design criteria displayed, the Chair described how the evaluation will consider capital vs maintenance (condition), scope, procurement, spent money, last award, previous application, partnerships and phases. Evaluation will be done as a group or subcommittee. The remaining funding will be split between maintenance projects and capital projects.

Regarding maintenance, there are several projects that will be submitted that qualify and fall under the category of maintenance versus capital. A definition has been provided and reviewed with NMDOT. He provided that a maintenance project is a public works project that is rehabilitating, constructing or preserving infrastructure that is already existing--taking it back to a newer or close to the original condition. Additionally, a capital project is a public works project that is improving or upgrading infrastructure. He provided an example whereby if an entity is adding ADA, drainage or improving

the section of a row, it is considered a capital project. If an entity is taking a project that is existing back to what it should be, that is considered maintenance. He explained that several projects with smaller entities that are counties qualify as maintenance, and the intent is to expedite the process. The use of price agreements/NMDOT price agreements, as provided through Ms. West's presentation, expedite the project with the project being able to be procured easier, faster, and less expensive through price agreements versus doing individual competitive bidding. Capital projects need to be competitive bids, and local vendors should be encouraged. Competitive pricing produces the best pricing for the project. For capital projects, the applications encouraged are larger-scale improvement projects that are complete projects, ready to be constructed and shovel-ready. The capital evaluation has a few more criteria: condition, procurement, design, current TPF, previous applications, partnerships, phases, attendance, and connectivity. Attendance and participation at SERTPO meetings are encouraged and included in the criteria.

In response to member inquiry, the Chair explained that entities are being encouraged to apply for design funds and return for capital funds. There are criteria included where an entity will gain five points, bringing back a completely designed project through TPF and applying for TPF construction. Louis Najar clarified that if NMDOT does a call-for-projects, entities will have to complete the application forms dictated by the NMDOT. The criteria being discussed is used to grade the project(s) turned in, whether capital, maintenance, or design. He provided an example where an entity would receive extra points following the process for design as compared to fewer points for an entity such as Roswell. The process encourages smaller entities to compete with larger entities. The NMDOT puts out the application process, and entities must complete their required paperwork. Further, based on the required application paperwork, SERTPO would then use the criteria, grade the project application(s), and submit the ranking to the appropriate NMDOT office. The Chair commented that this is the process of how SERTPO intends to make the recommendations. With there being no further discussion, Kevin Kennedy made a motion to approve the TPF evaluation policy and procedure for 2022. Motion was seconded by Joe West. With no further discussion or objections, motion passed unanimously. The Chair thanked all the individuals who participated and assisted in developing the process, to include their attendance at the meetings in Roswell, Ruidoso and Clovis.

C. Resolution No. 22-002 Approving Further Exploration of SERTPO Consolidation of Policy and Technical Committees

The Chair explained that there has been discussion in past meetings regarding consolidating the SERTPO Policy and Technical Committee into one Committee that would utilize a policy subcommittee and a technical subcommittee. He stated that it is currently convoluted having two committees and determining which representative can vote on which item. With the resolution, the RTPO staff would amend the bylaws for the next SERTPO meeting. Ms. Burr commented that the Formal Amendment approved in November, which included budget for legal, was approved this week. In discussion, Louis Najar re-emphasized that the intent is to have one committee and make it easier on the entity that they do not have to have two individuals for SERTPO. An entity can always have a substitute. SERTPO would come together as one committee to vote on future items. Roswell gave their full support. Kevin Kennedy made a motion to approve Resolution No. 22-002 Approving Further Exploration of SERTPO Consolidation of Policy and Technical Committees. Jeff Honeycutt seconded the motion. With no objections raised during the vote, the motion carried/approved unanimously.

INFORMATIONAL ITEMS

SERTPO Program Managers Update

As mentioned earlier in the meeting, Ms. Burr stated that the RWP Amendment presented during the November meeting was approved by FHWA, and both COGS will begin expending the monies from the carry-forward balances. Regarding the traffic counter program, SNMEDD has been active with Lincoln County, setting two traffic counters in Alto. She expressed gratitude for co-worker, Paul Pappas, who assisted in the physical set-up of the tubing. Ms. Burr requested that members be mindful of future events in their communities (conferences, fairs, etc.) where SERTPO may have a presence. They may coordinate with her for promotional development (booth, handouts or similar). She provided an example of a regional event (EnergyPlex conference in Hobbs in June). Regarding CDBG Comp Plans, there is currently one active planning grant (Town of Dexter) with all others in the close-out process.

Ms. Burr spoke to the activity during the holiday quarter with Capital Outlay hearings and Economic Recovery Team focus group meeting activity. With that activity lessening, both RTPO staff are planning to return to the Regional Transportation Plan (RTP). She pointed out that a member of the subcommittee has left and named current members. She requested anyone interested in volunteering to contact her or send an email.

Raul Rodriguez informed members that he will be coordinating with the Mayor of Vaughn, hopefully within the next week, to discuss their roads. EPCOG's NMDOT financial and quarterly report have been submitted to NMDOT, awaiting approval. Regarding legislative updates, EPCOG staff have been going to Santa Fe during the legislative session. He will keep members informed on TPF activity and funding amounts and will also be working on the RTP. Vincent Soule, EPCOG, encouraged members to visit the website to follow bills that have been posted, including transportation. He stated there is a procurement bill that gives preference to tribal businesses. There are other bills that may be of interest to counties, such as one that affects assessor offices and taxes (House Joint Memorial Bill or House Joint Resolution). He encouraged all to reach out to legislators during the session.

Local Project Updates / NMDOT Update

Debbie Hudson, NMDOT Planning, had no updates at this time. Regarding functional classifications, Alan Briley, District 2, stated that he is assuming NMDOT is accepting requests, but not necessarily acting on them. At the appropriate time with commission meeting, the requests will be ready and approved. He further commented that it is the time for solicitations for TPF, LGRF and MAP and urged members to be looking for them. Regarding price agreements, he stated that he personally agreed with local entities being able to piggyback on NMDOT price agreements. He offered his assistance in working with State Purchasing and/or NMDOT Purchasing to make sure that the language is in there allowing entities to use their price agreements. Mr. Briley made himself available for any questions from NMDOT and what was happening in the District. The Chair requested that NMDOT be available at the next meeting for the TPF discussion, to which they agreed.

Libby Coslin, District 2, reminded all that she had emailed out MAP application letters approximately two weeks ago—they are due March 15, 2022. Also, Ms. Coslin has emailed the LGRF application requests, which are due March 15, 2022 as well. She commented that if she has missed any entity, to please let her know if they wish to be included on the application request. LGRF should be directed to Libby Coslin or Louis Matta while MAP applications should be sent to Clarissa Martinez.

LOCAL GOVERNMENT COMMENTS/ISSUES AND PUBLIC COMMENT - (None)

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MEETING DATE/ADJOURNMENT

The Chair encouraged everyone to attend the meetings in-person. He commented on moving the location of the quarterly meetings to allow different venues. While Roswell is centrally located and appreciated, he expressed the meeting could move around, like NMDOT does their Commission meetings and encouraged in person, to include social distancing as required. He stated that SERTPO is taking big steps, and improvements should be seen soon, with the support due to TPF funding. Regarding the meeting date, Ms. Burr explained that her liaison, Debbie Hudson, advised her of a bridge presentation that needs to fall during the month of March and proposed March 31, 2022, at the Convention Center (hybrid meeting format) for the next meeting date. The State Commission meeting falls on March 24, 2022 (one week before). If complete, the bylaws will be presented at the next meeting. Motion was made by Louis Najjar for adjournment, and motion was seconded by Joe West. With no objections presented during call for vote, meeting adjourned at 11:19 am.

APPROVED BY:



Policy/Technical Committee Chair/Vice Chair

3-31-22

Date

ATTESTED BY:



SERTPO Program Manager

3-31-22

Date

Southeast Regional Transportation Planning Organization (SERTPO)

Minutes of the Joint Policy & Technical Committee Meeting

March 31, 2022 – 10:00 am

Hybrid Meeting (Virtual/In Person)

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Policy Member (or Alternate) listed in Alphabetical Order

Ball, Crystal	City of Lovington
Brito, Candy	City of Eunice
Bunch, Clint	City of Clovis
DeSha, John	City of Portales
Garcia, Roman	Town of Vaughn
Hall, Jubal	Village of Cloudcroft
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Lovato, Ricky	Roosevelt County
Lucero, Amanda	De Baca County
McCroskey, Steve	Eddy County
Najar, Louis	City of Roswell
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Valverde, Summer	City of Artesia
Whitecotton, Toni	Village of Floyd

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Honeycutt, Jeff	Lincoln County
Jones, Walon	Curry County
Kennedy, Kevin	Village of Capitan
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Lucero, Amanda	De Baca County
Osborne, Deborah	City of Alamogordo
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Ruvalcaba, Imelda	City of Eunice

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Briley, Alan	NMDOT - Roswell
Mary Ann Burr	Southeastern New Mexico Economic Development District (SNMEDD)

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Coslin, Libby	NMDOT – Roswell
Gallardo, Judith	NMDOT – Las Cruces
Krueger, Neala	NMDOT – Santa Fe
Matta, Louis	NMDOT – Roswell
Moriarty, Joseph	NMDOT – Santa Fe
Najera, Ben	NMDOT – Santa Fe
Neunuebel, John	NMDOT – Santa Fe
Rodriguez, Raul	Eastern Plains Council of Governments (EPCOG)
Ruiz, David	NMDOT – Santa Fe
Sanchez, Francisco	NMDOT D2 Engineer (Roswell)
Vigil, Jeff	NMDOT – Santa Fe

GUESTS PRESENT:

Avitia, Jesus	Souder, Miller & Associates (Roswell)
Barentine, Jim	CES (Albuquerque)
Contreras-Apodaca, Gabby	Stantec (Las Cruces)
Dominguez, Alvin	Bohannon Huston, Inc. (Albuquerque)
Fresquez, Ray	Stantec (Roswell)
Garcia, Yolanda	
Hamilton, Eric	Wilson & Company (Albuquerque)
Harper, Serena	FXSA Consulting (El Paso)
Palomino, Alex	Souder, Miller & Associates (Roswell)
Runyon, Richard	Dennis Engineering (Socorro/Edgewood)
Yutzy, Jordan	City of Eunice

CALL TO ORDER / QUORUM (8)

PLEDGE OF ALLEGIANCE

INTRODUCTIONS

Technical Committee Chair Jason Burns presided over the hybrid meeting and called the meeting to order at 10:02 a.m. Members and guests participated with the Pledge of Allegiance. Introductions were held. With twenty members present, a quorum was established.

APPROVAL OF AGENDA

Ron Sena made a motion to approve the agenda as presented. Motion was seconded by Louis Najera. With there being no objections, motion passed by unanimous vote.

APPROVAL OF MINUTES

Kevin Kennedy made a motion to approve the January 27, 2022 minutes as presented. Motion was seconded by Jeff Honeycutt. With no discussion or objections, motion passed unanimously.

PRESENTATION: BRIDGE FUNDING – BIPARTISAN INFRASTRUCTURE BILL

Jeff Vigil, Bridge Management Section Manager
Ben Najera, Engineer Manager
NMDOT Bridge Management Section

Jeff Vigil, Bridge Management Section Manager, explained that they wished to provide an overview of the Bridge Management Program and bridge inspections but also, primarily, to discuss the recently approved federal funding, Bridge Formula funds, which are part of the Bipartisan Transportation bill. Of the funding allocated to New Mexico, approximately seven million will go to local governments, at a minimum. Bridge

Management wishes to discuss their plan for spending this funding with the RTPOs and MPOs and receive input on bridges selected. Mr. Vigil explained they wish to select bridges that make a difference and that they have not had an opportunity to replace on work on in the past.

At this time, Ben Najera, Engineer Manager, provided an overview of presentation topics, which included the NMDOT Bridge Inspection Program; assessing bridge condition; prioritization using AASHTOWare BrM; funding in the current Transportation Asset Management Plan (TAMP); the plan for spending additional funds; the escalation in bridge costs; and southeast bridge conditions. The NMDOT is responsible for the inspection of all NMDOT-owned and local government owned bridges, which started in 1972. Local governments are responsible for the maintenance of their bridges; NMDOT inspects the bridges. The NMDOT District offices usually sends a letter or some correspondence regarding bridge condition, to include a bridge inspection report and any recommendations for the bridge(s). Mr. Najera explained that bridges greater than 20 ft. in length are considered bridges, which does include some culverts. A slide was presented for span bridges, and he commented that bridges are rated by the deck area. Diagrams for concrete box and pipe culverts were displayed, and he discussed types as well as their condition ratings.

Mr. Najera explained that their Department is implementing the AASHTOWare BrM program (software) for prioritization of projects. With screenshot(s) displayed, the Manager navigated the page, showing its organization and features, ability to filter bridges for the various MPO/RTPO areas, costs tied to recommended improvements for the bridges, and mapping for bridge locations. Current funding sources, before the new additional funds, in the TAMP are \$60 million annually (National Highway System (NHS), \$40 million and non-NHS Funding, \$20 million) -- all for state-owned bridges only. Bridge Preservation Program Funding is \$14 million, spread amongst NHS bridge preservation, Non-NHS bridge preservation and NMSU bridge inspections (where their staff inspect approximately a quarter of the bridges). Bridge preservation is for NMDOT bridges only.

Regarding the new funding, Mr. Vigil explained that the Bipartisan Infrastructure Law established the Bridge Formula Program, and Congress authorized \$27.5 billion of which \$26.5 billion goes to states and \$825 million goes to tribal transportation facilities. BIA-owned routes are eligible for the \$825 million. He believes New Mexico will receive approximately \$250 million. Bridge Management is anticipating an additional \$45 million annually for the next five years and there is a possibility of that amount reaching \$52 million. Mr. Najera discussed the planned funding that would be applied to the bridge preservation program and non-NHS bridges. There is a minimum of 15% that goes to local governments, which is \$6.75 million annually. If the total amount of new funding reaches \$52 million, the local government amount could be \$12 million. Any remaining funding will go to underfunded projects under development and other projects identified through the bridge priority list. Mr. Najera continued with discussion of bridge costs. He provided a detailed explanation of 2020 unit bid costs; replacement costs and other work treatments; and the use of factors. Total bridge costs per square foot (awarded bidder) were displayed, comparing TAMP estimates and awarded bidder amounts for 2019-2021. Considering the escalation in bridge costs, Mr. Najera displayed and discussed the 2021 unit bid cost; replacement cost, culvert replacement cost, major rehab cost; rehab cost; and maintenance cost.

For the southeast region, the inventory of bridges was presented, showing most in fair condition and six bridges in poor condition. The inventory has 130 non-state-owned bridges and a total of 537 bridges, which includes one tunnel. He explained there are thirteen bridges that are not in their inventory, which are inspected by another entity (i.e., Mescalero, National Forest Service), and their Department does not have the data as to bridge condition. Of the six bridges in poor condition (Chaves and Lincoln Counties), Mr. Najera commented on their statuses. For non-state-owned bridge conditions, graphs showed the percentages for bridges in good, fair and poor condition. The southeast RTPO is close to the numbers on the state side.

Mr. Najera explained that Bridge Management has met with all the Districts and received their top 10 list for local-owned bridges. The list of ten bridges for the southeast was displayed, showing the owner (local

government), work recommendation, estimated cost, year built, and additional information. The majority of the bridges are recommended for rehabilitation with one exception. Total costs are nearly \$10 million. Mr. Vigil explained they will be prioritizing three lists (NHS list, non-NHS list, and locally owned list) for each District. They plan to come back to the RTPOs and MPOs with the lists, so their prioritization may be reviewed and RTPOs/MPOs may provide input or comments. Final decisions will be made by upper management or higher level than Bridge Management Section.

Raul Rodriguez commented that NERTPO sent out a survey to all of their members for their input. They decided to accept NMDOT Bridge Division's prioritized list. Items considered included the need to go through another ranking and rating process which may not be beneficial with the TPF Call-for-Projects and federal Calls-for-Projects with the Bipartisan Infrastructure law. He suggested a similar survey for SERTPO. He added that the Bridge Management Section surveys the bridges, forms recommendations, has a process for estimating cost, and he recommended allowing Bridge Management work their prioritized list.

Clarification was requested on the 6 or 7 million annually that each District is going to receive. Mr. Vigil responded that over the five-year period, it is estimated a minimum of seven million annually, statewide; they have not received assurances that the funding is going to be distributed equally among the Districts; and they wish to work on those bridges that have a high need as they have not had the means to work on those bridges. Mr. Najera commented that, looking at the southeast inventory, which is primarily in fair condition, they cannot guarantee they will be able to work on any of the bridges and spoke to potential benefit for entities that have processes in place to do survey work, plans, etc. Funding can be utilized for design and construction. Members were reminded that these are federal funds, and they do have to meet the NEPA process. The Department will try to assist local governments in that process. If the Department does not spend the 45 million entirely in the first year, it does carry over to the following year. The fifth year would be when they would need to make sure all funds are spent. Regarding the Bipartisan Infrastructure Law, Mr. Rodriguez added that there is funding for other items such as culverts, low water crossings, etc.

Christopher Little, Mescalero Apache Tribe, inquired on a contact so the Tribe may get their bridge inspections on the bridge list. Jeff Vigil asked if the routes were BIA routes, and the member confirmed they were. BIA routes are inspected by BIA or federal lands. Mr. Vigil commented that he would get the contact information for the tribal entity. The Chair commented that he did not see any reason why they would not want to use NMDOT's recommendations; requested an email go out with a survey; and suggested an action item for the next meeting. Louis Najar commented that the City of Roswell has already been meeting with the Bridge Department and spoke to the status of their projects on the list that were poor-rated bridges; the City's bridge priorities and approach for design; and requests for funding submitted to the Legislature. Light discussion continued on responsibility of NMDOT and local bridges. The Department is willing to assist local governments through the design process, and Mr. Vigil also confirmed that this funding is now available. A member inquired on bridge responsibility if the bridge is on a state highway within municipal boundaries. Mr. Vigil confirmed that if the bridge is on a DOT route, it belongs to DOT.

PRESENTATION: **NEW MEXICO FREIGHT PLAN**
Joseph Moriarty, Technical & Freight Planning Supervisor
NMDOT Planning Division

Mr. Moriarty explained that the new 2045 New Mexico Freight Plan Update will establish the planning and programming framework for freight funding for the State of New Mexico. He added that an update is required every four years to be federally compliant and receive National Highway Program funding, which translates to approximately \$15 million a year. The Plan is greater than the individual funding program as it serves as the Department's strategy and programming/planning document for the future. A diagram presenting the freight plan update process was displayed. Mr. Moriarty commented that the Division has engaged a Freight

Advisory Committee which is made up of freight industry representatives as well as federal, state, and local government representation. High Street Consulting is performing some of the technical background work on economic context and identifying freight corridors and freight bottlenecks. The team is moving into identifying system condition, needs and resources. The goal is to develop a strategy and process to help program National Highway Freight Program funding.

The Planning Team and Outreach Audiences were displayed and consist of the Planning Team (Mr. Moriarty, Freight Planning Program Manager; Rosa Kozub, Multimodal Planning & Programs Bureau Chief; and High Street Consulting Group) and Outreach Audiences (Freight Advisory Committee; MPOs and RTPOs; and Freight Working Group). Mr. Moriarty is making presentations throughout the state, and the Team is very interested in receiving input. The internal freight working groups is composed of NMDOT Engineering Districts, as well NMDOT units such as ITS and international programs (District 1). The Freight Supervisor presented the project timeline. The planning process started in the Fall of 2021, and the first Freight Advisory Committee meeting was held in February. NMDOT is currently working on the strategic direction, compiling facts, and beginning to draft the document. A second Freight Advisory Committee meeting is planned for June or July. The goal is to produce a federally compliant New Mexico Freight update in November. A copy of the presentation will be submitted to the RTPO planners. Mr. Moriarty requested any comments or suggestions that are unique to each entity's locality.

A link to the 2045 Freight Plan was provided. The website contains the first presentation to the Freight Advisory Committee, a meeting summary and previous plans. Also available is a comments section where one may make individual comments. Mr. Moriarty explained that along with the presentation, this is an invitation for anyone who is interested to join the process.

ACTION ITEMS

A. Transportation Project Fund (TPF) Timeline Approval

A draft Timeline has been submitted to members. The Chair requested that District 2 comment on the PFF portion and format. Louis Matta, District 2, provided that they are open to doing in person or virtual/hybrid meetings. The Chair provided that SERTPO has separated the funding in three areas: design, capital, and maintenance. He asked if the District would expect a PFF for each category to which Mr. Matta concurred. The PFF, location map, cover letter, resolution and ROW letter are due April 14, 2022. The Chair inquired if the District wanted one resolution for all projects or one resolution for each project. Discussion followed, to include having one resolution that speaks to the 95%; ease of use when dealing with City Council; and the local entity's responsibility (5%). Mr. Matta stated what the District is looking for on the resolution is that the entity can fund the match (5%).

Mr. Rodriguez commented that it helpful to have the other documents named in the timeline with the PFF submission. Light discussion followed, with the Chair clarifying that environmental clearances are a part of federal funding and not a part of TPF [state] funding. Other time frames were mentioned (i.e., District reviews beginning 4/18/22 and meeting packet deadline of 5/12/2022). Mr. Matta stated that if the entity is going to be on NMDOT ROW, all five certifications are required. If the project(s) is on the local entity's ROW, it will be up to the local entity to certify. Discussion touched on the ROW support letter being on local entity's letterhead with a signature and date line on the bottom for the District 2 Engineer. Mr. Najjar provided that the NMDOT General Office (GO) does not give any clearances until there is a control number. Member inquiry was made if the District 2 wanted the D2 ROW letter with the PFF or final application package. Mr. Matta gave an overview of what to include in the ROW letter. Inquiry was also made if the local entity needs a letter of support from property owners where their ROW is required. Mr. Matta clarified that this is just a DOT support letter [D2 ROW letter], however if the local entity acquires ROW, the District would like the entity to follow the federal process. If the local entity is going to be requesting federal funding at a later date, the local entity must make sure they follow the federal process. Mr.

Rodriguez commented that they have had letters of support from private landowners, hand-written, in the northeast. The hand-written letters boost local support (and not just regional) for the project. The submission of the resolution was discussed, with a copy of a draft resolution being submitted with the PFF if a signed resolution is not yet available. A resolution may be submitted beyond April 14th. Mr. Rodriguez suggested that entities already start the planning process for TPF in the next year. Francisco Sanchez, D2 Engineer, commented that there is a lot of gray area with TPF, as everyone had been looking at this as a federal process. He indicated that he supports the evaluation, and it is a good direction for SERTPO. Mr. Sanchez introduced their new government liaison, Manon Arnett. She will be a direct liaison for all agencies, whether its cities or counties and will be the direct contact with any issues.

A member made inquiry if they can use one map with multiple projects (which was acceptable), and inquiry was made if a D2 ROW letter is required if the right of way is a short distance (D2 ROW letter was required). Louis Najar made a motion to approve the Transportation Project Fund (TPF) Timeline, as presented. Ricky Lovato seconded the motion. With no objections raised, the motion passed unanimously.

B. Resolution No. 22-003 Approving Public Notice Requirements of the SERTPO

Ms. Burr explained the resolution, which is approved annually. Louis Najar made a motion to approve Resolution No. 22-003 Approving Public Notice Requirements of the SERTPO. Clint Bunch seconded the motion. With no objections, the motion passed unanimously.

INFORMATIONAL ITEMS

SERTPO Program Managers Update

Regarding the TAP/RTP awards anticipated during the month of March, Mary Ann Burr reported that NMDOT is awaiting official numbers, their funding targets, and once received, award announcements will be forthcoming. RTPO staff have been working on updating sections on the RTP and are working towards calling the subcommittee together for a meeting, whether virtual or in person. Ms. Burr spoke of the safety educational program with recent distribution of safety education books to local entities and will continue with purchases and plans to reach all local governments. The bylaws revision is near completion and should be ready for the next meeting on May 19, 2022. The May meeting is expected to be a longer meeting with the TPF. Light discussion was held on number of items on the agenda, and all agreed to no educational presentations for the meeting. When a draft agenda is prepared, it will be determined whether to include bylaws and election of officers or include at a separate meeting. Quarterly reports will be available at the next meeting (current meeting date is the end of the quarter).

Mr. Rodriguez encouraged members to continue working their TPF applications and reminded them of the April 14th deadline. Final application packets will be uploaded by RTPO staff onto NMDOT website by May 31, 2022. He reminded members of the Bipartisan Infrastructure Law which has several infrastructure programs that previously were not funded nationally. Funding for the RAISE program is included and the deadline to apply for that program is April 14, 2022. There is a higher match for local entities in the amount of 14.56%, and it is a reimbursement program. Funding may go higher than 80% if the project is in a community or county of historical disadvantage or poverty. Mr. Rodriguez utilized the website tool provided to search for southeast counties in these categories and believes there are none except for tribal entities. Tribal entities can leverage federal funds for their match. The Rural Surface Transportation Grant program, which has \$300 million available, has a deadline of May 23, 2022. RAISE, a national infrastructure investments program, has 1.5 billion and the deadline is April 14, 2022. The technical assistance grants, with a \$1 million award ceiling, has a deadline of April 27, 2022. The Competitive Funding Opportunity Low or No Emissions grant program, with 1.1 billion available, has a deadline of May 31, 2022. There are many other programs being funded, such as storm water, drainage, etc. For additional information, he urged members to visit the www.rtpom.org website on the Resources tab.

Local Project Updates / NMDOT Updates

Louis Matta informed members that the LGRF monies are in, with approximately three million to disburse to local entities. The funding amount did increase slightly. The District received \$9 million+ in requests, so not all entities can be completely funded. Regarding construction, the District has several projects, to include Carlsbad, Carrizozo, Vaughn (bridge) and Alamogordo (cutler project). Mr. Matta thanked all for their LGRF applications.

PUBLIC COMMENT

Mr. Rodriguez commented that postings of trainings and current documentation on TPF is available at the www.rtpnm.org website.

NEXT MEETING DATE

May 19, 2022 is the next SERTPO meeting date. Light discussion held on TPF presentations. While it has not been officially voted upon and is not a requirement, the Chair commented that it would be good practice that the entities be in attendance and present their project applications, so members may discuss and vote. Louis Najar added that it behooves the entity to be present in case there are any questions and gives the entity the opportunity to counter and give members more information that may have been missed.

ADJOURNMENT

Louis Najar made a motion to adjourn the meeting. Kevin Kennedy seconded the motion. Motion passed.

APPROVED BY:



Policy/Technical Committee Chair/Vice Chair

5-19-22

Date

ATTESTED BY:



SERTPO Program Manager

5-19-22

Date