NEW MEXICO STATE TRANSPORTATION COMMISSION
Department of Transportation
Belen Patrol Yard
22 General E. Baca Rd.
Belen, New Mexico 87002
February 18, 2016
8:30 am

Meeting Agenda

1) Call to Order: Ronald Schmeits, Chairman
   a) Pledge of Allegiance

2) Approval of Agenda: Ronald Schmeits, Chairman

3) Approval of Minutes: Santa Fe Meeting January 21, 2016

4) Introductions: Ronald Schmeits, Chairman
   a) Elected Officials
   b) Commission Members
   c) NMDOT Executive Staff

5) Welcoming Remarks: The Honorable Jerah Cordova, Mayor, City of Belen

6) District Three Presentation & Employee Recognition: Kenneth Murphy, P.E., Acting District Three Engineer, NMDOT

7) Elected Officials Delegations Presentations:
Steven Tomita, Development Services Manager, City of Belen, “Importance of the Transportation Systems in the City of Belen and their Impact on Economic Development”

8) Public Comment:

9) STC Workshops:
   a) Finance Committee- Ron Schmeits, Chairman
      1. Monthly Financial Report: Ron Baca, Financial Control Division Director, NMDOT

      2. NMFA Monthly Report: Mark Lovato, Investment Manager, NMFA

   b) Infrastructure Committee- Butch Mathews, Chairman
      1. Alternate Routes Request for Waste Isolation Pilot Program (WIPP): Todd Shrader, Manager, Department of Energy, Carlsbad Field Office
10) Staff Briefings:
   a) Secretary Report: Tom Church, Cabinet Secretary, NMDOT
   b) FHWA Report: J. Don Martinez, Division Administrator, NMDOT

11) Commissioner’s Comments

12) Adjournment
Agenda Items 1-2

1. Call to Order: Ronald Schmeits, Chairman
   a) Pledge of Allegiance

2. Approval of Agenda: Ronald Schmeits, Chairman
Tab 3
Approval of Minutes
NEW MEXICO STATE TRANSPORTATION COMMISSION
MEETING

The Lodge at Santa Fe Hotel
750 N. St. Francis Drive
Santa Fe, New Mexico 87501
January 21, 2016

The New Mexico State Transportation Commission (STC or Commission) held a regular meeting on January 21, 2016, at the Lodge at Santa Fe Hotel, Santa Fe, New Mexico. Chairman Schmeits called the meeting to order at 8:30 a.m. Commissioner Mathews led meeting attendees in the Pledge of Allegiance.

Approval of the Agenda

Chairman Schmeits asked for a motion to approve the agenda; Commissioner White made a motion to so approve; Commissioner Mathews seconded; motion carried unanimously.

Approval of the Minutes

Chairman Schmeits asked for a motion to approve the minutes of the special meeting of November 19, 2015; Commissioner Mathews made a motion to so approve; Commissioner White seconded; motion carried unanimously.

Elected Officials and Delegations:

Peter Ives, Mayor Pro Tem, City of Santa Fe
Gerard Saiz, Mayor Pro Tem, Village of Los Lunas
Alonzo Baldonado, New Mexico State Representative, District 8
Kelly Fajardo, New Mexico State Representative, District 7
Carl Trujillo, New Mexico State Representative, District 46
State Transportation Commissioners Present:

Kenneth White, Secretary, District One
David Sepich, Commissioner, District Two
Keith Mortensen, Commissioner, District Three
Ron Schmeits, Chairman, District Four
Butch Mathews, Vice-Chairman, District Five
Jackson Gibson, Commissioner, District Six

NMDOT Staff Present:

Anthony Lujan, Deputy Secretary
Loren Hatch, Deputy Secretary
NMDOT Staff

Welcoming Remarks

The Honorable Peter Ives, Mayor Pro Tem, City of Santa Fe, on behalf of Mayor Javier Gonzales and the Santa Fe City Council, welcomed the STC and NMDOT staff to Santa Fe. He spoke briefly about transportation and infrastructure within the state.

District Five Presentation and Employee Recognition

Paul Brasher, P.E., Acting District Five Engineer, NMDOT, gave a presentation regarding District Five activities, during which he discussed completed, active and upcoming projects and maintenance accomplishments. He also reported on the District’s Employee Recognition Program and acknowledged 2015 award recipients, Mario Trujillo, Chip Seal Supervisor, as Employee of the Year; Mechanic Shop staff as Crew of the Year; and the Gallina Patrol as Best Practice Program winner for speed sign limit covers.

Chairman Schmeits invited the Honorable Carl Trujillo, New Mexico State Representative, to address the STC and meeting attendees. Representative Trujillo thanked the
Commissioners and NMDOT staff for their work and stated that he is cognizant of the State’s transportation needs.

Anthony Lujan, Deputy Secretary, NMDOT, briefed the STC regarding NMDOT’s General Office Employee Recognition Program. He acknowledged 2015 award recipients, Jessica Lopez as Employee of the Year and the Road Inventory Program as Section of the Year.

**Presentations by Elected Officials and Delegations**

The Honorable Gerard Saiz, Mayor Pro-Tem, Village of Los Lunas; Greg Martin, Administrator, Village of Los Lunas; and Kevin Eades, P.E., Vice President, Molzen Corbin, provided an update on the I-25 Interchange and East-West Corridor project. Mayor Pro Tem Saiz also acknowledged New Mexico State Representatives Alonzo Baldonado and Kelly Fajardo for their steadfast support of the project.

**Public Comment**

Miguel Gabaldon, former NMDOT District Five Engineer, welcomed the STC to Santa Fe and acknowledged the 2015 District Five Employee Recognition award recipients.

Zoe Richmond, Public Affairs Director, Union Pacific (UP), introduced Brenda Mainwaring, UP’s new Public Affairs Department Vice President. She expressed her gratitude for the good working relationship UP has enjoyed with NMDOT and updated the STC on current and past UP initiatives and projects.
Workshop Agenda

Finance Committee

Monthly Financial Report

Ron Baca, Financial Control Director, NMDOT, presented the NMDOT operating budget financial summary for the month ending December 31, 2015. He reported that NMDOT is in good financial standing, revenues are tracking as forecasted, and expenditures are being managed according to revenues. 30% of funding has been encumbered and reserved for obligations; 35% has been expended to date, and 35% remains to be expended through the end of the fiscal year. Cash balances as of January 5, 2016 are $81 million, and the total operating fund balance is $83.4 million.

New Mexico Finance Authority (NMFA) Monthly Report

Mark Lovato, Investment Manager, NMFA, provided an update regarding NMDOT portfolio funds under NMFA management. As of December 31, 2015, the balance in the portfolio was $130.5 million, a net decrease of $35.5 million from November. The change is attributed to debt service payments of $53.1 million, no draws, plus total earnings of $4,316, $13.8 million debt service set asides payments, and $3.8 million from escrow accounts. There is 68% in the project account, of which $3.2 million is in the 2010A bond fund account, $67 million in the 2014A Highway Infrastructure Fund (HIF) account, 30% in debt service, and 2% in the arbitrage rebate account. On December 31, 2015, the balance in the taxable line of credit at RBC was $42 million for collateral needs, and the balance in the taxable line of credit at Wells Fargo was $50 million for the BNSF Escrow account. As of January 7, 2016, the amount to exit
the swaps was $108.9 million. Mr. Lovato also provided a breakdown regarding NMDOT/NMFA outstanding debt service.

**Public Financial Management (PFM) Quarterly Debt Portfolio Report**

Peter Shellenberger, Managing Director, PFM, and Christine Choi, Senior Managing Consultant, PFM, presented an updated debt management report, which included detailed information regarding recent municipal market conditions, NMDOT’s current debt portfolio, and current financing considerations.

**Infrastructure Committee**

**Status of Design Projects in the Statewide Transportation Improvement Program (STIP)**

Armando Armendariz, P.E., State Construction Bureau, NMDOT, and Dolores Gallegos, PINF Finance Bureau Chief, NMDOT, presented an update regarding STIP projects let in the last quarter. Of the seventeen original projects that were scheduled to be let, NMDOT let eleven, six were rescheduled, and four new projects were added, which amounted to a total of fifteen projects for the quarter. Five projects were located in District One, one in District Two, three in District Three, three in District Four, and three in District Five.

**Policy Committee**

**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**
Loren Hatch, Deputy Secretary, NMDOT, discussed the annual determination of notice provisions for open and closed State Transportation for State Transportation Commission meetings pursuant to NMSA 1978, Section 10-15-1(D). He explained that every public body in the State that holds public meetings is required to define, on an annual basis, the particulars regarding reasonable notice for meetings. The STC is required at this time to take action setting specific notice provisions for its open and closed public meetings. Mr. Hatch recommended that the STC affirm its current notice provisions contained in Commission Policy 1.

**Regular Meeting Agenda**

**Staff Briefings**

**Secretary Report**

Anthony Lujan, Deputy Secretary, NMDOT, gave a brief report to the STC regarding recent snow removal efforts and the 2016 Legislative Session that commenced on January 19.

**FHWA Report**

J. Don Martinez, Division Administrator, FHWA, reported briefly regarding the federal highway bill and funding status.
Action Items

Approval of 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

Loren Hatch, Deputy Secretary, NMDOT, requested the STC’s approval of the 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.

Chairman Schmeits asked for a motion to approve the 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; Commissioner White made a motion to so approve; Commissioner Mathews seconded; motion carried unanimously.

Commissioner Comments

Commissioner White expressed his appreciation for the information presented during the meeting and extended his thanks to NMDOT staff.

Commissioner Sepich commended NMDOT staff on the excellent outcome of the recent audit.

Commissioner Mortensen thanked NMDOT District Three staff for their excellent work during the recent snow storms.

Commissioner Mathews also expressed his appreciation to NMDOT staff who worked on the roads during the recent storms.
Chairman Schmeits, too, extended his thanks to NMDOT staff for their recent efforts during the storms.

Chairman Schmeits asked for a motion to adjourn the special meeting at 11:30 a.m.; Commissioner Mortensen made a motion to so adjourn; Commissioner Mathews seconded; motion carried unanimously.

__________________________   __________________________
Chairman                                                                   Secretary

Ronald Schmeits               Kenneth R. White
Tab 4

Introductions
4. Introductions: Ronald Schmeits, Chairman
   
a. Elected Officials

b. Commission Members

c. NMDOT Executive Staff
Tab 5
Welcoming Remarks
Commission Brief

SUBJECT: Welcoming Remarks

PRESENTER:

BACKGROUND:

❖ The Honorable Jerah Cordova, Mayor, City of Belen

ACTION: No Action
Tab 6
District Three
Presentation &
Employee
Recognition
SUBJECT: District Three Presentation

PRESENTER: Ken Murphy, P.E., Acting District Three Engineer, NMDOT

BACKGROUND:

ACTION: No Action
Transportation Commission Meeting
February 18, 2016
District Three
Belen Patrol

Ken Murphy, P.E.
Acting District Engineer
Completed Projects

- Closed projects
  - Time: 2014 and 2015 calendar years
  - Number of projects: 28
  - Contract amount: $75 million
Upcoming Projects

- **Roadway**
  - NM 6, West of Los Lunas
  - I–40, Noise Barrier near Unser Boulevard
  - I–40, 6th Street to Rio Grande Bridge
  - I–25, San Antonio to Jefferson

- **Bridges**
  - I–25 – 4 bridge deck overlays
  - I–40 – 13 bridge deck overlays

- **Planning / Design Phase**
  - US 550, Bridge over Rio Grande
  - I–25, Rio Bravo Interchange
Active projects

- Construction Phase
  - I-40, Louisiana Interchange
  - NM 47 through Peralta
  - NM 314, Railroad Overpass
  - I-25 north of Broadway to Rio Bravo
Statewide Best Patrol

- North Urban / Ben Lopez Patrol
District Three Employee of the Year

- Bernard Armijo, Heavy Equipment Supervisor
  - Service Center
Statewide
Crew of the Year

- Environmental Management Crew

Day Crew

Night Crew
2015 Best Practices

- Brush Hog

- Skid Mount Herbicide Spray System
Thank you
Tab 7

Elected Officials
Delegations
Presentations
Commission Brief

SUBJECT: Elected Officials/Delegations Presentations

PRESENTER:

BACKGROUND:

❖ Steven Tomita, Development Services Manager, City of Belen
  “Importance of Transportation Systems in the City of Belen and their Impact on Economic Development”

ACTION: No Action
Tab 8
Public Comment
## Commission Brief

**SUBJECT:** Public Comment

**PRESENTER:**

**BACKGROUND:**

**ACTION:** No Action
Tab 9a1

Monthly Financial Report
Commission Brief


PRESENTER: Ron Baca, Financial Control Director

BACKGROUND:

ACTION: No Action
### Base Budget for FY 2016

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<th>Account</th>
<th>Bud Ref</th>
<th>Class</th>
<th>Budget</th>
<th>PreEncumbrance</th>
<th>Encumbrance</th>
<th>Expense</th>
<th>Remaining</th>
<th>7/12 Of Budget</th>
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<td>%</td>
<td>Dollar</td>
<td>%</td>
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### PO Rollover FY 2015/2016

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<th>Budget</th>
<th>PreEncumbrance</th>
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<th>7/12 Of Budget</th>
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<td>%</td>
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**NMDOT Grand Total of Budget** | 1,208,804,565 | 116,024 | 448,259,843 | 507,960,661 | 252,468,037 |
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<td><strong>Begin FY16</strong></td>
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<td><strong>+FY16</strong></td>
<td><strong>COMBINED</strong></td>
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<td><strong>FY 15</strong></td>
<td><strong>Net Change</strong></td>
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<td><strong>Rev/Exp</strong></td>
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<td>16</td>
<td><strong>Expenditures</strong></td>
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<td>3) CURRENT INFLOWS MINUS OUTFLOWS (Revenues - Expenditures)</td>
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<td>($81.2)</td>
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<td>4) PLUS Beginning FY16 FUND BALANCE RESERVES</td>
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<td>52.9</td>
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<td>5) Adjusted FY16 OPERATING FUND BALANCES</td>
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<td>($28.3)</td>
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<td>29</td>
<td>Cash Balance as of 12/31/2015</td>
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<td>(Dollars in Millions)</td>
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<td><strong>Actual FY 16 Rev/Exp PCT YTD</strong></td>
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<td><strong>FY 15 Net Change</strong></td>
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<td>Highway Infrastructure Fund (Restricted)</td>
<td>$7.6</td>
<td>$0.0</td>
<td>$0.0</td>
<td>$7.6</td>
<td>$3.5</td>
<td>46.4%</td>
<td>$3.7</td>
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<td>Local Gov't Road Fund (Restricted)</td>
<td>22.5</td>
<td>-</td>
<td>-</td>
<td>22.5</td>
<td>9.6</td>
<td>42.5%</td>
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<td>Aviation Fund (Restricted)</td>
<td>5.7</td>
<td>-</td>
<td>-</td>
<td>5.7</td>
<td>2.2</td>
<td>38.6%</td>
<td>2.6</td>
<td>(0.4)</td>
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<td>Aviation Fund - Federal (Restricted)</td>
<td>-</td>
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<td>0.9</td>
<td>0.9</td>
<td>0.4</td>
<td>46.8%</td>
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<td>Traffic Safety Funds (5 Restricted Funds)</td>
<td>2.6</td>
<td>-</td>
<td>-</td>
<td>2.6</td>
<td>1.2</td>
<td>46.2%</td>
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<td>NHTSA Funding-(Reimbursement Basis)</td>
<td>15.7</td>
<td>7.3</td>
<td>-</td>
<td>23.0</td>
<td>6.9</td>
<td>29.8%</td>
<td>5.4</td>
<td>1.5</td>
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<td>FTA Funding-(Reimbursement Basis)</td>
<td>16.1</td>
<td>7.3</td>
<td>-</td>
<td>23.4</td>
<td>4.1</td>
<td>17.3%</td>
<td>5.2</td>
<td>(1.2)</td>
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<tr>
<td>Highway Infrastructure Fund Reserves</td>
<td>2.8</td>
<td>-</td>
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<td>2.8</td>
<td>2.8</td>
<td>47.6%</td>
<td>2.8</td>
<td>0.0</td>
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<tr>
<td>Local Gov't Road Fund Reserves</td>
<td>1.5</td>
<td>22.3</td>
<td>-</td>
<td>23.8</td>
<td>23.8</td>
<td>55.7%</td>
<td>23.8</td>
<td>0.0</td>
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<td>Aviation Fund Balance Reserves</td>
<td>-</td>
<td>13.6</td>
<td>0.1</td>
<td>13.7</td>
<td>13.7</td>
<td>55.7%</td>
<td>13.7</td>
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<td>Traffic Safety Fund Balance Reserves</td>
<td>-</td>
<td>1.1</td>
<td>-</td>
<td>1.1</td>
<td>1.1</td>
<td>55.7%</td>
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<td>State Infrastructure Bank Reserves</td>
<td>$0.0</td>
<td>$0.2</td>
<td>$0.8</td>
<td>$1.0</td>
<td>$0.0</td>
<td>1.2%</td>
<td>0.0</td>
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<tr>
<td><strong>1) TOTAL INFLOWS (REVENUES):</strong></td>
<td>$74.5</td>
<td>$51.8</td>
<td>$1.8</td>
<td>$128.1</td>
<td>$27.8</td>
<td>21.7%</td>
<td>$27.6</td>
<td>$0.2</td>
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<td><strong>CURRENT OUTFLOWS:</strong></td>
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<td>Personnel Services</td>
<td>$1.8</td>
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<td>$0.0</td>
<td>$1.8</td>
<td>$0.8</td>
<td>47.6%</td>
<td>$0.9</td>
<td>($0.1)</td>
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<td>Contractual Services</td>
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<td>1.8</td>
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<td>2.0</td>
<td>55.7%</td>
<td>1.5</td>
<td>0.6</td>
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<td>Other Operating Costs</td>
<td>61.6</td>
<td>50.7</td>
<td>-</td>
<td>112.3</td>
<td>39.5</td>
<td>35.2%</td>
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<td>16.5</td>
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<td>Debt Service</td>
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<td>$0.0</td>
<td>$10.4</td>
<td>$6.6</td>
<td>63.2%</td>
<td>$6.7</td>
<td>($0.1)</td>
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<td><strong>2) TOTAL OUTFLOWS (EXPENDITURES):</strong></td>
<td>$74.5</td>
<td>$51.8</td>
<td>$1.8</td>
<td>$128.1</td>
<td>$48.9</td>
<td>38.2%</td>
<td>$32.1</td>
<td>$16.8</td>
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<td><strong>3) CURRENT INFLOWS MINUS OUTFLOWS</strong></td>
<td>($21.1)</td>
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<td><strong>4) PLUS Beginning FY16 FUND BALANCE RESERVES - NOT A FINAL</strong></td>
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<td><strong>5) CURRENT FY16 OPERATING FUND BALANCES</strong></td>
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<tr>
<td><strong>CASH POSITION:</strong></td>
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<td>Cash Balance as of 12/30/15</td>
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<td>$60.5</td>
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### CASH BALANCES FOR OPERATING BUDGET FUNDS FOR February 03, 2016

(Balances based on data from SHARE Trial Balances on January 05, 2016)

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<td>LOCAL GOVT (20300)</td>
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<td>Restricted</td>
<td>24,194,550</td>
<td>22,325,752</td>
<td>20,925,324</td>
<td>20,641,565</td>
<td>18,062,378</td>
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<td>HIF (20200)</td>
<td>6,305,420</td>
<td>8,244,527</td>
<td>6,056,489</td>
<td>5,727,598</td>
<td>5,519,227</td>
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<td>SIB (89300)</td>
<td>19,960,999</td>
<td>19,949,971</td>
<td>19,965,187</td>
<td>19,713,923</td>
<td>19,519,255</td>
<td>19,152,572</td>
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<td>AVIATION (20500)</td>
<td>15,335,846</td>
<td>16,925,262</td>
<td>14,647,944</td>
<td>13,520,438</td>
<td>12,362,179</td>
<td>11,666,513</td>
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<td>TRAFF FUNDS (10020,206,207,208)</td>
<td>1,684,643</td>
<td>2,130,686</td>
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<td>NHTSA (10010)</td>
<td>2,939,486</td>
<td>3,775,464</td>
<td>2,271,330</td>
<td>3,496,244</td>
<td>4,671,287</td>
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<td>216,340</td>
<td>(1,433,622)</td>
<td>(1,766,709)</td>
<td>(1,293,797)</td>
<td>(580,384)</td>
<td>(529,747)</td>
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<td>INTERLOCK (82600)</td>
<td>3,912,467</td>
<td>3,685,851</td>
<td>2,373,384</td>
<td>2,363,613</td>
<td>2,630,355</td>
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<td>RESTRICTED FUND TOTALS</td>
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<td>65,617,129</td>
<td>63,673,013</td>
<td>60,524,184</td>
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<td>TOTAL CASH BALANCES</td>
<td>116,796,091</td>
<td>115,915,586</td>
<td>55,032,747</td>
<td>57,856,982</td>
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<td>(Less)</td>
<td>(Less)</td>
<td>Remaining Unbudgeted</td>
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<td>Fund Balances</td>
<td>End FY15</td>
<td>Re-Budgeted in Rollover-Non-Federal</td>
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<td>7/1/2015</td>
<td>Begin FY16 Budget FY15 Budget FY15 BARS</td>
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<td>ROAD FUND (20100)+ INVENTORY (10040)</td>
<td>139,777,914</td>
<td>(21,984,100)</td>
<td>(54,897,619)</td>
<td>(10,000,000)</td>
<td>52,896,195</td>
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<td><strong>Restricted Funds:</strong></td>
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<td>LOCAL GOVT (20300)</td>
<td>25,333,829</td>
<td>(1,500,000)</td>
<td>(22,333,139)</td>
<td>0</td>
<td>1,500,690</td>
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<td>HIF (20200)</td>
<td>8,184,960</td>
<td>(2,775,400)</td>
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<td>5,409,560</td>
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<td>SIB (89300)</td>
<td>20,759,167</td>
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<td>(182,538)</td>
<td>(883,000)</td>
<td>19,693,629</td>
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<td>AVIATION (20500)</td>
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<td>(13,588,072)</td>
<td>(950,000)</td>
<td>2,025,177</td>
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<td>MOTORCYCLE (20600)</td>
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<td>DRIVER IMPROVEMENT (10020)</td>
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<td>(328,030)</td>
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<td>28,362</td>
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<td>STATE TRAFFIC SAFETY (20800)</td>
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<td>0</td>
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<td>(75,504)</td>
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<td>FTA (10030)</td>
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<td>INTERLOCK (82600)</td>
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<td>0</td>
<td>3,969,981</td>
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<td><strong>Total Restricted Funds:</strong></td>
<td>73,907,507</td>
<td>(4,275,400)</td>
<td>(37,241,691)</td>
<td>(1,833,000)</td>
<td>30,557,416</td>
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<td><strong>TOTAL OPERATING FUND BALANCES</strong></td>
<td>213,685,421</td>
<td>(26,259,500)</td>
<td>(92,139,310)</td>
<td>(11,833,000)</td>
<td>83,453,611</td>
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</table>
Uncommitted Fund Reserves as of September 30, 2015 (Not Final)

**UNRESTRICTED FUND BALANCES--- Fund 20100-State Road Fund = $52,896,195**
(This is the operating fund of the department and used to account for substantially all of the department’s financial activities. Created by section 67-3-65, NMSA 1978.)

**RESTRICTED FUND BALANCES---- TOTAL= $30,557,416**

Fund 20300-Local Government Road Fund = $1,500,690
(This fund accounts for construction and reconstruction of highways, streets and parking lots not on the state highway system as well as maintenance, improvements, and construction of school bus routes and public school parking lots and county roads. Created by Section 67-3-28.2 NMSA 1978.)

Fund 20800-State Traffic Safety Fund = ($75,504)
(This fund accounts for state matching monies received for various traffic safety programs. Created by Section 66-7-512, NMSA 1978.)

Fund 20500-State Aviation Fund = $2,025,177
(This fund is used to account for planning, construction and maintenance of a system of airports, navigation aids, and related facilities serving New Mexico. Created by Section 64-1-15, NMSA 1978.)

Fund 10010-Federal Traffic Safety Fund = ($2,929,159)
(This funds accounts for federal grant monies received for various traffic safety programs from NHTSA.)

Fund 10020 – Driver Improvement Program Fund = $28,362
(Used account for the operation of a driver improvement program. Created by Executive Order 87-20.)

Fund 20700 – DWI Prevention and Education Fund = $584,375
(This fund is used to account for the operation of DWI prevention and education program for elementary and second school students. Created by Section 66-5-35 NMSA 1978.)

Fund 89300 – State Infrastructure Fund = $19,693,629 (This fund is used to track funding, loans and repayments associated with the State Infrastructure Bank.)

Fund 20200 – Highway Infrastructure Fund = $5,409,560
(This fund is used to account for acquisition of right of ways, planning, design, engineering, construction or improvement of state highway projects pursuant to provisions of Laws of 1998, Chapters 84 and 85.). This fund was created by NMSA 67-3-59.2.)

Fund 82600-Interlock Device Fund = $3,969,981
(This fund is used to account for the fees used to pay for interlock devices for indigent people. (Created by Section 66-8-102.3 NMSA 1978.)

Fund 10030 – Federal Mass Transit Fund = $350,305
(This fund is used to account for Urban Mass Transit Authority grant monies and state matching funds for mass transit program activities.)

Fund 43100- Fund 43100 – WIPP Projects Fund = $0.00
(This fund is used to account for monies received from the U.S. Department of Energy for special designated roads associated with WIPP.)
Tab 9a2
NMFA Monthly Report
SUBJECT: NMFA Report

PRESENTER: Mark Lovato, Investment Manager, NMFA

BACKGROUND:

ACTION: No Action
New Mexico Finance Authority report to  
State Transportation Commission

Agenda for February 18, 2016

1. NMDOT Combined Investment Summary ending January 31, 2016  
   a. NMDOT Executive Summary Bond Series 2004  
   b. NMDOT Executive Summary Bond Series 2006  
   c. NMDOT Executive Summary Bond Series 2008 & 2011  
   d. NMDOT Executive Summary Bond Series 2009  
   e. NMDOT Executive Summary Bond Series 2010  
   f. NMDOT Executive Summary Bond Series 2012  
   g. NMDOT Executive Summary Bond Series 2014 (HIF)  
   h. NMDOT Executive Summary Bond Series 2014B-1&2  
   i. NMDOT Executive Summary (GRIP 2)

2. NMDOT Line of Credit (taxable) ending January 31, 2016

3. NMDOT Swap Valuation Report as of February 5, 2016

4. NMDOT/NMFA Debt Service outlook for FY 2016 as of January 31, 2016
The market value of the NMDOT Investment Portfolio as of January 31, 2016 was $107.6 million, a net increase of $4.1 million from December. The change is attributed to debt service payments of $256,750, $6.1 million in draws for the month, plus total earnings of $6,465 and $10.5 million Debt Service set aside payments.

As of January 31, 2016 the total NMDOT Portfolio was composed of 59% in the project account (of which 2.2 million is in the 2010A and 62 million in 2014A HIF), 39% in debt service accounts, and 2% in the arbitrage rebate account.

The January month end portfolio holdings were 100% in money market mutual funds, and a yield of .17%.
The market value of the NMDOT 2004 Bond Series on January 31, 2016 was $1.5 million, no change from the previous month. These bonds have paid off as of June 15, 2014 the remaining balance is Rebate acct.

As of January 31, 2016 the portfolio composition was 0% in debt service accounts and 100% in the arbitrage rebate account.

* NOTE : The Project Funds completely drawn down

The January month end portfolio holdings were 100% in money market mutual funds and a yield of .17%.
INVESTMENT OF NM DEPT OF TRANSPORTATION BONDS
NMDOT - SERIES 2006 - TOTAL PORTFOLIO SUMMARY
as of January 31, 2016

- The market value of the NMDOT 2006 Bond Series on January 31, 2016 was $400,719, an increase of $43,113 from December. The change was attributed to interest earnings of $101, and debt service set aside payments of $43,013.

- As of January 31, 2016, the portfolio composition was 12% in debt service accounts and 88% in the arbitrage rebate account.

* NOTE : The project funds are 100% committed (Let)

- The January month end portfolio holdings were 100% in money market mutual funds and a yield of .17%.

### NMDOT - Series 2006 - Market Value

![NMDOT- Series 2006 - Market Value](image)

### NMDOT - Series 2006 - Dollar Amount by Fund

![NMDOT- Series 2006 - Dollar Amount by Fund](image)

<table>
<thead>
<tr>
<th>Account</th>
<th>Investment Type</th>
<th>Yield</th>
<th>Prior Yld</th>
<th>Market Value</th>
<th>% of Portfolio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project</td>
<td>Invesco Govt Fund</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td>Arbitrage Rebate</td>
<td>Invesco Govt Fund</td>
<td>0.17%</td>
<td>0.09%</td>
<td>351,946</td>
<td>87.8%</td>
</tr>
<tr>
<td>Debt Service</td>
<td>Invesco Govt Fund</td>
<td>0.17%</td>
<td>0.09%</td>
<td>48,773</td>
<td>12.2%</td>
</tr>
<tr>
<td>BNSF Escrow</td>
<td>US Treasury Bill</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td>0.17%</td>
<td>0.09%</td>
<td>400,719</td>
<td>100%</td>
</tr>
</tbody>
</table>
INVESTMENT OF NM DEPT OF TRANSPORTATION BONDS
NMDOT - SERIES 2008 A-B & 2011 A - TOTAL PORTFOLIO SUMMARY

as of January 31, 2016

- The market value of the NMDOT 2008 & 2011 Bond Series on January 31, 2016 was $3.2 million. The change of $1.7 million was attributed to debt service payments of $256,750 plus interest earnings of $230, and debt service set aside payments of $1.9 million.

- As of January 31, 2016 the portfolio composition was 100% in debt service accounts.

- The January month end portfolio holdings were 100% in money market mutual funds and a yield of .09%.

<table>
<thead>
<tr>
<th>Account</th>
<th>Investment Type</th>
<th>Yield</th>
<th>Prior Yld</th>
<th>Market Value</th>
<th>% of Portfolio</th>
</tr>
</thead>
<tbody>
<tr>
<td>2008 Debt Srv</td>
<td>Invesco Govt Fund</td>
<td>0.17%</td>
<td>0.09%</td>
<td>1,196,391</td>
<td>37.6%</td>
</tr>
<tr>
<td>2011 Debt Srv</td>
<td>Invesco Govt Fund</td>
<td>0.17%</td>
<td>0.09%</td>
<td>1,989,155</td>
<td>62.4%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>0.17%</td>
<td>0.09%</td>
<td>3,185,546</td>
<td>100%</td>
</tr>
</tbody>
</table>
The market value of the NMDOT 2009 Bond Series on January 31, 2016 was $3.4 million. The change of $509,741 was attributed to interest earnings of $160, and debt service set aside payments of $509,582.

As of January 31, 2016 the portfolio composition was 100% in debt service accounts.

The January month end portfolio holdings were 100% in money market mutual funds and a yield of .17%.
The market value of the NMDOT 2010A Bond Series project funds was $2.2 million on January 31, 2016, the decrease of $1.06 million was $180 in interest earnings, and $1.063 million in draws.

Interest earnings for the month of January was $180 up from $106 in December. Total earnings for the fiscal year 2016 is $1,554.

The weighted average yield was .17% at month-end, up from .09% in December.

The January month end portfolio holdings were 100% in money market mutual funds and a yield of .17%.
The market value of the NMDOT 2010A and B Bond Series on January 31, 2016 was $5.9 million, the net change of $1.4 million from December was attributed to interest earnings of $664, construction draws of $1.06 million, and $2.4 million in Debt Service set aside payments.

As of January 31, 2016 the portfolio composition was 63% in debt service accounts and 37% in Project accounts.

The January month end portfolio holdings were 100% in money market mutual funds and a yield of .17%.
INVESTMENT OF NM DEPT OF TRANSPORTATION BONDS
NMDOT - SERIES 2012 - TOTAL PORTFOLIO SUMMARY

as of January 31, 2016

The market value of the NMDOT 2012 Bond Series on January 31, 2016 was $30.1 million. The net change of $4.9 million was due to interest earnings of $1,447 and $4.9 million in Debt Service set aside payments.

As of January 31, 2016 the portfolio composition was 100% in debt service accounts.

The January month end portfolio holdings were 100% in money market mutual funds and a yield of .17%.

<table>
<thead>
<tr>
<th>Account</th>
<th>Investment Type</th>
<th>Yield</th>
<th>Prior Yld</th>
<th>Market Value</th>
<th>% of Portfolio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Debt Service</td>
<td>Invesco Govt Fund</td>
<td>0.17%</td>
<td>0.09%</td>
<td>30,149,242</td>
<td>100.0%</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td>0.17%</td>
<td>0.09%</td>
<td>30,149,242</td>
<td>100%</td>
</tr>
</tbody>
</table>
The market value of the NMDOT (HIF) 2014A Bond Series project funds was $61.9 million on January 31, 2016, the decrease was attributed to interest earnings of $3,692 and $5 million in draws for the month.

Interest earnings for the month of January was $3,692. Total earnings for the fiscal year 2016 is $19,040.

The weighted average yield was .17% at month-end, up from .09% in December.

The January month end portfolio holdings were 100% in money market mutual funds.
The market value of the NMDOT(HIF) 2014A Bond Series on January 31, 2016 was $62.4 million, the net change of $4.8 million from December was attributed to interest earnings of $3,732, debt service set aside payments of $318,682 and no draws.

As of January 31, 2016 the portfolio composition was 1% in debt service accounts and 99% in Project accounts.

The January month end portfolio holdings were 100% in money market mutual funds and a yield of .17%.
The market value of the NMDOT 2014B-1 and B-2 Bond Series on January 31, 2016 was $689,952, the change attributed to interest earnings of $48, and debt service set aside payments of $360,932.

As of January 31, 2015 the portfolio composition was 100% in debt service accounts.

The January month end portfolio holdings were 100% in money market mutual funds and yield of .17%.
The market value of the NMDOT (GRIP2) Severance and General Fund Appropriation project funds was $627,170 on January 31, 2016. This is up from December. The change was attributed to $393 in interest earnings.

Net Income for the month of January was $393 this is up from $374 in December. Total interest earnings for FY16 is $2,350.

The weighted average yield was .714% at month-end, up from .704% in December. The average term of the portfolio was 430 days down from 444 days from the previous month.

The December month end portfolio holdings were 100% in the NMFA Operating Pool Funds. This pool is a diversified pool with US Treasury and US agency securities as well as some money market funds.
On January 31, 2016, the balance in the Taxable Line of Credit at RBC was $42 million for collateral needs. The balance in the Taxable Line of Credit at Wells Fargo was $50 million for the BNSF Escrow account.

During the month of January there was no draws on collateral line of credit, and none on the BNSF LOC. We have $16.5 million posted in collateral posted with JP Morgan, RBC and UBS.

There was $3,675 unused (commitment) and $4,326 used (interest) fees paid in January the next quarterly fees are due in April.

Current LOC agreement is for $50 million from Royal Bank of Canada with the following terms:
- Interest Cost (Used Portion) - 1 mo LIBOR plus .53%
- Commitment Fee (Unused Portion) - .15%
- Expires Dec 31, 2018

There was no unused (commitment) and no used (interest) fees paid in January. The next quarterly fees are due in April.

Current LOC agreement is for $50 million from Wells Fargo with the following terms:
- Interest Cost (Used Portion) - 1 mo LIBOR plus .77%
- Commitment Fee (Unused Portion) - .15%
- Expires June 30, 2019
### New Mexico Finance Authority

**Report as of 2/5/2016**

<table>
<thead>
<tr>
<th>Bank Counterparty</th>
<th>Product</th>
<th>Client Pays - Semi Annual</th>
<th>Client Receives - Monthly</th>
<th>Trade Date</th>
<th>Effective Date</th>
<th>Maturity Date</th>
<th>MTM Value</th>
<th>Current Notional</th>
<th>Accrued Interest</th>
<th>Moody’s</th>
<th>S&amp;P</th>
<th>Fitch</th>
</tr>
</thead>
<tbody>
<tr>
<td>JPMorgan Chase</td>
<td>Swap</td>
<td>5.07200%</td>
<td>SIFMA Swap Index</td>
<td>4/22/2004</td>
<td>12/15/2006</td>
<td>12/15/2026</td>
<td>($39,486,148.58)</td>
<td>$110,000,000.00</td>
<td>($774,257.74)</td>
<td>Aa3</td>
<td>A+</td>
<td>AA-</td>
</tr>
<tr>
<td>JPMorgan Chase</td>
<td>K-I Swaption</td>
<td>0.34% Premium; 5.0720% upon Exercise</td>
<td>SIFMA Swap Index upon Exercise</td>
<td>4/22/2004</td>
<td>12/15/2006</td>
<td>12/15/2026</td>
<td>$2,656,446.39</td>
<td>$110,000,000.00</td>
<td>N/A</td>
<td>Aa3</td>
<td>A+</td>
<td>AA-</td>
</tr>
<tr>
<td>UBS AG</td>
<td>Swap</td>
<td>5.07200%</td>
<td>SIFMA Swap Index</td>
<td>4/22/2004</td>
<td>12/15/2006</td>
<td>12/15/2026</td>
<td>($39,486,148.58)</td>
<td>$110,000,000.00</td>
<td>($774,257.74)</td>
<td>A1</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>UBS AG</td>
<td>K-I Swaption</td>
<td>0.34% Premium; 5.0720% upon Exercise</td>
<td>SIFMA Swap Index upon Exercise</td>
<td>4/22/2004</td>
<td>12/15/2006</td>
<td>12/15/2026</td>
<td>$2,656,446.39</td>
<td>$110,000,000.00</td>
<td>N/A</td>
<td>A1</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Goldman Sachs</td>
<td>Swap</td>
<td>3.93400%</td>
<td>SIFMA Swap Index 'til 6/15/06; 68% of USD-LIBOR Thereafter</td>
<td>4/23/2004</td>
<td>5/20/2004</td>
<td>6/15/2024</td>
<td>($11,496,524.93)</td>
<td>$50,000,000.00</td>
<td>($264,755.36)</td>
<td>Aa2</td>
<td>AA+</td>
<td>N/A</td>
</tr>
<tr>
<td>Royal Bank of Canada</td>
<td>Swap</td>
<td>3.93400%</td>
<td>SIFMA Swap Index 'til 6/15/06; 68% of USD-LIBOR Thereafter</td>
<td>4/23/2004</td>
<td>5/20/2004</td>
<td>6/15/2024</td>
<td>($22,993,049.88)</td>
<td>$100,000,000.00</td>
<td>($529,510.72)</td>
<td>Aa3</td>
<td>AA-</td>
<td>AA</td>
</tr>
<tr>
<td>Deutsche Bank AG</td>
<td>Swap</td>
<td>3.93400%</td>
<td>68% of USD-LIBOR</td>
<td>10/6/2008</td>
<td>10/6/2008</td>
<td>6/15/2024</td>
<td>($11,496,524.93)</td>
<td>$50,000,000.00</td>
<td>($264,755.36)</td>
<td>Baa1</td>
<td>BBB+</td>
<td>A-</td>
</tr>
</tbody>
</table>

The valuations of derivatives transactions provided by PFM are indicative values based on mid-market levels as of the close of business on the date they are provided. These valuations are provided for information purposes only and are intended solely for internal use. These valuations do not represent the actual terms at which new transactions could be entered into or the actual terms at which existing transactions could be liquidated. The valuations provided are derived from proprietary models based upon well-recognized financial principles and reasonable estimates about relevant future market conditions. Valuations based on other models or different assumptions may yield different results. PFM believes its valuation methodology to be consistent with accepted practice in the market for interest rate swaps. Additional information is available on request. Information herein is believed to be reliable, but PFM does not warrant its completeness or accuracy. PFM does not hold a position or act as a market maker in the financial instruments of any issuer discussed herein.

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The image contains a table summarizing financial information for the New Mexico Finance Authority as of 2/5/2016. The table includes details on Swap transactions with various counterparties, including trade dates, effective dates, maturity dates, MTM values, current notional amounts, accrued interest, and credit ratings from Moody’s, S&P, and Fitch. The valuations are indicative values based on mid-market levels as of the close of business and are intended solely for internal use. Additional information is available on request.
## NMDOT/NMFA Outstanding Bond Debt Service

For Period: 2st half Fiscal Year 2016

<table>
<thead>
<tr>
<th>Bond Series</th>
<th>Principal Debt Service Due 6/15/2016</th>
<th>Interest Debt Service Due 6/15/2016</th>
<th>Total Debt Service Due 6/15/2016</th>
<th>Debt Service held as of 1/31/2016</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Fixed Rate Bonds</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2004 A Sr</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>0</td>
</tr>
<tr>
<td>2006 A Sr</td>
<td>185,519</td>
<td>185,519</td>
<td>39,935</td>
<td>(145,584)</td>
</tr>
<tr>
<td>2006 B Sub</td>
<td>29,544</td>
<td>29,544</td>
<td>8,838</td>
<td>(20,706)</td>
</tr>
<tr>
<td>2009 A Sr</td>
<td>5,195,000</td>
<td>205,200</td>
<td>3,367,856</td>
<td>(2,032,344)</td>
</tr>
<tr>
<td>2010 A-1 Sr 2010 A-2 Sub</td>
<td>1,950,575</td>
<td>1,950,575</td>
<td>429,123</td>
<td>(1,521,452)</td>
</tr>
<tr>
<td>2010 B Sr</td>
<td>10,916,050</td>
<td>11,311,050</td>
<td>3,235,721</td>
<td>(8,075,329)</td>
</tr>
<tr>
<td>2012 Sr</td>
<td>45,485,000</td>
<td>49,867,331</td>
<td>30,149,242</td>
<td>(19,718,089)</td>
</tr>
<tr>
<td>2014 A Sub</td>
<td>1,752,750</td>
<td>1,752,750</td>
<td>533,822</td>
<td>(1,218,928)</td>
</tr>
<tr>
<td>2014 B-1 Sr</td>
<td>1,534,500</td>
<td>1,534,500</td>
<td>535,234</td>
<td>(999,266)</td>
</tr>
<tr>
<td>2014 B-2 Sub</td>
<td>450,625</td>
<td>450,625</td>
<td>154,718</td>
<td>(295,907)</td>
</tr>
</tbody>
</table>

**Total Fixed and Variable**

<table>
<thead>
<tr>
<th>Bond Series</th>
<th>Principal Debt Service Due 6/15/2016</th>
<th>Interest Debt Service Due 6/15/2016</th>
<th>Total Debt Service Due 6/15/2016</th>
<th>Debt Service held as of 1/31/2016</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Variable Rate Bonds</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2008 A Sub</td>
<td>692,384</td>
<td>692,384</td>
<td>467,835</td>
<td>(224,549)</td>
</tr>
<tr>
<td>2008 B Sub</td>
<td>2,366,000</td>
<td>2,366,000</td>
<td>728,546</td>
<td>(1,837,454)</td>
</tr>
<tr>
<td><strong>FRNs (Fixed Rate Notes with Bank of America)</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2011 A-1 Sub</td>
<td>1,833,600</td>
<td>1,833,600</td>
<td>601,728</td>
<td>(1,231,872)</td>
</tr>
<tr>
<td>2011 A-2 Sub</td>
<td>3,229,200</td>
<td>3,229,200</td>
<td>760,886</td>
<td>(2,468,314)</td>
</tr>
<tr>
<td>2011 A-3 Sub</td>
<td>1,943,616</td>
<td>1,943,616</td>
<td>626,541</td>
<td>(1,317,075)</td>
</tr>
</tbody>
</table>

**Notes:**

- Interest on Variable Rate Bonds is paid out monthly with a monthly receipt from the Swap providers.
- Interest on the 2008 A is based on the swap rate of 3.934%: does not take into account basis risk (any potential difference between adjustable rate payment to bondholders and payments received from swap providers).
- Interest on the 2008 B is based on the swap rate of 5.072% less option of .34% (4.732%): does not take into account basis risk (any potential difference between adjustable rate payment to bondholders and payments received from swap providers).
- Interest on the 2011 A-1 is based on the swap rate of 3.934% plus 65 basis points: does not take into account basis risk (any difference between adjustable rate payment to bondholders and payments received from swap providers).
- Interest on the 2011 A-2, 2011 A-3 is based on the swap rate of 4.732% plus 65 basis points: does not take into account basis risk (any difference between adjustable rate payment to bondholders and payments received from swap providers).
Tab 9b1
Alternate Routes
Request for WIPP
Lawmakers move to address failing cavern in Carlsbad

By Susan Montoya Bryan / The Associated Press

Wednesday, January 27th, 2016 at 12:02am

The New Mexico Transportation Department installed signs in 2009 along U.S. 285 in Carlsbad warning drivers of a potential sinkhole at a brine well operation along the roadway. (Susan Montoya Bryan/The Associated Press)

There's a potential catastrophe waiting to happen near a busy intersection in the southern New Mexico city of Carlsbad, officials said Tuesday.

Experts told state lawmakers that something needs to be done about the giant cavern that has formed at the edge of the city near the intersection of two major transportation routes – U.S. 285 and U.S. 62/180.

Nearby is a canal that delivers water to farmers throughout the lower Pecos Valley and a neighborhood of mobile homes.

"This is a very potentially catastrophic and serious situation," David Martin, head of the New Mexico Energy, Minerals and Natural Resources Department, told members of the Senate Conservation Committee.

State officials pointed to a 2014 study that indicated the cavern could fail within 10 to 25 years. They warned
Lawmakers move to address failing cavern in Carlsbad — ABQJournal Online

lawmakers, however, that more recent information has accelerated that estimate.

Martin is among those supporting a bill that would allow the state to begin working on solutions for the slowly collapsing cavern, which was formed over decades by a brine well operation at the site that has since gone bankrupt.

The legislation would create a quasi-government authority that would be made up of elected officials from Carlsbad and Eddy County as well as some state agencies and the Carlsbad Irrigation District. The group would be tasked with leading remediation of the brine well, which could include condemning the property.

The bill, sponsored by Sen. Carroll Leavell, R-Jal, would appropriate $150,000 annually to support the authority while lawmakers determine how to pay for the work that will be required to make the area safe again.

That could entail backfilling the cavern or inducing a controlled collapse and fixing whatever damage results to the nearby highways and the canal. The cost could be anywhere from $25 million to $50 million, state officials told the committee.

Currently, the state is spending about $350,000 a year monitoring the cavern.

Legislative finance analysts and state budget hawks have voiced concerns about creating another agency and spending more money. Some committee members also raised questions about condemnation of the property, because it’s tied up in bankruptcy court and because the state would incur liability if it took over the parcel.

The brine well first came to the state’s attention in 2008 after two other wells in remote locations collapsed and spurred a review of all brine well operations in New Mexico.

Produced by injecting water into underground salt formations, brine is used by the oil and gas industry for drilling operations.

The well at the edge of Carlsbad shared similar features with the two that collapsed.

Research suggests a collapse of the Carlsbad well could stretch 1,000 feet wide by nearly 2,000 feet long, an area that includes U.S. 285 and U.S. 62/180 – highways that are designated transportation routes for the Waste Isolation Pilot Plant, the federal government’s only underground nuclear waste repository.

There is also a church and a railway line in the area, and officials have concerns about groundwater contamination.

Featured Jobs

- Aviation Repair Station Planner

AEROPARTS MFG & REPAIR INC

Tab 10a
Secretary Report
Commission Brief

SUBJECT: Secretary Report

PRESENTER: Tom Church, Cabinet Secretary, NMDOT

BACKGROUND:

ACTION: No Action

Setting the standard for a safe, reliable and efficient transportation system

Communication  Accountability  Customer Service

Integrity   NM DOT   Safety

Team Work
NUMBER OF STATEWIDE PAVEMENT MILES PRESERVED

GOAL 1 – PRESERVE and MAINTAIN THE INFRASTRUCTURE and GOAL 2 – IMPROVE and ENHANCE SAFETY

PAVEMENT MILES PRESERVED HB 2 PERFORMANCE TARGET SFY16: ≥ 2,750 miles
DEC 2015 RESULT - 82 lane miles Currently – 60% to target
SNOW REMOVAL – Internal agency measure – 669,286 pass miles through December 2015

Purpose:
New Mexico’s roadway infrastructure must be maintained to provide safety to the traveling public, while promoting economic development throughout the state. Well maintained roads are an integral part of a safe and efficient highway system. The Highway Maintenance Management System (HMMS) is used for the collection of data with regard to actual labor, equipment and materials. Preserved pavement miles may be achieved through internal maintenance operations and contract maintenance projects. Several NMDOT maintenance activities are related to improving pavement surfacing; blade patching, sand sealing, spot sealing, liquid treatment of bituminous pavement, chip sealing and bituminous paving. Contract maintenance activities related to improving pavement include heater scarification/repave, micro-surfacing, nova chip, hot insitu, cold milling recycle and mill and inlay and overlay.
HOP's ROLLOVER and BETTERMENT

GOAL 1 – PRESERVE and MAINTAIN the INFRASTRUCTURE

RESULT: Information Only – Budget status of Road Betterment Activit(ies) as of February 1, 2016

ACTION PLAN:
Betterment Activities - imperative that activities are planned/scheduled to expend 100% of the Road Betterment Budget by June 30, 2016

FY16 Road Betterment Budget (Current Expenditure Level)
TRAFFIC FATALITIES

GOAL 2 – IMPROVE and ENHANCE SAFETY

HB 2 PERFORMANCE TARGET SFY16: Total Traffic Fatalities ≤ 345 Alcohol Related Traffic Fatalities ≤ 130

RESULT: Jan 2015 Total Traffic Fatalities – 18 Alcohol Related Traffic Fatalities – 5
Jan 2016 Total Traffic Fatalities – 18* Alcohol Related Traffic Fatalities – 13*

0%* Change in total fatalities 2015 to 2016 61% Decrease in alcohol related fatalities 2015 to 2016

PURPOSE:
All data collected and analyzed is used to develop key strategies and interventions to reduce overall fatalities and raise public awareness. By State statute, all law enforcement agencies are required to report motor vehicle related crashes and fatalities to the NMDOT via an early notification system.

ACTION PLAN:
High-visibility law enforcement operations like Superblitz, 100 Days and Nights of Summer, Operation Buckle Down and Click It or Ticket are coupled with high-visibility media and public awareness activities throughout the State. NMDOT supports both statewide and community-based DWI enforcement programs involving about 75 city, county and tribal law enforcement agencies and the 12 State Police Districts. NMDOT provides funding for DWI courts, BAC and other drugs testing, Drug Recognition Expert (DRE) training and underage drinking enforcement and prevention programs.
FEDERAL OBLIGATION SUMMARY

GOAL 4 – ENHANCE ECONOMIC DEVELOPMENT and CUSTOMER RESPONSE

TARGET: 100% Obligation by September 30, 2016

PURPOSE: This measure aids the NMDOT in determining progress in meeting annual obligation limitation of FHWA funds.

RESULTS: This information allows the NMDOT to determine how well the obligation plan is managed. The $340,020,446 obligation authority pursuant to the Fixing America’s Surface Transportation (FAST) Act, signed into law on December 4, 2015, extends through the end of the Federal Fiscal Year, September 30, 2016. NM has obligated $51,208,804 including releases of prior year obligations to be reused for other projects, currently 15% to Sept 30 target.

ACTION PLAN: NMDOT continues to monitor in order to obligate our federal funds earlier in the fiscal year.
PROJECTS LET TO BID AS SCHEDULED

GOAL 4 – ENHANCE ECONOMIC DEVELOPMENT and CUSTOMER RESPONSE

HB 2 PERFORMANCE TARGET SFY16: ≥ 75%
FFY16 - Jan 16 Result: 0%

PURPOSE:
This measurement monitors the NMDOT’s performance in letting projects as scheduled. The measure is intended to ensure that NMDOT is letting projects as planned and maintaining a consistent STIP/letting program. Basis for the measurement is the letting schedule at the beginning of the federal fiscal year which identifies the projects programmed in the STIP for the year. Percent reported is based on the number of projects let on schedule for the respective month, compared to the number of projects scheduled to be let in that month at the beginning of the FFY.

RESULTS:
NMDOT had one (1) project on the baseline schedule for January 2016 and zero (0) projects were let on schedule (0% let on schedule) and one (1) was delayed due to scope change and requiring additional funding. Two (2) additional projects were added and let as a result of additional federal funds being available from project closeout savings and letting adjustments.
PERCENT OVER BID AMOUNT

GOAL 4 – ENHANCE ECONOMIC DEVELOPMENT and CUSTOMER RESPONSE

HB2 PERFORMANCE TARGET SFY16: <2.5%
RESULT: FY15 - 2% FY16-Jan – (0%)
PURPOSE: This measure aids NMDOT in reviewing several areas related to project costs. It helps in tracking costs and trends which serves as a planning tool for upcoming projects and budgeting. It’s also an internal review of how well projects are being developed by the NMDOT and consultants. The second is related to those contractors who are awarded the projects to determine if there are any inconsistencies related to those who perform the work.
RESULTS: This data provides objective information to NMDOT to determine how well projects are being managed and kept within budget. Maintaining costs at bid amount or lower, allows NMDOT to re-obligate residual fund balances that go toward other construction projects. Furthermore, this measure evaluates performance of the contracting community on a project by project basis, assisting in reducing claims and change orders.
ACTION PLAN: NMDOT continues to monitor the final construction price compared to the bid price in order to minimize total overrun of projects. This measure helps to control unexpected costs above planned expenditures.
DAYS TO FINAL

GOAL 4 – ENHANCE ECONOMIC DEVELOPMENT and CUSTOMER RESPONSE

This is an internal agency measure.....goal is <90 days

PURPOSE: This measure aids NMDOT in monitoring projects in order to close out in a timely manner, which allows for more effective management of financial resources.

RESULTS: This data provides objective information to NMDOT to determine how well projects are being managed, which allows re-obligation of residual fund balances to go toward other construction projects.

ACTION PLAN: NMDOT continues to monitor project closeout to comply with FHWA requirements. Since management has been monitoring more closely, the results have improved since FY12 and continued improvement is expected.

RESULT: 215 Days Average for Jan 2016

<table>
<thead>
<tr>
<th>State Fiscal Year</th>
<th>Days to Final</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY12</td>
<td>270</td>
</tr>
<tr>
<td>FY13</td>
<td>217</td>
</tr>
<tr>
<td>FY14</td>
<td>168</td>
</tr>
<tr>
<td>FY15</td>
<td>120</td>
</tr>
<tr>
<td>FY16 Jul-Dec</td>
<td>107</td>
</tr>
<tr>
<td>FY16 Jan</td>
<td>215</td>
</tr>
</tbody>
</table>

Total Actual Costs / Average Days to Final - Jan 2016

<table>
<thead>
<tr>
<th>Jan 2016</th>
<th>D1 $1,402,653 / 141 Days (2 Proj)</th>
<th>D4 $698,171 / 52 Days (1 Proj)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>D2 $No projects reported</td>
<td>D5 $2,667,567 / 721 Days (1 Proj)</td>
</tr>
<tr>
<td></td>
<td>D3 $4,191,356 / 23 Days (1 Proj)</td>
<td>D6 $No projects reported</td>
</tr>
<tr>
<td>Total:</td>
<td>$8,959,746 / 215 Days</td>
<td></td>
</tr>
</tbody>
</table>
PAYMENTS MADE WITHIN 30 DAYS

GOAL 4 – ENHANCE ECONOMIC DEVELOPMENT and CUSTOMER RESPONSE

HB 2 PERFORMANCE TARGET SFY16: ≥ 90%
RESULT FY16 - Jan - 89%
PURPOSE:
This measure tracks NMDOT’s timeliness in processing vendor payments. Timeliness is important so NMDOT may avoid extra fees, such as those for late payment or penalties, while in some cases being able to take advantage of early payment credits. Additionally, many department vendors depend on timely cash flow to operate their companies. It is equally important for NMDOT to meet the accounting requirement of paying invoices within 30 days so consistent and up-to-date financial data is available for reporting and strategizing operational activities.

RESULTS: The Financial Control staff has continued to take the initiative to visit with financial staff in the Districts and throughout NMDOT in order to educate on the payment voucher process and bring awareness to the importance of timely payments to vendors. Financial Control’s monthly communication of performance results is also a key factor in keeping managers and their financial staff aware and focused on timely payments to vendors. This level of focus has and continues to evoke change in results, which is reflected in the results for FY15 in meeting the target of 90% and will be continued into FY16.

ACTION PLAN:
The goal for FY16 is to meet or exceed the target of 90% on a consistent basis. Decreases since FY12 are attributed to change in how the data was calculated, implementation of a pre-audit process to better ensure accuracy, and turnover of staff in certain areas.

![Payments Made Within 30 Days](chart)

<table>
<thead>
<tr>
<th>Year</th>
<th>FY12</th>
<th>FY13</th>
<th>FY14</th>
<th>FY15</th>
<th>FY16-Q1</th>
<th>FY16-Q2</th>
<th>FY16-Jan</th>
</tr>
</thead>
<tbody>
<tr>
<td>%</td>
<td>97</td>
<td>86</td>
<td>89</td>
<td>90</td>
<td>90</td>
<td>89</td>
<td>89</td>
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</tbody>
</table>
PERCENT OF VACANCY IN ALL PROGRAMS

GOAL 4 – ENHANCE ECONOMIC DEVELOPMENT and CUSTOMER RESPONSE

HB 2 PERFORMANCE TARGET SFY16: ≤ 11%

PURPOSE:
This measure tracks the number of vacant positions versus the number of budgeted positions. This data is run weekly comparing the active budgeted positions to current employees, both found in the Human Capital Management System (SHARE). Ending month vacancies are run on the last Friday of the month.

RESULTS:
Our vacancy rate continues a downward trend from a high of 19% in FY2012 to a current low of 11.62%. Because NMDOT shares some job classifications with the oil industry, reductions in that area have allowed hiring candidates that might have otherwise not applied to NMDOT. The vacancy rate increased slightly during January due to retirements in December, now reflected on the report. Reducing the vacancy has taken considerable attention from HR and managers throughout the agency. The goal is to meet the target of 11% or less, consistently.

ACTION PLAN:
NMDOT continues bi-Weekly conference calls with all Districts and GO personnel to obtain current status on all vacant positions, identifying any bottlenecks that are cleared up immediately. NMDOT also has the ability to generate applicant listings, screen, and refer candidates which allows eligible candidate lists to be generated and forwarded to the hiring manager, sometimes within 24 hours of the posting closing.
Commission Brief

SUBJECT: FHWA Report

PRESENTER: J. Don Martinez, Division Administrator, FHWA

BACKGROUND:

ACTION: No Action