

ECIA Road Committee Meeting Minutes
June 25, 2015

Call to Order:

Chair Felicia Probert called the meeting to order at approximately 3:05 p.m. at the Railroad Building, ECIA Community Center.

Attendees:

-Road Committee Members: Felicia Probert - Chair, Fred Raznick, Dan Davidson, Antone Forneris, Robert Blanchet, Rob Wickham.

-ECIA Board Liaison: David Yard

-Prospective Member: Ken Kleiber

-Special Guests: Robert Martinez, Santa Fe County Public Works; Denise Villanueva, ECIA General Manager; Lee Onstott, Facilities and Grounds Committee. Excused absence: Karen Murry, Terry Reilly, Russell Winslow; John Reynolds.

The purpose of the meeting was a question and answer session with Robert Martinez, Director of the Operations & Maintenance Division, Santa Fe County Public Works. Mr. Martinez provided the following information to the Committee.

- In addition to County roads, Mr. Martinez oversees fleet maintenance, traffic engineering including traffic studies, solid waste management including seven collection centers, building maintenance of 85 County facilities, open space and trails, and a custodial staff.

- Countywide the road maintenance division is responsible for approximately 575 miles of roads spread out over approximately 2,000 square miles of Santa Fe County which stretches from Rio Arriba County in the north to Tarrant County in south, and bounded primarily on the east side by San Miguel County and to the west by Sandoval County.

- Road Maintenance is divided into 5 districts. Eldorado makes up District IV. Within Eldorado/District IV there are 79.7 miles of road consisting of 22.52 miles of asphalt, 5.21 miles of chip seal, and 51.97 miles of base course. For more information see Santa Fe County Resolution 2015-42; Annual Road Certification Report at http://www.santafecountynm.gov/ordinances_and_resolutions.

- There is a 4-5 person crew with supervisor assigned to each road district. There is also a support crew that floats between districts to help out as needed. All or portions of a road district crew may be temporarily assigned to help out in another district on in-house chip seal projects or emergency road maintenance needs. District IV/Eldorado has a 4 person crew with 2 graders.

- Road Maintenance Budget:** The County road maintenance budget is primarily derived from property and gas taxes (25%) and the general fund (75%). The road maintenance budget is generally flat from year to year except for fluctuations in the capital equipment replacement budget and additional funds received from state and federal grants.

- Grant Funds:**

- o Local Government Road Fund (LGRF) - received from the NM Department of Transportation.

- oTransportation Community System Program (TCSP) - federal. SF County received 900,000 in TCSP funds 3 years ago for pavement preservation treatment of asphalt roads. Twenty projects including Avenida Vista Grande, Caliente, and Avenida Azul

were chip sealed, fog sealed, or crack sealed with funds from this grant. Avenida Torreon is scheduled for treatment this summer.

These funds expire on September 30th of this year and there are still approximately 50 lane miles yet to complete.

•**Road Improvement Funding Options**

- o **General Obligation Bonds.** New bond cycles are done every 4 years. Next one is 2016. Used for long term road improvement projects that are expected to show return across the 20 year term of pay back.

- o **Capital Outlay Funds.** Comes from gross receipts tax funds. Requests can be submitted annually through appropriate state legislators. Appropriated funds are used for road improvements, not maintenance.

- o **Special Assessment Districts.** Special assessment districts to generate funds for road improvement can be established if 66 & 2/3rds of the residents are in favor.

•**Road Improvement Methods.** Costs per mile are approximate.

- o Asphalt - three inches of asphalt on top of six inches of base course, \$750,000/mile

- o Chip seal - \$25,000/ mile

- o Base course - \$50, 0000/mile Costs may vary depending of transportation costs of the material.

- o Grading roads - \$3,000 - \$5,000 per mile of road. Grading 1/month.

•**Asphalt Maintenance Treatment Options.** Average cost per mile if work is completed "in-house" by County crews.

- o Fog seal - application of a coat of oil to asphalt surface. \$5,000 /mile

- o Crack seal - filling cracks with rubberized material. Cost is dependent on the condition of the road.

- o Chip seal - a form of asphalt. Consists of application of several layers of oil and 5/8 inch aggregate. \$25,000 per lane mile.

- Base course - application of base course is considered re-surfacing and therefore a capital improvement. Capital outlay funds can be used to fund base course but county maintenance funds cannot.

- County road supervisors have observed that base course tends to loosen and unravel with the lack of moisture and takes more time to maintain. In general, it takes less manpower to maintain a dirt surface versus base course.

- New asphalt road surfaces are designed and built for a 20 year lifecycle including application of a fog seal for pavement preservation every 3 years.

- General rule of thumb on determining if a road should be upgraded to a hard surface is 200+ vehicle trips per day. One residence on a road will generate on average 10 trips per day.

- The County uses the PASER rating system to determine when a road is in need of maintenance or replacement. Information about the PASER rating system can be found

at https://en.wikipedia.org/wiki/Pavement_Surface_Evaluation_and_Rating (PASER).

- Grading requests require a call for line location prior to grading, regardless of how recently the road had been graded or line locates had been completed.

- Pavement preservation projects are taking priority for the County road crews this summer.

•Yellow letters on blue background means the road is County maintained. The meeting adjourned at approximately 5:00 pm.