



Agenda

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**PUBLIC WORKS/CIP & LAND USE
COMMITTEE MEETING
COUNCIL CHAMBERS
MONDAY, JULY 28, 2014
5:00 P.M.**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF CONSENT AGENDA
5. APPROVAL OF MINUTES FROM JULY 7, 2014 PUBLIC WORKS COMMITTEE MEETING

PUBLIC HEARING

6. PRESENTATION AND APPROVAL OF PROJECT STUDY REPORT FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS DRIVE/WEST ALAMEDA STREET (**ERIC MARTINEZ**)
 - a) REQUEST FOR APPROVAL OF A RESOLUTION AUTHORIZING AN AMENDMENT TO THE 2012 GENERAL OBLIGATION (GO) BOND PARKS AND TRAILS IMPLEMENTATION PLAN TO REALLOCATE 2 MILLION DOLLARS CURRENTLY DESIGNATED FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS/WEST ALAMEDA, LESS CERTAIN COSTS ALREADY INCURRED, TO BIKE-PEDESTRIAN TRAILS AND RELATED SAFETY AND INFRASTRUCTURE PROJECTS (**COUNCILORS BUSHEE, LINDELL, DIMAS, AND IVES**) (**ERIC MARTINEZ**)

Committee Review:

Bicycle & Trails Advisory Committee (Approved)	06/18/14
Public Works (No quorum)	06/23/14
Finance Committee (Denied)	06/30/14
Council (Scheduled)	07/30/14

INFORMATIONAL AGENDA

7. UPDATE FROM SANTA FE RAILYARD COMMUNITY CORPORATION (SFRCC) (**ISAAC PINO/RICHARD CZOSKI**)

CONSENT AGENDA

8. REQUEST FOR APPROVAL OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF SANTA FE AND THE SANTA FE RAILYARD COMMUNITY CORPORATION (SFRCC) FOR CONSTRUCTION SERVICES AT THE NORTH RAILYARD DISTRICT INCLUDING ALCADESA STREET, RAILYARD PLAZA EXTENSIONS AND COMPLETION OF CAMINO DE LA FAMILIA IN THE AMOUNT OF \$725,000 (**ROBERT SIQUEIROS**)

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

08/04/14
08/13/14

9. REQUEST FOR APPROVAL FOR THE CITY OF SANTA FE TO ACCEPT A \$10,000 GRANT FROM THE NEW MEXICO DEPARTMENT OF GAME AND FISH FOR TRACK DEVELOPMENT AND MAINTENANCE AT THE BUCKMAN MX TRACK IN THE LA TIERRA TRAIL AREA IN SANTA FE, NEW MEXICO FOR FY 2014-2015
- REQUEST FOR APPROVAL OF BUDGET ADJUSTMENT REQUEST **(DAVID CHAPMAN)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

08/04/14
08/13/14

10. REQUEST FOR APPROVAL TO ACQUIRE TITLE OF BUILDING, PROPERTY AND IMPROVEMENTS, BOTH CURRENT AND PROPOSED, OF THE SANTA FE CRISIS TREATMENT CENTER AKA SOLACE SO THAT THE CITY CAN DISTRIBUTE STATE ALLOCATED FUNDS ACCORDING TO SEVERANCE TAX BOND (STB) AGREEMENT 13-1771 **(DAVID CHAPMAN)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

08/04/14
08/13/14

11. CIP PROJECT #646 – FIRE STATION #7 AND MARTY SANCHEZ CLUBHOUSE & PRO SHOP REROOFING PROJECTS
- REQUEST FOR APPROVAL OF PROFESSIONAL SERVICES AGREEMENT WITH COOPERATIVE EDUCATION SERVICES (CES)/J3 SYSTEMS, LLC IN THE AMOUNT OF \$234,523.45 **(JASON KLUCK)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

08/04/14
08/13/14

12. CIP PROJECT #667 - SOUTHSIDE TRANSIT CENTER – BUS SHELTERS
- REQUEST FOR APPROVAL OF AWARD OF BID #14/25/B AND AGREEMENT WITH PRO-FAB, INC. IN THE AMOUNT OF \$208,083.99 INCLUSIVE OF NMGR (MARY MACDONALD)

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

08/04/14
08/13/14

13. CIP PROJECT #474A - COLONIA PRISMA PARK
- REQUEST FOR APPROVAL OF AWARD OF BID #14/24/B AND AGREEMENT WITH LEE LANDSCAPES IN THE AMOUNT OF \$230,702 INCLUSIVE OF NMGR
 - REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT REQUEST **(MARY MACDONALD)**

Committee Review:

Finance Committee (Scheduled)
Council (Scheduled)

08/04/14
08/13/14

14. REQUEST FOR APPROVAL OF A RESOLUTION DIRECTING TRANSIT DIVISION STAFF TO DEVELOP AND EXECUTE A CO-PROMOTION INITIATIVE BETWEEN THE CITY OF SANTA FE AND SOUTHSIDE FARMERS' MARKET TO ADVERTISE BOTH THE MARKET AND SANTA FE TRAILS BUSES AS A CONVENIENT AND EFFICIENT WAY TO GET TO MARKET (COUNCILOR DOMINGUEZ) (JON BULTHUIS)

Committee Review:

Finance Committee (Approved)	07/14/14
Council (Scheduled)	07/30/14

15. REQUEST FOR APPROVAL OF AN ORDINANCE REPEALING AND READOPTING ARTICLE IX OF THE UNIFORM TRAFFIC ORDINANCE TO ESTABLISH THAT PARKING VIOLATIONS RELATED TO PARKING METERS, CITY PARKING LOTS AND CITY PARKING GARAGES ARE NUISANCES AND SUBJECT TO ADMINISTRATIVE ADJUDICATION; AND MAKING SUCH OTHER CHANGES AS ARE NECESSARY TO MEET THE PURPOSES OF THIS ORDINANCE (COUNCILOR DIMAS) (SEVASTIAN GURULE)

Committee Review:

Public Safety Committee (Approved)	06/17/14
Finance Committee (Scheduled)	08/04/14
Council (Request to publish)	08/13/14
Council (Public hearing)	09/10/14

16. REQUEST FOR APPROVAL OF A COMBINED APPLICATION AND FINAL AGREEMENT FOR A STATE GRANT IN THE AMOUNT OF \$10,000 WITH A CITY MATCH OF \$1,111 FOR THE PURPOSE OF OBTAINING ITEMS NEEDED TO MAINTAIN THE AIRPORT, INCLUDING BUT NOT LIMITED TO, WIND CONES, PAINT, PAVING MATERIALS AND AIRFIELD LIGHT BULBS

- REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT REQUEST (FRANCEY JESSON)

Committee Review:

Finance Committee (Scheduled)	08/04/14
Council (Scheduled)	08/13/14

17. REQUEST FOR APPROVAL OF AN APPLICATION FOR A FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANT IN THE AMOUNT OF \$496,568 FOR THE PURPOSE OF CONDUCTING THE AIRPORT MASTER PLAN UPDATE, THE AIRPORT AIR SERVICE STUDY, AND THE AIRPORT RATES & FEES STUDY

- REQUEST FOR APPROVAL FOR THE AIRPORT MANAGER TO ACCEPT THE FEDERAL GRANT ONCE FORMALLY OFFERED IN ORDER TO MEET FEDERAL AIRPORT IMPROVEMENT PROGRAM DEADLINES
- REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT REQUEST (FRANCEY JESSON)

Committee Review:

Finance Committee (Scheduled)	08/04/14
Council (Scheduled)	08/13/14

18. IMPACT FEES

- a. REQUEST FOR APPROVAL OF A RESOLUTION ADOPTING THE “IMPACT FEE CAPITAL IMPROVEMENTS PLAN 2020 FOR ROADS, PARKS, FIRE/EMS AND POLICE” TO MEET THE STATE REQUIRED IMPACT FEE PROGRAM 5-YEAR UPDATE AS CALLED FOR IN THE STATE DEVELOPMENT FEES ACTION (5-8-30 NMSA 198) **(COUNCILOR BUSHEE) (REED LIMING)**

Committee Review:

Capital Improvements Advisory Committee (CIAC) (Approved)	06/12/14
Finance Committee (Scheduled)	08/04/14
Council (Scheduled)	08/13/14

- b. REQUEST FOR APPROVAL OF AN ORDINANCE RELATING TO IMPACT FEES – AMENDING SECTION 14-8.14 (C), (E), and (F) TO REMOVE THE 50 PERCENT REDUCTION OF RESIDENTIAL IMPACT FEES, ADOPT A NEW IMPACT FEE SCHEDULE AND INCORPORATE DEFINITIONS RELATED TO LAND USE TYPES; AND RELATING TO PARK DEDICATIONS – AMENDING SECTION 14-8.15 (C) (2) SFCC 1987, THE PARK DEDICATION SECTION; AND MAKING SUCH OTHER CHANGES AS ARE NECESSARY **(COUNCILOR BUSHEE) (REED LIMING)**

Committee Review:

CIAC (Approved with amendment)	06/12/14
Planning Commission (Approved)	07/10/14
Council (Request to publish)	07/30/14
Finance Committee (Scheduled)	08/04/14
Council (Public hearing)	08/27/14

19. REQUEST FOR APPROVAL OF THE 2016-2020 INFRASTRUCTURE CAPITAL IMPROVEMENTS PLAN (ICIP)

- REQUEST FOR APPROVAL OF A RESOLUTION ADOPTING THE 2016-2020 INFRASTRUCTURE CAPITAL IMPROVEMENTS PLAN (ICIP) **(COUNCILOR TRUJILLO) (ISAAC PINO)**

Committee Review:

Finance Committee (Scheduled)	08/04/14
Council (Scheduled)	08/13/14

20. MATTERS FROM STAFF

21. MATTERS FROM THE COMMITTEE

22. MATTERS FROM THE CHAIR

23. NEXT MEETING: MONDAY, AUGUST 11, 2014

24. ADJOURN

Persons with disabilities in need of accommodations, contact the City Clerk's office at 955-6520
five (5) working days prior to meeting date

**SUMMARY OF ACTION
CITY OF SANTA FE
PUBLIC WORKS/CIP & LAND USE COMMITTEE
Monday, July 28, 2014**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER	Quorum	1
APPROVAL OF AGENDA	Approved	1
APPROVAL OF CONSENT AGENDA	Approved [amended]	2
CONSENT AGENDA LISTING		2-3
APPROVAL OF MINUTES FROM THE JULY 7, 2014 PUBLIC WORKS COMMITTEE MEETING	Approved	3
<u>PUBLIC HEARING.</u>		
PRESENTATION AND APPROVAL OF A PROJECT STUDY REPORT FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS DRIVE/WEST ALAMEDA STREET.		
REQUEST FOR APPROVAL OF A RESOLUTION AUTHORIZING AN AMENDMENT TO THE <i>2012 GENERAL OBLIGATION (GO) BOND PARKS AND TRAILS IMPLEMENTATION PLAN</i> TO REALLOCATE 2 MILLION DOLLARS CURRENTLY DESIGNATED FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS/WEST ALAMEDA, LESS CERTAIN COSTS ALREADY INCURRED, TO BIKE-PEDESTRIAN TRAILS AND RELATED SAFETY AND INFRASTRUCTURE PROJECTS	Approved	4-18
<u>INFORMATIONAL AGENDA</u>		
UPDATE FROM SANTA FE RAILYARD COMMUNITY CORPORATION (SFRCC)	Information/discussion	18-20

ITEM**ACTION****PAGE****CONSENT CALENDAR DISCUSSION**

CIP PROJECT #667 – SOUTHSIDE TRANSIT CENTER – BUS SHELTERS – REQUEST FOR APPROVAL OF AWARD OF BID #14/25/B AND AGREEMENT WITH PRO-FAB, INC., IN THE AMOUNT OF \$208,083.99, INCLUSIVE OF NMGR

Approved

20

CIP PROJECT #474A – COLONIA PRISMA PARK --. REQUEST FOR APPROVAL OF AWARD OF BID #14/24/B AND AGREEMENT WITH LEE LANDSCAPES IN THE AMOUNT OF \$230,701, INCLUSIVE OF NMGR
REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT REQUEST

Approved

20-22

Approved

20-22

REQUEST FOR APPROVAL OF AN ORDINANCE REPEALING AND READOPTING ARTICLE IX OF THE UNIFORM TRAFFIC ORDINANCE TO ESTABLISH THAT PARKING VIOLATIONS RELATED TO PARKING METERS, CITY PARKING LOTS AND CITY PARKING GARAGES ARE NUISANCES AND SUBJECT TO ADMINISTRATIVE ADJUDICATION; AND MAKING SUCH OTHER CHANGES AS ARE NECESSARY TO MEET THE PURPOSES OF THIS ORDINANCE

Approved

22-25

IMPACT FEES:

REQUEST FOR APPROVAL OF A RESOLUTION ADOPTING THE "IMPACT FEE CAPITAL IMPROVEMENTS PLAN 2020 FOR ROADS, PARKS, FIRE/EMS AND POLICE," TO MEET THE STATE REQUIRED IMPACT FEE PROGRAM 5-YEAR UPDATE, AS CALLED FOR IN THE STATE DEVELOPMENT FEES ACTION (5-8-30 NMSA 1988)

Approved

25-32

REQUEST FOR APPROVAL OF AN ORDINANCE RELATING TO IMPACT FEES – AMENDING SECTION 14-8.14(C), (E) AND (F), TO REMOVE THE 50 PERCENT REDUCTION OF RESIDENTIAL IMPACT FEES, ADOPT A NEW IMPACT FEE SCHEDULE AND INCORPORATE DEFINITIONS RELATED TO LAND USE TYPES; AND RELATING TO PARK DEDICATIONS – AMENDING SECTION 14-8.15(C)(2) SFCC 1987, THE PARK DEDICATION SECTION; AND MAKING SUCH OTHER CHANGES AS ARE NECESSARY

Approved

25-32

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
REQUEST FOR APPROVAL OF THE 2016-2020 INFRASTRUCTURE CAPITAL IMPROVEMENTS PLAN (ICIP)	Approved	32-33
REQUEST FOR APPROVAL OF A RESOLUTION ADOPTING THE 2016-2020 INFRASTRUCTURE CAPITAL IMPROVEMENTS PLAN (ICIP)	Approved	32-33

END OF CONSENT CALENDAR DISCUSSION		

DISCUSSION AGENDA	None	34
MATTERS FROM STAFF	None	34
MATTERS FROM THE COMMITTEE	Information/discussion	34
MATTERS FROM THE CHAIR	Information/discussion	34
NEXT MEETING: MONDAY, AUGUST 11, 2014		34
ADJOURN		34

**MINUTES OF THE
CITY OF SANTA FE
PUBLIC WORKS/CIP & LAND USE COMMITTEE
Monday, July 28, 2014**

1. CALL TO ORDER

A meeting of the Public Works/CIP & Land Use Committee was called to order by Councilor Ronald S. Trujillo, Chair, at approximately 5:00 p.m., on Monday, July 28, 2014, in the Council Chambers, City Hall, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT:

Councilor Ronald S. Trujillo, Chair
Councilor Patti J. Bushee
Councilor Bill Dimas
Councilor Carmichael A. Dominguez
Councilor Christopher M. Rivera

OTHERS ATTENDING:

Isaac Pino, Public Works Director
Isabel Lucero, Public Works Department
Melessia Helberg, Stenographer

There was a quorum of the membership for conducting official business.

NOTE: All items in the Committee packet for all agenda items are incorporated herewith by reference. The original Committee packet is on file in the Public Works Department.

3. APPROVAL OF AGENDA

MOTION: Councilor Bushee moved, seconded by Councilor Dimas, to approve the agenda as published.

VOTE: The motion was approved on a voice vote, with Councilor Bushee, Councilor Dimas and Councilor Dominguez voting in favor of the motion, no one voting against, and Councilor Rivera absent for the vote.

Councilor Rivera arrived at the meeting

4. APPROVAL OF CONSENT AGENDA

MOTION: Councilor Dominguez moved, seconded by Councilor Bushee, to approve the following Consent Agenda, as amended

VOTE: The motion was approved unanimously on a voice vote.

CONSENT AGENDA

8. **REQUEST FOR APPROVAL OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE CITY OF SANTA FE AND THE SANTA FE RAILYARD COMMUNITY CORPORATION (SFRCC) FOR CONSTRUCTION SERVICES AT THE NORTH RAILYARD DISTRICT INCLUDING ALCADESA STREET, RAILYARD PLAZA EXTENSIONS AND COMPLETION OF CAMINO DE LA FAMILIA, IN THE AMOUNT OF \$725,000. (ROBERT SIQUEIROS). Committee Review: Finance Committee (Scheduled) 08/04/14 and Council (Scheduled) 08/13/14.**
9. **REQUEST FOR APPROVAL FOR THE CITY OF SANTA FE TO ACCEPT A \$10,000 GRANT FROM THE NEW MEXICO DEPARTMENT OF GAME AND FISH FOR TRACK DEVELOPMENT AND MAINTENANCE AT THE BUCKMAN MX TRACK IN THE LA TIERRA TRAIL AREA IN SANTA FE, NEW MEXICO FOR FY 2014-25.**
 - A. **REQUEST FOR APPROVAL OF BUDGET ADJUSTMENT REQUEST. (DAVID CHAPMAN)**
Committee Review: Finance Committee (Scheduled) 08/13/14 and Council (Scheduled) 08/04/14.
10. **REQUEST FOR APPROVAL TO ACQUIRE TITLE OF BUILDING, PROPERTY AND IMPROVEMENTS, BOTH CURRENT AND PROPOSED, OF THE SANTA FE CRISIS TREATMENT CENTER A/K/A SOLACE, SO THE CITY CAN DISTRIBUTE STATE ALLOCATED FUNDS ACCORDING TO SEVERANCE TAX BOND (STB) AGREEMENT 13-1771 (DAVID CHAPMAN). Committee Review: Finance Committee (Scheduled) 08/13/14 and Council (Scheduled) 08/04/14.**
11. **CIP PROJECT #646 – FIRE STATION #7 AND MARTY SANCHEZ CLUBHOUSE & PRO SHOP REROOFING PROJECTS.**
 - A. **REQUEST FOR APPROVAL OF PROFESSIONAL SERVICES AGREEMENT WITH COOPERATIVE EDUCATION SERVICES (CES) J3 SYSTEMS, LLC, IN THE AMOUNT OF \$234,523.45 (JASON KLUCK) Committee Review: Finance Committee (Scheduled) 08/13/14 and Council (Scheduled) 08/04/14.**
12. ***[Removed for discussion by Councilor Bushee]***
13. ***[Removed for discussion by Councilor Dominguez]***

14. REQUEST FOR APPROVAL OF A RESOLUTION DIRECTING TRANSIT DIVISION STAFF TO DEVELOP AND EXECUTE A CO-PROMOTION INITIATIVE BETWEEN THE CITY OF SANTA FE AND SOUTHSIDE FARMERS' MARKET TO ADVERTISE BOTH THE MARKET AND SANTA FE TRAILS BUSES AS A CONVENIENT AND EFFICIENT WAY TO GET TO MARKET (COUNCILOR DOMINGUEZ). (JON BULTHUIS) Committee Review: Finance Committee (Scheduled) 08/04/14 and Council (Scheduled) 08/13/14.
15. *[Removed for discussion by Councilor Bushee]*
16. REQUEST FOR APPROVAL OF A COMBINED APPLICATION AND FINAL AGREEMENT FOR A STATE GRANT IN THE AMOUNT OF \$10,000 WITH A CITY MATCH OF \$1,111, FOR THE PURPOSE OF OBTAINING ITEMS NEEDED TO MAINTAIN THE AIRPORT, INCLUDING BUT NOT LIMITED TO WIND CONES, PAINT, PAVING MATERIALS AND AIRFIELD LIGHT BULBS.
 - A. REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT REQUEST. (FRANCEY JESSON) Committee Review: Finance Committee (Scheduled) 08/04/14 and Council (Scheduled) 08/13/14.
17. REQUEST FOR APPROVAL OF AN APPLICATION FOR A FEDERAL AIRPORT IMPROVEMENT PROGRAM GRANT IN THE AMOUNT OF \$496,568 FOR THE PURPOSE OF CONDUCTING THE AIRPORT MASTER PLAN UPDATE, THE AIRPORT AIR SERVICE STUDY, AND THE AIRPORT RATES & FEE STUDY.
 - A. REQUEST FOR APPROVAL FOR THE AIRPORT MANAGER TO ACCEPT THE FEDERAL GRANT ONCE FORMALLY OFFERED IN ORDER TO MEET FEDERAL AIRPORT IMPROVEMENT PROGRAM DEADLINES.
 - B. REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT REQUEST. (FRANCEY JESSON) Committee Review: Finance Committee (Scheduled) 08/04/14 and Council (Scheduled) 08/13/14.
18. *[Removed for discussion by Councilor Bushee]*
19. *[Removed for discussion by Councilor Dominguez]*

END OF CONSENT AGENDA

5. APPROVAL OF MINUTES FROM THE JULY 7, 2014 PUBLIC WORKS COMMITTEE MEETING.

MOTION: Councilor Rivera moved, seconded by Councilor Dimas, to approve the minutes of the meeting of July 7, 2014, as presented.

VOTE: The motion was approved on a voice vote, with Councilor Rivera, Councilor Dimas and Councilor Dominguez voting in favor of the motion, no one voting against and Councilor Bushee abstaining.

6. PUBLIC HEARING. PRESENTATION AND APPROVAL OF A PROJECT STUDY REPORT FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS DRIVE/WEST ALAMEDA STREET. (ERIC MARTINEZ)

A. REQUEST FOR APPROVAL OF A RESOLUTION AUTHORIZING AN AMENDMENT TO THE 2012 GENERAL OBLIGATION (GO) BOND PARKS AND TRAILS IMPLEMENTATION PLAN TO REALLOCATE 2 MILLION DOLLARS CURRENTLY DESIGNATED FOR THE RIVER TRAIL UNDERPASS AT ST. FRANCIS/WEST ALAMEDA, LESS CERTAIN COSTS ALREADY INCURRED, TO BIKE-PEDESTRIAN TRAILS AND RELATED SAFETY AND INFRASTRUCTURE PROJECTS (COUNCILORS BUSHEE, LINDELL, DIMAS AND IVES). (ERIC MARTINEZ)

Committee Review: Bicycle & Trails Advisory Committee (Approved) 06/18/14; Public Works (No quorum) 06/23/14; Finance Committee (Denied) 06/30/14 and Council (Scheduled) 07/30/14.

Eric Martinez said Bryan Drypolcher, Project Manager, is in attendance, as well as Jim Buckman and Paul Stephan with Parsons Brinckerhoff, consultants, who can provide a presentation on the project if the Committee would like.

It was the consensus among the Committee that a presentation is not necessary.

Councilor Bushee asked if the list of suggestions from BTAC is included in the packet, noting she would like the people in attendance to know there is an alternate proposal.

Mr. Martinez said it is on page 72 of the packet.

Councilor Bushee said, "I would like to read it out loud so people understand. It recommends the Santa River Trail Crossing have \$300,000 at-grade improvements, the Railroad Crossing at Rodeo/Zia/Siringo/St. Michaels, Railyards. Any of the rail crossings just have \$10,000 recommended for signs, pavement markings and rumble strips, potentially, Arroyo Mascaras Trail is \$150,000 to complete City Wayfinding. Again, this can be re-recommended, but to finish the Wayfinding if you approve it or not is \$30,000. Acequia Trail is not the crossing that you all have know, that was big ticket item, it's from Otowi Road to Maclovio Park, it's a section that has been missing, that will complete the Acequia Trail other than the crossing of St. Francis, and that is for \$80,000 recommended. And Tierra Contenta Trail from Buffalo Grass Road to South Meadows, that's one that Councilor River has been pursuing for a while, and that's the ready to build. All of these are shovel ready, so that's for \$300,000. The other is the Acequia Trail from Rufina Street to San Felipe Road for \$660,00. It was recommended. And Canada Rincon Trail from Calle Mejia to Camino Francesca/Avenida Rincon for \$200,000 and the Arroyo En Medio Trail at Zia/Rodeo to Sawmill. It's the alternative. You no longer have to use that rail crossing as a pedestrian over there by West Zia, and that's for \$200,000. Again, these are recommendations right now, and it was kind of a quick and dirty. They were taken from the Bikeways Master Plan and out of priorities that were more Phase A priorities."

Chair Trujillo asked if all these projects are shovel ready.

Mr. Martinez said some of them would require design and right-of-way action.

Chair Trujillo said then they're not shovel ready.

Councilor Bushee said the majority were ready to go. They've already been in the plan. Her understanding from the discussion was that the majority were ready to "rock and roll," as ready as the projects that were still not finished funding from the 2012 bond.

Mr. Martinez said, "Really, the only one that would be shovel ready on this list would be the Arroyo Mascaras Trail. We have completed the design for that project. And the City Wayfinding, we're currently in the design of it right now. But all the other projects haven't been designed or the right-of-way hasn't been acquired."

Councilor Bushee said this is what she meant, and perhaps shovel ready was the wrong word, but ready to go. They were priorities in the master plan.

Public Hearing

Chair Trujillo gave each person 2 minutes to speak to the issue.

Pat Brown, President of the Santa Fe Fat Tire Society and citizen. He said he has been attending the BTAC meetings a lot recently. It has just been brought to our attention that the Santa Fe River Crossing at Alameda seems to have a lot of "gas" that probably isn't necessary. "It seems to be a pretty safe access. No worse than any other access as far as crossing goes and everything else. And I think the allocation of the money to these other projects can be better well spent if we do allocate that money to those other projects. Again, the feedback I'm getting from my club is more trails, spread them out a lot, get people on trails and address this issue of the Alameda Crossing at some later date."

Steven Newhall, 601 W. San Mateo, Bike Santa Fe, Rob & Charlie's Bike Shop and the Santa Fe Fat Tire Society. Mr. Newhall said this is such a "no brainer." The \$2 million isn't near enough to do the tunnel and it is not needed. "It actually probably is the easiest current crossing. And as someone who has crossed St. Francis on a bicycle daily, it actually is probably the best of any of the ones in town. And the money can be so much better used in all of these other projects. We can do so much with that, as opposed to having half the money to build the tunnel."

Rick Macias, 725 Mesilla Road, said from buttress to buttress on St. Francis Drive, on that bridge there, it's only 45 feet wide. If you look at the one at Camino Alire, it is 120 feet wide from buttress to buttress, so there's plenty of room there. He said there isn't any room to build it at 45 feet and he doesn't know how they are going to do it. He said the public hasn't seen any real design it. He said there is an opportunity to use the money for better things for the City and wants to do that. He said 45 feet isn't big enough for an underpass underneath St. Francis Drive.

Tim Rodgers, 411 Cortez Place, said he is here to speak as a local bicyclist and pedestrian and advocate. He worked on the Bicycle Master Plan on behalf of the Santa Fe Metropolitan Planning Organization, noting they spent two and a half years, with public input and meetings with professionals, to come up with a group of projects that would be the best use of money to improve the bikeway system. It includes a lot of projects in places people have never heard of, but the whole point was to have a system that would work throughout the City. He said, "So it was a real surprise when this project for a River Trail underpass or overpass at St. Francis was inserted into the package, basically with the result that more than half of the \$6 million would suddenly be going to the River Trail alone." He said they already had programmed more than \$1 million for River Trail improvements. He would be happy to see the list of trail projects put back into the picture. It is a much more equitable package of connections and extensions that really would have a lot more impact for this crossing, which I agree with the previous speaker, is a functional at-grade crossing. He doesn't know that he would like to see \$300,000 spent for at-grade improvements. He said there could be signage and signal improvements, but the at-road improvements he expects would be to meet new accessibility standards which are constantly changing, and he believes would take most of the money. He would like to see an on-road improvement included which is the Old Santa Fe Trail section out to the County that does not have shoulders, which he believes would be a nice addition to the package.

Henry Landman, 86 Principe de Paz, said he agrees with everything everyone has said to this point, and that the \$2 million can be much better spent on improving trails around Santa Fe. He said you can do minor improvements at the road crossing at Alameda, perhaps with signal changes. He said he thinks this is a waste of money on an underpass that probably won't be used that much and will become a place where the homeless will be sleeping and probably not very sanitary.

Jenny Alcott, 139 Serena Drive, said she lives in the neighborhood and crosses the intersection several times a week on foot with her dogs or bicycle. She said, "I don't perceive it to be a dangerous intersection any moreso than any other intersection at a major crossing like that. I feel the money could be better spent distributed around town to make the whole City more bikable and to connect some of the other trails so people can maybe do a circuitous trail loop of Santa Fe, and would be money better spent. I don't think \$2 million is going to go anywhere near to building an overpass. It's probably going to be twice that to get that done."

Frank Herdman, 1305 Villa Robles, a BTAC member for 10 years. Mr. Herdman said he means no respect to Chris Calvert in his support for this project, and no disrespect for his service to the City on the Council, noting he is a friend and neighbor. However, he has a different perspective on this project. Like the prior speaker, he lives in Casa Solana and regularly commute to work on his bicycle to work, downtown, Farmers Market, etc, and has crossed the intersection hundreds of times over the years, and he crosses at the River Trail, at all times of the day, all times of the week and year.

Mr. Herdman continued, "I do not feel uncomfortable crossing this intersection in its current condition, and in fact, I feel very comfortable. There is good visibility and the traffic is very well behaved.

As it turns out, the traffic patterns for this intersection are such that I believe it is a safe crossing. So I would suggest that the money be reallocated to the list that Councilor Bushee mentioned. I think that the tunnel here will be very long and it will be dark. I'm familiar with the fact that there is already a small, homeless community that lives under the box culvert that exists underneath the bridge. And I suspect the homeless would find this a far more acceptable shelter than that. I think it would provide a significant deterrent to its use. The cost will exceed the \$2 million that has been allocated for it. I'm very concerned there would be a substantial amount of money expended in the planning and design and then it will sit on the shelf and not obtain the support needed for its eventual construction or the funding and that money would be wasted. So I would ask that the funding for the project be stopped and reallocated."

Nicole De Jurnev, 201 Alamo Drive, President, Casa Solana Neighborhood Association. Ms. DeJurnev said she sometimes gets caught on the middle meridian on St. Francis, but she would never use the tunnel. She said it is totally dangerous and believes it would be a shooting gallery for drugs, a public bathroom, and a place where women are attacked. She thinks there is no way it can be made safe. She said, "I don't think this is a good idea when we can use the money so much better for all the rest of this City. This is such a limited use. We don't even have figures on how many people try to cross St. Francis. So I want to support the rest of the City of Santa Fe and make their trails better. And we don't want an underpass where we are going to be raped."

Shelley Robinson, 123 Bronco Drive, member of BTAC since 2007, said she is familiar with, and fortunate to be able to advise, with a group of 7 others to advise on our wonderful trail system which is great and growing in Santa Fe. She is very proud of the trails systems, and even more proud of the Bicycle Master Plan, which was vetted and studied and thoroughly written and published, and approved by the City Council. She said, "That's our go to guide. So when we found out that the River Crossing came out to \$1.5 million beyond the allocated \$2 million in the bond, it seemed crazy to let that money sit because it's not going to be funded to the level that will be needed for quite some time. And so, as a member of BTAC, I am happy to support reallocating these funds so that we can complete the ones that are before you in the packet in Phase A."

Ms. Robinson continued, "I am a teacher as well, so I feel really strongly about creating opportunities for families to commute on their bikes and walk to schools. Many of these that we have taken out of Phase A of the Master Plan will accommodate. Another thing about being on BTAC that I think makes meetings really interesting, is that we have time every meeting for the public to come and speak, and to ask about what their concerns are in bicycle trails and what they need in the community. And I have never heard somebody come and ask for an underpass under St. Francis at the River, but we have had people that have spoken to all of these items in Phase A because they want to get to school with their kids. And they want to be able to make an easy commute and have trails the whole way."

Brent Bonwell, Vice President, Santa Fe Fat Tire Society. He said we're the local IMBA Chapter, with over 300 members in the Santa Fe area. He said it is the belief of the club that the money would be far better spent on the top priority items in the Bicycle Master Plan. It will give greater access to members throughout the City. He said, "As you've heard, there is a very limited benefit and deterrence to put the underpass on Alameda. So we really urge you to redirect the funds to the high priority items in the Bicycle Master Plan."

Barbara Fixe, 610 Alicia, said when St. Francis was built in the 1960's, it split the west side in half, splitting her neighborhood away from the core of the City. She said since then, the population has gone to the south side and it has become a major population area. She wants to pull our City together and we need the trails which enable people, so the downtown belongs to everybody, and people can reach it easily and by bicycle. She said, "The proposed alternatives to the \$2 million which is going to be wasted, because it won't be built. It's not enough to build it. The alternatives allow for those connections to be made and that's a question we deeply need to foster."

Marilyn Bane, 622 ½ B Canyon Road, said she attended the BTAC meeting. She is not a bicyclist and not enough of a pedestrian. She said as President of the Neighborhood Network, after she left the meeting, she felt she needed to speak to people who live in area, commenting she spoke to 8 people. She said not one person to whom she spoke, felt they wanted an underpass. She said these 8 people were pedestrians, not bicyclists, and they told her they would never walk through the tunnel. She said she was impressed at the BTAC meeting with the allocation of funds for public safety. She has been on St. Francis when bicyclists have crossed without looking. She said it would benefit the whole City if there is a way to do what needs to be done to make the crossings more safe, and it would be very helpful to augment the procedures at St. Francis at West Alameda..

Kimberly Henning said she is here as a parent and teacher, and wants to support the reallocation of funds to the items suggested by BTAC, so there is more safety for families that like to bike and walk in these areas. She would like to see these connections made.

Lynette Guevara, 716 Luna Vista, said she is here to speak in support of reallocating the funds from the Santa River Crossing to the proposed list. She lives in the new Homewise development, Pinon Ridge by Thornburg in the Las Estrellas area. One of the trail pieces on the proposed list of Phase A projects that hopefully can be completed is the Canada Rincon piece which goes around the reserve condos. She said, "Right now, we can't get out of our neighborhood on foot or bike without trespassing through the reserves. It is a very important connector piece of trail. Also, I would point out that whole area is in the Gonzales Community School District. And not only is there not a safe route to school, there is no route to school without trespassing, if we don't get that piece in. So, I would like to appeal to the

Committee to please make that switch. And also appeal that in the future maybe we should be extremely careful with how the bonds are worded. Unfortunately, I think the way it was worded was a little disingenuous and so people voted for it, not knowing it was going to tie us into this one particular area, versus going off the Bicycle Master Plan."

Stephon Lark, 1909 Calle Miquela, said he is a concerned citizen and absolutely in support of reallocation of funds. There are a lot of things that can be done more quickly and more easily with these funds, rather than waiting some of the time frames. Mr. Lark said, "I am especially in support of the Rail Trail scenario, having our friend Suzanne LeBeau killed by the train back in April, and unfortunately, the other gentleman, Mr. Salazar, in May. And there are some other crossings coming up in the Farmer's Market area that are pedestrian and biking crossing that need support and additional work, for warning, and I think that's hugely important. And I would like to see some of those funds go as quickly as possible toward that. I also would like that we're having a ride to remember Suzanne and Mr. Salazar on August sixteenth, and we'll have some emails coming to you about that. And also majorly in support of safe River crossings.

John Longworth, 2399 Camino Capitan, BTAC member serving third or fourth term. He said he was part of the process when they initiated the Bicycle Master Plan process. He said they did it that way so they wouldn't have an *ad hoc* way of developing trails in the City, so there would be a purposeful plan, so our City would become connected in a systematic way. He said, "Extensive research went into that. We had professional planners and professional transportation people to look at this. They went back into maps to make sure they understood where things used to be, and I thought that was really impressive. And the other thing I was really impressed with, is not only did they bring it to BTAC, but they brought it to many public venues. This plan was publicly vetted, as best as any plan I've seen in the City. I support the reallocation for the funding to have the \$2 million revert back to the Master Plan and I think, bottom line, is that I think it increases the quality of life throughout our City. And I think we were just voted, I'm not sure exactly what it was, I think we were voted as a nice place to live. And I think, changing as we continue to foster that kind of environment."

Gretchen Grogan, 2677 Chelsea Lane, BTAC member since 2010. Ms. Grogan said she is here to support the Resolution and to urge the Committee to vote for the reallocation of the \$2 million for the projects that BTAC recommended. She thinks this list of projects represents really important connections to the multi-use trails throughout the City. It would really improve the pedestrian and biking experience for all of the residents in all of our Districts here in the City. She thinks it's a great way to support bicycling and pedestrian safety throughout the City.

Ms. Grogan continued, "I also want to call your attention to the very first project that is on the list and that is \$300,000 to underwrite at-grade improvements at the River Trail at St. Francis Drive. So we are addressing the safety issues that some folks have at the River Trail crossing at St. Francis. So there is

\$300,000 to improve safety with at-grade improvements. And I think everybody who's studied this issue at that intersection, feels that the safety could be greatly improved with at-grade improvements. So I just wanted to call that to your attention."

Ms. Grogan continued, "I also just wanted to briefly say that I have a daughter who is a student at Desert Academy, and for many years, Desert Academy was located at Camino Alire. And when she was a middle-schooler, she would, with her friends, every week, walk down Camino Alire to Alameda, go east on Alameda to the intersection at St. Francis. And there were 5 of them, middle-school kids, who would cross that intersection every week to meet me at my office downtown, so I could pick them up and drive them home. And they never had any issue with crossing that intersection as middle-school, teenage girls. So I think it is a pretty safe crossing the way it is. It could be improved, but kids cross that intersection all the time. So anyway, I would ask you to support the Resolution."

Eric Obo, 36 Medio Luna, Assistant County Manager, said, "I can't speak to whether or not you should reallocate these funds. If you choose to do so, the County supports interconnectivity of trails. We have a particular interest. The County has applied for federal funding that we feel highly confident that we might obtain, to connect the River Trail to Diablo Canyon. One of the Phase A projects that is on the Bicycle Master Plan, is a connection from the River Trail to the underpass to go underneath the existing underpass at 599, and another project on Phase B, is to pave a portion from 599 up to the MRC. The County Manager has sent a letter to the City Manager two weeks ago, because of the opportunity of federal funding for 85% of this \$3 million project all the way out to Diablo County. The County would support if you choose to allocate funding and want to improve connectivity, that perhaps this particular project would be one that would merit interest because of the six to one leverage."

Amica [inaudible], 1212 Maclovio Street, said, "I support the Resolution because I feel that other parts of the City need attention. I've never had a problem crossing. It's not my favorite intersection, but I feel that the schools, the children.... this is for the future of Santa Fe, this money. And hopefully more and more people will be riding bikes and walking in the future. So I think for the safety, we need attention in other areas."

David Griscom, 10 Starfire Lane, said he has commuted 4-5 days a week for the past 15 years. He has used this intersection quite a bit. He said, "I have no problem with this intersection. It seems fairly safe to me. I would strongly encourage you to reallocate those funds towards some of those connector trails. Just putting on my economic developer hat, I'm the Economic Development Manager for the County, you might get a little more leverage out of funding some of these connector trails which would create a more livable City and entice more people to bike to work."

John Bookser said, "There are three issues that are of concern with this transfer. One is the public trust. If you send out a bond issue for a vote of the public and you explicitly list something, and change it subsequently, even that may be in fact legal, I think that's a challenge for subsequent bond

issues. I think, in a way, this is potentially connecting the neighborhoods. I arrived in New Mexico shortly before this major road, St. Francis, went through the neighborhood, and could see what it did. I live at 606 Alto and I know people who actually had their houses sort of split in half during that time frame. Many of them are now among the deceased. I think an underpass would lead to more safety at that intersection. I have nearly been run over there a number of times. Since I live very close, I both walk and bike it. I've had to resort to much brighter clothing. Unfortunately, this didn't come up for a formal vote on the River Commission. We didn't list it as a vote type issue, but the discussion was basically in support of this. And finally, I want to thank the Bicycle and Trails Advisory Committee for its many years of service. I am a biker and I appreciate the considerable improvements that have been made to the system within Santa Fe."

Former Councilor Christopher Calvert, 230 Cibola Drive, said, "I appreciate all the comments made here, and I appreciate everybody's interest and hard work they put in on the Trail System. This proposal was put forward for safety and connectivity. As a previous speaker said, and several speakers said, St. Francis significantly cut the City in two. And this has been on the books ever since the Santa Fe River Master Plan. And we also have an underpass on the Arroyo Chamisa Trail on the south side under St. Francis. I've ridden through there. It's pretty much a tunnel, but I've seen a lot of people use it, and I haven't heard any problems of people having any trouble using that one. I appreciate that a lot of people don't think it's necessary. I think a lot of those people are some of the more expert riders in the community. We don't build these things for the most adept writers. We build them for the most vulnerable, and another reason why this proposal was put forward"

Former Councilor Calvert continued, "And I know Councilors and administrations change, and priorities change, and I know you've gotten a legal opinion saying you can do that, but that doesn't necessarily mean it's a good idea. I think, as the previous speaker talked about, you've got an issue of voter trust. And that's the bigger issue here. You've already had some blow back on the 2008 bond, rightly or wrongly, perception or fact, you're already had some. This is the 2012 bond, and I know, given how hard budgets are to come up with each year, and with the hold harmless out there still looming, that you probably are going to have to do future bonds. So you have to worry about this sort of bait and switch appearance on bonding. There's a much bigger issue of voter trust and covenant with the voter. Also, the issue of transparency. I was on the Council and I know this Council has given a lot of talk about transparency, passed a Charter amendment and an Ordinance to enable that to be implemented. But, actions speak louder than words, so if it's mostly just talk, then you're just giving lip service to transparency and it comes out with a hollow ring"

Former Councilor Calvert continued, "If I were to make any recommendations at this point, I would say, at the very least, proceed with the project through engineering. I've heard all sorts of figures thrown out here tonight. What I heard in the previous briefing at Finance was that this project was \$900,000 short. In other words, the project itself would take \$2.5 million, and that was a high end estimate because they put in a 20% contingency which is not normal. So it was \$2.5 million and another \$400,000 for the planning and engineering. So this project is approximately \$900,000 short. At the very least, I would say

proceed with this project through engineering so you have a better cost. The \$900,000 might be on the high end. I'm not saying it is, but it might be, and you'll have a better idea of how short, if any, you were on the project. And with doing that, then you would have time to evaluate at that time how to proceed. But at least that would show a commitment to the voters that you try to follow their voice when they vote."

Former Councilor Calvert continued, "And I appreciate the Chair putting this on for a public hearing, but one public hearing at a Committee meeting is not the same as the public voting on something and all the input they had. Because this was listed on the Resolution for that bond, this project was specifically mentioned. And I've had many people tell me that they voted for this bonds specifically for this project. So I think you need to be very careful about switching things around, especially when they're coming up a last minute.... like they are right now, and haven't been vetted properly before the public on something the public has already voted on."

Ron Pacheco, 512 Alicia Street, member of BTAC, said he lives in this neighborhood, and has been riding that intersection for 20 years. He grew up on Pacheco Street and now lives on Alicia which is very close. He said he has ridden that intersection for 20 years, with his son with him for the past 14 years. He said, "It's a completely safe intersection. On BTAC we always supported at-grade improvement. I think that's the way to handle that intersection, personally. This particular project never came through the BTAC process, so we never had a chance to weigh-in on it. But as someone who lives in the neighborhood, who supports the at-grade crossing that is there, I want to tell you that the \$2 million bang for the buck that you are going to get across town, versus not even getting this project off the ground, is worthy. I think we've listed some projects that cross town, all the way to the south, projects that have been prioritized in the plan that has been approve. So, I thank you for the time. I appreciate your decision, but I think when you weigh the bang for the buck across town, versus a project that is not going to get built for a while. I never had a chance to vote on that thing, or I wouldn't have approved it. I don't think any of the citizens of this community are going to fault the Council for getting a bigger bang for a two million buck, versus a project that is not going to get done."

Bill Roth, 1713 Montano, said he lives about 200 feet from the Acequia Trail, so he uses the crossing very frequently and never had a problem crossing the intersection. He said, "Just for the record, I just want to read, since there's been a reference to what people were voting on, I'm going to read what the bond said. This is what we voted on. 'General Obligation Parks & Trails Bond. Shall the City of Santa Fe issue up to \$14 million of General Obligation bonds to acquire land for and to plan, design, build, equip, renovate and improve public parks, bike pedestrian trails and related infrastructure. For General Obligation Parks & Trails Bonds, Against General Obligation Parks & Trails Bonds.' There is no reference to that crossing. As a voter, granted this may have been discussed in public hearings, but this is what we voted on, so anybody referencing the fact that we voted on that crossing, that's a little disingenuous

The Public Hearing was closed

Councilor Bushee said, "Thank you everyone, including Councilor Calvert. I wasn't even really... I'm trying to represent the Bicycle and Trails Advisory Committee by bringing this Resolution forward. And I think a lot of the public, that at least I've had the chance to visit with over the time of this, and even in advance of this question going to the voters, it was not really well vetted and the specifics were really only heard at the Council in a Resolution. Maybe you were still there, and you were there, but most of these other Councilors weren't here, and what Dave Roth read to you was exactly what the public saw to vote on with a lump sum. In fact, it is my understanding that a poll had been taken that showed the bike pedestrian trails were the most popular item and why it was all lumped together with Parks, so people would support everything, because there were some big ticket items."

Councilor Bushee continued, "Again, I live over there. I cross that intersection almost daily in one form or another, as a pedestrian often and as a bicyclist most often. And I actually am the one that put that crossing potential as, I guess we put it, as an underpass, but we put it as a crossing on the River Trail. And that was the thinking in 1994 or 1996, that we would consider taking a look at that. And I can tell you there are far more dangerous crossings. The most dangerous crossing is Cerrillos over by the Acequia Trail, not even the Acequia Trail which connects our two railyards, but the Cerrillos crossing because it is a long crossing, and including the Acequia Trail which we've already spent half million dollars on designing. But I didn't put that back in the mix when we were dealing with the CIP bond, nor when we were dealing with this potential reallocation, because it's a big ticket item that we don't have the money for."

Councilor Bushee continued, "And so when this issue came forward in the form of a request for another \$2 million to build this intersection out of these CIP funds. I went back and looked at the minutes and I saw Councilor Calvert saying, 'Oh we won't even probably spend the two million and let's take a look at this.' And the issue at the time, it was safety, and the concern he had was that somebody had died there. And it was actually the intersection further north on Crucitas where one pedestrian had been hit by a car and did die., what I'm trying to say by all of that, in terms of the long and winding history, is that I'm coming forward representing the Bikeways Master Plan that has been well vetted and really thoroughly reviewed. I can't tell you how many places they took that to see the public and receive input. And I'm taking this forward as someone who represents District 1, who is a neighbor in this part of town, and I'm directing funds to other parts of town. Because I think those connections, not only are they part of Phase A of the Bikeway Master Plan, the list I have brought forward as a member and Chair of BTAC. The crossing at Alameda was in Phase B. And honestly, I don't know where we're going to find that additional million dollars. These numbers are kind of jumping around a big, but honestly I don't see this as being built any time soon and I see all these connections."

Councilor Bushee continued, "I guess I mis-spoke when I said shovel-ready. All I mean is that they are priorities on the Bikeway Master Plan and they are more or less ready to go. Some of them will take some design and some right-of-way acquisition, but they can be built pretty quickly, and I don't see a lot of hitches or issues. Again, there can be some refinement. The \$300,000 was numbers we got from Eric Martinez at BTAC for the at-grade improvements. To be honest if you would just keep the signals a little longer for the pedestrians to not have to stop in the middle of the road, because you've got 16

seconds to cross, it would help me as far as traffic goes even more. You can get one car or two across St. Francis most of the time there. As a bicyclist and pedestrian, just making the signal a little longer to cross the main street, I think, is a huge improvement. I'm going to move for approval and hope for a second and I hope we're able to consider this."

MOTION: Councilor Bushee moved, seconded by Councilor Dimas, to approve this request.

DISCUSSION: Councilor Dominguez thanked everyone for coming out and speaking this afternoon, including Former Councilor Calvert, saying we have discussed this. He said, "I'm not going to hold it up here at Public Works, I would like to see it go on to Council, but there's some information I would like to have before we do get it to Council. I think there's a public hearing at Council as well. Is that what we're asking for."

Councilor Bushee said, "I don't know. I don't think so."

Councilor Dominguez said, "Well, if we can get some of this information, it would be helpful to me. I guess, number one, there's been a lot of talk about how we're trying to 'spread the love' if you will, and giving some money to other parts of the City. But the only thing I see on this list.... it doesn't even do that in terms of connectivity, is the Tierra Contenta Trail from Buffalo Grass at South Meadows. That certainly does help, but the real objective and the real challenge is getting across Airport Road from the south side to the north side. I'm not sure if that could come in a form of just pedestrian enhancements. I certainly would love a tunnel maybe underneath Airport Road, or an overpass over Airport Road. It's really not that wide a road, relative to St. Francis Drive. I guess what I'm saying is I want to see if this really does what some members of the public have said and what you have said, Councilor Bushee, and how it is going to help other parts of the City as well. I think we can get there, but nonetheless, I would like to see some of that. If we can get the BTAC proposed project list for reallocation mapped out, that would be helpful. So we can get with GIS and map some of this out."

Councilor Dominguez continued, "And then, the other thing is, in terms of being shovel-ready, I'm not sure how much engineering is going to have to go behind some of these proposed projects from BTAC, but if we can kind of get an idea of what that would cost. Is it going to be some engineering, maybe, for the, I don't know, the Acequia Trail at Otowi and Maclovía. I don't know if that's a good example, but whatever might require some engineering, I would like to know that well. And then the other things is... I know I'm looking at your presentation, or the presentation, Eric, that was given to us and provided for us tonight. And it talks about the north underpass being \$2.5 million and the bridge structure being \$3.7, with a 20% contingency, and the costs include NMGR. I would like to know, and you don't have to tell me now, but if we could get a memo telling us how tight those numbers are. Are those really realistic numbers. Are those coming from current cost estimates for material. Is there a standard formula that the Department of Transportation even uses for some of this information. I think that would be helpful as well, because obviously \$2.5 million takes us out, \$3.7 million definitely takes us out, but how tight are these numbers, how realistic are they, so I would like to get this information as well. Aside from those Councilor Bushee, I'll support the motion so we can get this to Council and we can get the entire Council to have this discussion."

Councilor Rivera thanked everyone for coming this evening. He said regardless of what part of the City or what Committee you sit on, one of this Committee's goals is to hear from the public, which we hadn't done in reallocating this money. He said Mr. Martinez talks about some of the projects needing to acquire right-of-way and asked which of those on the BTAC list need to acquire right-of-way.

Mr. Martinez said he made inquiries to Property Management about that, but there is more research needed. He said, "On the surface, what I think we need as far as either easements or right-of-way, is the last 5 projects on the list."

Councilor Bushee said she thought Otowi was ready to go.

Mr. Martinez said, "Actually, I would say the last 4. Tierra Contenta Trail, the Acequia Trail from Rufina to San Felipe. The Canada Rincon Trail goes through a small portion of private land and Arroyo en Medio Trail, and Zia to Sawmill."

Councilor Rivera asked how long it takes to acquire a right-of-way or an easement.

Mr. Martinez said, "It's the toughest part of a project. It can take a good amount of time if it goes to the whole condemnation process. If the property owners are amenable to it, it will take less. I would say, generally, you have to start with the appraisals, appraisal reviews, all the up front evaluation which can take anywhere from a month or two, and then the acquisition can take anywhere from one to several months. And then condemnation can just add to that."

Councilor Rivera asked if the figures on the last 4 projects are the figures sufficient to cover the price of acquiring property, design, construction, everything to complete the project, assuming we had to go through an easement or a right-of-way process.

Mr. Martinez said on the surface the figures look reasonable, noting these are planning level estimates. He said Keith Wilson, MPO, is here to shed light on how those estimates were put together.

Councilor Rivera asked Keith to answer this question.

Councilor Bushee asked if the "Calle Mejia to Camino Francisca, I thought there were preliminary discussions about access. Eric, just on that one, on the Canada Rincon trail, I thought there were discussions with the private property owners to allow access if we were to pursue that trail."

Mr. Martinez said there were some discussions with residents, and it was discussed at BTAC. He said some of the residents may have had discussions with the owners, but he doesn't believe City staff had any discussions. He noted that there is a large amount of City open space in that area, but there is only a small piece in that project.

Keith Wilson, MPO, Senior Planner, said, "I believe the question is about our cost estimations that we did for the Bicycle Master Plan. They are solely conception level cost estimates, but we did research numbers in general, so we had various sources from previous projects in the State as well as some items we

couldn't get, so we took from other sources, we took from our Bicycle Master Plan out on the west coast for some of the on-road pieces. But there were general cost estimates and we tried to include as much as we could see. It was obvious a bridge would be needed. We added in a cost factor for the bridge based on previous costs of bridges, general cost estimation per mile for trails, whether a soft or hard surface. At that level of where we were in the planning stage, obviously some projects may have some unknowns that we weren't aware of for that level. But we haven't been too too bad with most of our projects up to now in cost estimation. And we also added a 10% contingency to whatever we came up with, to try and cover as much as we can. We have as good a confidence in the cost estimation, based on the information we had at the time at the conceptual planning level. Does that answer your question."

Councilor Rivera said then the figures provided to us do include ROW and easement acquisition, as well as design and construction – it will cover the whole project.

Mr. Wilson said, "Hopefully, yes. I think, Eric, just based on the experience we've had, we've even beefed some of these ones just to make sure we had that right-of-way acquisition covered. I'm no expert on this stuff, but I think we're reasonably close if we don't find anything unexpected in these, based on our planning level estimates, like it goes through a gold mine or something like that, that increases the value of the property."

Councilor Rivera said, "I think in some way, Councilor Calvert is right regarding the voters and having voter trust and having this appear as a bait and switch, even though the language when the vote was actually taking place was not specific to this, there was quite a bit of documentation that went out from the City that specifically said we were going to fund this project at St. Francis and Alameda. Saying that however, I think, based on what I've heard, especially from the people that actually use the crossing that they don't feel it is needed, I would hope the public has enough faith in us to know that if we thought we were going to do something, but it's really not needed, that we are wise enough, trusted enough, to make the decision that maybe we need to use this money in other places. And I think that is what I've heard tonight and with that, I'll go ahead and support this project as well, so it can move on to the entire City Council and we can have a much larger discussion from the whole Governing Body.

Councilor Dimas asked how much has been spent to date on the tunnel, the planning and such.

Mr. Martinez we essentially are wrapped-up with the first Phase of the project, which is the study and the report that was included in you packet. So when all of that is said and done, we have paid the consultant about \$98,000 for that work.

Councilor Dimas he supports this, and believes reallocating the \$2 million is the proper thing to do at this point and is in full support.

Councilor Dominguez asked how long do the study and the report last, assuming conditions don't change.

Mr. Martinez said an initial study was sitting on the shelf since 2004, and it still had valid points in it, but it depends on what kinds of conditions that change – the roadway, the river, etc.

Councilor Dominguez said then if there was a huge development which would be built out there, and there would be potentially more pedestrians, that might change the conditions.

Mr. Martinez said, "Sure, the conditions, yes. If it's traffic volumes, pedestrian volumes and that sort of thing can change over time."

Chair Trujillo thanked everyone for coming out tonight to speak on this issue. He said, "I too, had issues dealing with 'bait and switch' and the public trust. Because, as Councilor Rivera said, this did go through a process, and during that process, it was spoken that this money would be allocated to do this. But as it was presented in the bond, it wasn't stated that way. That was my biggest issue with you, Kelley, is how can we do this if it was, but because of the way it was worded. I do believe those people who have a vested interest in this crossing, would definitely vote yes on it, but I think the majority of people in this community, when they go to the polls, I don't think all of them do read the bond until they get into the booth, and when they see that, they probably were just seeing allocations for funding for various crossings."

Chair Trujillo continued, "Councilor Calvert, I do commend you on all of the work that you did on the Council. You always have my respect and all that, but the thing about it, with this, I think we might have to look at reallocating this to different things. Who's to say it can't come back somewhere down the line, this crossing. I think there's a lot of crossings in this community that need a lot of attention. We've already seen what's happened with our Rail crossing. And that's an issue I have right now, showing crossing improvements at Rodeo, Zia, Siringo, St. Michael's, \$10,000 isn't going to do that to get people across St. Michael's Drive right now, so that's something we may have to relook at allocating more money toward that, just because of the severity of the accidents. To have 2 deaths in less than a year is of concern to me."

Councilor Bushee said, "Just so we're clear, the 2008 bond came with a booklet that the public helped put together, some of the people in this room and that was distributed all over town. This decision to put this out to the voters was quick, and there was very little public input, particularly around this project. I was voting against it at that level at Council, because it had not gone to BTAC. It had not a lot of public input. There was one public hearing since the vote to talk about what to do. And I think the majority of the people that attended that meeting said they didn't think it was needed, but staff was still continuing to push this tunnel vision sort of thing. And what I will say, is the actual trail at the Acequia crossing had multiple meetings, whether it should be an underpass, an overpass, a giant big open bridge. And that came to some resolution over some time, and this one did not have that kind of vetting, nor when it went to the public. It really, literally.... we talked about it in a Resolution. We approved it. I don't know of very many people.... in fact when I first proposed a crossing there at the trail, they said, oh, it'll just be a tunnel for people to hang out in and it will be scary and dark. And that was the discussion when we talked about the Acequia tunnel as well, and so we came to a different conclusion. I just want to be really clear is the last thing I would vote for, would be to take away... I really just dislike the term bait and switch that somehow got thrown in the mix here today. The public, from my best estimation, knew that we wanted to improve trails, and so specifics really. And I really disagree with that term, bait and switch, and I just wanted to correct that record."

Chair Trujillo said, "I'm just saying that's what some people have said."

VOTE: The motion was approved unanimously on a voice vote.

INFORMATIONAL AGENDA

7. UPDATE FROM SANTA FE RAILYARD COMMUNITY CORPORATION (SFRCC). (ISAAC PINO/ RICHARD CZOSKI)

A copy of a power point presentation, *Fe Railyard Project*, submitted for the record by Richard Czoski, is incorporated herewith to these minutes as Exhibit "1."

Richard Czoski, Executive Director and Sandra Brice, Events and Marketing Director, Santa Fe Railyard Community Corporation, presented information via power point presentation. Please see Exhibit "1" for specifics of this presentation.

The Committee commented and asked questions as follows:

- Councilor Dominguez thanked Mr. Czoski for this information which he had requested from a previous meeting. He noted there are 16 members on the Board currently, and asked if there is room for additional members.

Mr. Czoski this would be a Board decision, not his. He said there is one Board member which has been approved, but he is working on a projects he needs to complete before going on the board. He said he would be happy to take to the Board anyone he would like to recommend.

- Councilor Dominguez asked if the number of Board members are limited by the in by-laws.

Mr. Czoski said the number isn't limited.

- Councilor Dominguez about qualifications for Board members.

Mr. Czoski said they try to match the Board members with the focus of the Corporation at the particular time. He said when building the infrastructure and doing the planning early on, they had developers, engineers, people who could help them to make the decisions at the point. He said they now are finishing the last of the construction, which is Alcadessa Street, and are much more into the management of the public spaces and how they are use, and the remaining leasing decisions. He said they also are trying to attract younger Board members [under 40] to get their perspective.

- Councilor Dominguez asked when the Board meets.

Mr. Czoski said on the first or second Tuesday of each month, noting these are open meetings.

- Councilor Dominguez asked if they plan to get more members from the public on the makeup of the Board, without any particular expertise in managing public spaces, project management and such. He said he is looking for more diversity on the Board.

Mr. Czoski said the other criteria would be experience in the community and a new viewpoint or outlook we may be lacking on the Board. He said each Board candidate is interviewed. He said his job is to pass potential members to the nominating committee and they would meet with them, and go through the process.

- Councilor Dominguez said he knows the Board wants to be as efficient as possible. He said he was approached by a young professional who would like to be on Board, but they seemed to think it was too intimidating for them. He said it may be a perception, or if they have had some interaction and felt intimidated by it. He asked, if they are still interested, to whom should he send them.

Richard Czoski asked that they call him, and he will pass their name to the Board.

- Councilor Bushee asked the break-down of percentage of development between Baca and the main railyard.

Mr. Czoski said it is about half and half. There are 4 parcels in Baca and in the 3 north Railyard.

- Councilor Bushee asked if that equivocates with regard to leasing.

Mr. Czoski said that is the status of the leasing.

- Councilor Bushee asked if tenants were lost in the Market Station area.

Mr. Czoski said no. The tenants that moved into Market Station are still there, and there are spaces they have never leased.

- Councilor Bushee said then some people backed out of potential development.

Mr. Czoski said yes, of the land parcels. He said there were more buildings and parcels ready to go in 2008, and then lending dried up and they got several parcels back – they lost 20% of the leasing at that point, so it was then 72% occupancy from 1992.

- Councilor Bushee said she is concerned about the big, open rail crossing between the Flying Star and the water tower.

Ms. Brice said two additional crossings are planned there when the cinema is complete, because there is no crossing there. People are crossing in the street because there is no sidewalk, there is no safe crossing. They want to pull them from the street so they can cross safely.

- Councilor Bushee asked if we have to pay for the panels.

Ms. Brice said the Rail Runner is paying for panels and the Corporation is paying for the installation. She said a concrete panel is needed for people to cross the tracks instead of walking in the streets. She said they constantly warn people at events to stay off the tracks because the train takes longer to stop than most people think.

Responding to Councilor Bushee, Ms. Brice said the large expense is the potential for pedestrian gates which would protect existing and new crossings and would seal the perimeter of the Rail Corridor.

- Councilor Bushee thanked them for their efforts saying they do a great job.

CONSENT CALENDAR DISCUSSION

12. **CIP PROJECT #667 – SOUTHSIDE TRANSIT CENTER – BUS SHELTERS.**
 - A. **REQUEST FOR APPROVAL OF AWARD OF BID #14/25/B AND AGREEMENT WITH PRO-FAB, INC., IN THE AMOUNT OF \$208,083.99, INCLUSIVE OF NMGRT. (MARY MacDONALD). Committee Review: Finance Committee (Scheduled) 08/13/14 and Council (Scheduled) 08/04/14.**

Councilor Bushee said the location of the facility is not known and she wants to know that you will build things that will fit in any of the possibility.

Mr. Smithson said that is correct, and these are intended to go wherever the southside transit center ends up.

MOTION: Councilor Bushee moved, seconded by Councilor Dimas, to approve this request.

VOTE: The motion was approved unanimously on a voice vote.

13. **CIP PROJECT #474A – COLONIA PRISMA PARK.**
 - A. **REQUEST FOR APPROVAL OF AWARD OF BID #14/24/B AND AGREEMENT WITH LEE LANDSCAPES IN THE AMOUNT OF \$230,701, INCLUSIVE OF NMGRT.**
 - B. **REQUEST FOR APPROVAL OF A BUDGET ADJUSTMENT REQUEST. (MARY MacDONALD) Committee Review: Finance Committee (Scheduled) 08/13/14 and Council (Scheduled) 08/04/14.**

Councilor Dominguez asked if this will finish the Park.

Mr. Pfeiffer yes, it completes the Park for the scope of work provided in this contract.

Councilor Dominguez asked if the scope includes everything residents wanted in that area.

Mr. Pfeiffer said no. He said what was pulled out, due to funding, is on page 5 of the packet.

Councilor Bushee said she is unsure the reasons all of the bids were so much higher. She said she would not delete a shade structure over picnic tables. She asked, regarding the concrete, if they can live with crusher fines instead of concrete in the rear area. She asked if those are pathways.

Mr. Pfeiffer said yes.

Councilor Bushee asked if colored concrete will be used to replace the brick paved area.

Mr. Pfeiffer said he is unsure, noting he wasn't intimately involved with the negotiations on the Park. He does know these items were pulled out to come to the dollar amount "they were looking for. And if we don't take out a shade structure, we'll be taking out more concrete, or some alternate." He said they tried to come up with the best solution between the architects and the trade partners for the available funds.

Councilor Bushee said she understands, but this is a family area, and she would lose some concrete if necessary, and/or look for reallocation funds or other leftover funds, but she wouldn't get rid of the shade structure.

Councilor Dominguez asked if this has gone to POSAC.

Mr. Pfeiffer said it has not gone back to POSAC with the cuts, noting it was done through a negotiation with the contractor and the architects to figure out what could be cut to come down to the cost.

Councilor Dominguez asked if the public knows this is happening – the main users of the park.

Mr. Pino said, "POSAC knows about this. POSAC was going to make a recommendation... actually POSAC was going to go themselves to the Impact Fee Committee and ask for some impact fees to round out the project. I advised POSAC that was outside of their scope as a Committee, to go for impact fees. However, that particular solution was definitely open pending sponsorship or a Resolution from one of the Councilors, because there is enough money for it. And that was the next step that it would take to make the project whole. So they do know about it and they were all behind getting the additional funding through impact fees."

Councilor Dominguez asked if there was discussion at POSAC about priorities, on whether there should be more shade trees versus picnic tables, or was it, there's not enough money, we'll support something to try to get more money.

Mr. Pino said he didn't attend the POSAC meeting, but it's not like the Chair to approach a project that way. He would have to check the record to find the exact decision.

Councilor Dominguez said his concern is that people living adjacent to the Park need to be notified of what they may or may not be getting. There was a public process to get it to conceptual design or master plan. He feels they should have the opportunity to comment on the priority of things to be pulled from the project. He said there hasn't been public vetting on this by the users.

Mr. Pino said the intent is to seek impact fees, noting it's not that much money and the funds are available. He said our energy would be better spent getting impact money and finish the project.

Councilor Rivera asked if there are funds left from the Legislative funding for shade structures.

Mr. Pino said those haven't been bid, so he is hesitant to say funds are left over.

Councilor Rivera asked if we can we include this area for shade structure in the bid process.

Mr. Pino said we have to careful not to add too many things, because we know what the estimate is, but staff can take a look at it.

Councilor Rivera said that would be good. He said he agrees with Councilor Dominguez, and asked, if for some reason the impact fees are not available, that this go back through the process to allow users to have input.

MOTION: Councilor Dominguez moved, seconded by Councilor Bushee, to approve this request.

VOTE: The motion was approved unanimously on a voice vote.

15. **REQUEST FOR APPROVAL OF AN ORDINANCE REPEALING AND READOPTING ARTICLE IX OF THE UNIFORM TRAFFIC ORDINANCE TO ESTABLISH THAT PARKING VIOLATIONS RELATED TO PARKING METERS, CITY PARKING LOTS AND CITY PARKING GARAGES ARE NUISANCES AND SUBJECT TO ADMINISTRATIVE ADJUDICATION; AND MAKING SUCH OTHER CHANGES AS ARE NECESSARY TO MEET THE PURPOSES OF THIS ORDINANCE (COUNCILOR DIMAS). (SEVASTIAN GURULE) Committee Review: Public Safety Committee (Approved) 06/17/14; Finance Committee (Scheduled) 08/04/14; Council (Request to publish) 08/13/14; and Council (Public Hearing) 09/10/14.**

Councilor Bushee said she favors the concept, but on page 5, it says Judge Yalman has concerns that there is no appeal, or there could be confusion as to how appeals would operate. She said on the same page in the next paragraph, "Judy Amer says that we can only collect on cases that have been that have been filed, one year from the date the citation was issued." And following it says, an uncollectible debt, she assumes it would be civil rather than criminal, of \$7,692,530 that we would lose in parking violation fines issued between 2000 and 2013. She assumes those were uncollectable, or that the Judge

hasn't been in office long enough to make the effort to collect those. She wants to be sure it isn't confusing to the public. She asked the advantages and disadvantages, commenting she sees the loss of funds as a disadvantage.

Mr. Gurule said the \$7.6 million total outstanding revenue is from the beginning of time to July 7, 2013. He said these have been uncollectible for a significant amount of time for various reasons. He said there are a significant number without registered owner information. He said until recently we did not have an automated system which could capture the registered owner information from the DMV. He said without registered owner information, there is no one to whom to send notice regarding the citation, therefore they stay uncollectible. He said the majority of the outstanding funds are prior to 2011.

Mr. Gurule said he met with Judge Yalman several times, and her main concern is that there is no confusion as to what citations need to be heard in Municipal Court, versus a hearing officer. He said, working with Councilor Dimas, Ms. Byers and others, the plan to distinguish the different citations is to have a very different type of citation so it is very clear what is a nuisance violation.

Councilor Bushee asked what is a nuisance violation.

Mr. Gurule said, "According to the proposal here, all citations that have to do with parking meters or parking lot facilities are going to be considered to be a nuisance. And primarily, my understanding is these citations do not have State statutes governing them, and are governed directly by the City of Santa Fe." He said federal law governs ADA spaces. Fire, no parking zones and such are governed by State Statute which would have to be amended for those to be considered to be nuisances. He said, "The proposal right now are all citations governed by the City of Santa Fe and do not have supporting statutes with them. This is the biggest distinction between the two." He said the Citation Notice will make it very clear as to what is a citation which would be heard in Municipal Court as compared to a nuisance violation. He said the language will very clearly explain the process to be followed by the patron.

Councilor Bushee said there are 3 options: the City pays full price for collection services, T2 will keep a percentage of the collected amount; or T2 Systems will pass the collection fee to the violator. She said it seems he is favoring the third option, passing the collection fee to the violator. She asked does this mean a change in our Ordinance, and what is the current fee.

Mr. Gurule said currently, if a citation is not paid within 15 days of issues, under the Uniform Traffic Code, the amount doubles. He said now there will be a summons 30 days after issuance and no further fees are increased. He said the benefit of the proposal is if the citation isn't paid within 15 days, there is an automatic \$25 penalty assessment to that. If it is not paid, or a request for hearing is not made within 15 days, the citation continues and the collection agency will be responsible for collecting that. He said there will be an increase in revenue.

Mr. Gurule said we do not have a current contract with any collection agency, but we have made inquiries of other agencies, and our software developers have a branch of their business that handles collection agencies specifically specializes in parking violations, the T2 system. He said T2 has the 3-tier. However, without negotiations, he doesn't know what its cost would be, but the benefit to the City is we would be able to collect 100% of the amount owed to the City.

Councilor Bushee asked if the City's communication with the DMV has improved.

Mr. Gurule said yes, it has improved by leaps and bounds. We don't have the number of scofflaws we once did. With the new proposal, there is a different approach in being able to address the scofflaws.

Councilor Bushee said they aren't scofflaws, and it is incumbent on the City to have follow-up.

Mr. Gurule said prior to the interface with the DMV, there was no system in place to gather registered owner information, noting it was done manually. He said more than 80 of the citations issued are to New Mexico plates and we can capture that registered owner information.

Councilor Bushee asked what is the statute of limitations on the \$7.7 million for violations.

Mr. Gurule said Ms. Amer told him before she left the City that citations as they currently exist are petty misdemeanors, and under State law there is a statute of limitation of one year from date of issuance.

Councilor Bushee said then we need to write off that amount, and asked if that is correct.

Mr. Gurule said, "I say we need to start focusing on the good things that are happening in parking and we are in the process of implementing greater payment options which would allow a customer to pay on line, and we are trying to be more pro active than punitive. However, when citations are valid and not paid and they have not had a hearing, then we have a collection process to help collect the debt."

Councilor Bushee said the other proposal from the transition team was to write nice notes to visitors and say, 'Thanks for visiting our town, I'm sorry you didn't pay for the parking.' She is seeing that the locals will be paying more money if they have a parking violation. She asked if this idea is legal.

Mr. Gurule said there was a direction from this Governing Body asking that parking be a little more hospitable for visitors and we have been doing that. If there is an out-of-state plate which is illegally parked and has an expired meter, and if we don't have their vehicle owner information on file, we place a warning on the windshield – "Welcome to the City of Santa Fe, we appreciate you visiting our City, you have parked in violation, the good news is we don't have your registered owner information on file, this is a warning. However, the next time you park in violation, we will issue a citation."

Councilor Bushee said she thinks we should do that with the locals as well and that shouldn't be just for visitors. She didn't think we should put a meter everyplace in the Railyard. She thinks there should be amnesty days. She doesn't want to discourage locals from coming downtown and parking where we have meters.

Mr. Gurule said there are citations that are warranted, and they do the best they can to be visible and pro-active. The number of citations issued have decreased.

Councilor Bushee said, "Okay, so you're in favor of this new system."

Mr. Gurule said, "Yes ma'am."

Councilor Dimas thanked Mr. Gurule, Ms. Byers and Ms. Amer for the time spent on this Ordinance, noting they have been working on the Ordinance for about a year. He said this is our way of changing the violations from criminal to civil, and he believes it will work a whole lot better since we are able to use a collections agency. He said it makes it much easier for the judges than issuing bench warrants for parking meter violations. He agrees that the tourists should be paying like everybody else in the City of Santa Fe. However, the advantage of this is we now have a mechanism to get registered owner information, even out-of-state, because there are reciprocal agreements with most other states to get that information, and those also can be sent to a collection agency. He is happy to be welcoming to all of our tourists, but they understand as well as our citizens that the parking meters are there to generate revenues for our economy. He thanked Mr. Gurule for all of the research he has done, and for providing requested information in this process. He thinks we are well on our way to increasing our revenues.

MOTION: Councilor Dimas moved, seconded by Councilor Rivera, to approve this request.

VOTE: The motion was approved unanimously on a voice vote.

18. IMPACT FEES:

- A. REQUEST FOR APPROVAL OF A RESOLUTION ADOPTING THE "IMPACT FEE CAPITAL IMPROVEMENTS PLAN 2020 FOR ROADS, PARKS, FIRE/EMS AND POLICE," TO MEET THE STATE REQUIRED IMPACT FEE PROGRAM 5-YEAR UPDATE, AS CALLED FOR IN THE STATE DEVELOPMENT FEES ACTION (5-8-30 NMSA 1988) (COUNCILOR BUSHEE). (REED LIMING) Committee Review: Capital Improvements Advisory Committee (CIAC) (Approved) 06/12/14; Finance Committee (Scheduled) 08/04/14 and Council (Scheduled) 08/13/14.**
- B. REQUEST FOR APPROVAL OF AN ORDINANCE RELATING TO IMPACT FEES – AMENDING SECTION 14-8.14(C), (E) AND (F), TO REMOVE THE 50 PERCENT REDUCTION OF RESIDENTIAL IMPACT FEES, ADOPT A NEW IMPACT FEE SCHEDULE AND INCORPORATE DEFINITIONS RELATED TO LAND USE TYPES; AND RELATING TO PARK DEDICATIONS – AMENDING SECTION 14-8.15(C)(2) SFCC 1987, THE PARK DEDICATION SECTION; AND MAKING SUCH OTHER CHANGES AS ARE NECESSARY (COUNCILOR BUSHEE). (REED LIMING) Committee Review: CIAC (Approved with amendment) 06/12/14; Planning Commission (Approved) 07/10/14; Council (Request to publish) 07/30/14; Finance Committee (Scheduled) 08/04/14 and Council (Public hearing) 08/27/14.**

Councilor Bushee said she is withdrawing 18(b) for the time being, and will take a look at it in a year to see if the economy has picked up for the residential homebuilders. She said there is no need to discuss that this evening.

Mr. Liming said this is part of the State's update to the Impact Fees Act, and there are two parts to it, and he appreciates her pulling this item for discussion. He said, "The first part is the CIP which is the study which provides the basis for the impact fees for a new fee schedule which is in the bill being sponsored and changes to the Impact Fees bill which we need to make. I appreciate your pulling the item. I don't think I've ever heard myself say that before, thanking someone for pulling my item, but we do need to discuss these items. First of all, Clancy Mullins is here, the City's Impact Fee consultant from Austin, Duncan Associates. This is the third round they've worked on the City's Impact Fee system. Also, we may have some members from the public that want to speak to it. I guess that's up to the Committee, but they are here tonight thinking they would be able to speak."

Mr. Liming continued, "The first item is the study itself, I think that is 8(a). Within the study there are some major aspects that move toward the Impact Fees bill. The first is, we're reducing the number of land use categories in the fee schedule. We think this will make it simpler to administer the Impact Fees going forward. We're going from 20 commercial categories to 6, also reducing the number of residential categories. Number 2, the level at which the new Impact Fee Schedule would be adopted is set at 70%. In the study, the consultant, basically as part of the study, says here's the maximum could set the Impact Fees at. The Capital Improvements Advisory Committee, with staff, recommended they be set at 70% of the maximum level. This would put the new fees just below the current Impact Fees, and that way, we would be able to get everyone on one fee schedule moving forward, so we feel that's an advantage, hopefully with this Committee recommending the approval of this study and the Council's adoption of it."

Mr. Liming continued, "The Capital Facilities Plan, it's the last two pages in this document. It's a 78 page document, but this lists the eligible projects moving forward through 2020 for Impact Fees. It's similar to the regular CIP, but it's a little different because Impact Fees have to be capacity expanding a project. So the last two pages, working with staff of the various departments, we came up with a list of projects for roads, parks, fire and police that Impact Fee money can be used for. So I would just call your attention to those four tables in the last two pages of the document."

Mr. Liming continued, "Finally, there has been some discussion. I know Councilor Dominguez brought forward the idea of service areas splitting-off, or creating a separate service area. We've been using a unified service area for about 10 years now, and there some questions that would need to be answered in order to amend our current process to create a separate benefit district, so that monies in one area would only be collected and spent in that area. So, this is a summary of the CIP document which is 18(a). The second document is the Impact Fees bill itself, and both items are sponsored by Councilor Bushee."

Councilor Bushee said, "But I've withdrawn the second document."

Mr. Liming said, "So it's moving forward to the Council. Okay, we need a bill moving forward. We have a number of changes in the bill being sponsored by Councilor Bushee, so we do have a new fee schedule ready to go forward."

Councilor Bushee said, "Then I guess I'm going to need to amend Item B and remove the language that says "to remove the 50% reduction of residential impact fees throughout the bill. So that may mean it's not ready for prime time just yet."

Ms. Byers said, "The CIAC Committee did make a recommendation to restore the 50%, so this Committee could recommend approval of CIAC's amendment to move on to Council."

Councilor Bushee said, "I would do that as the sponsor, and I would stay the sponsor, and add Councilor Lindell to both bills."

Mr. Liming said, "If I could also just request that the staff would request that we put an effective date on the bill of September 15, 2014. We're scheduled to have, at this point, Wednesday in front of Council. It will be a request to publish for a public hearing on August 27, 2014. We would respectfully request that in the Impact Fees bill going forward, it doesn't have an effective date now, but if we have that hearing August 27, 2014, we would request an effective date of September 15, 2014. We think that would allow us time to get the new Impact Fee schedule."

Councilor Bushee said, "And I would ask for additional language that says we will review this in a year. And then I had a comment about the service area."

Councilor Dominguez said, "So just in terms of the date that we start, Land Use has agreed to that, because that will have an impact on Land Use, and them being able to educate the public about that."

Mr. Liming said, "Yes. Matt and I talked about it just before this meeting, and effective date of September 14, 2014, I think would work."

Councilor Dominguez said he would like to have a discussion on the benefit district options. He said, "It is one service area with potentially two benefit districts, I think."

Councilor Bushee said that is the reason she put her hand up first, and Councilor Dominguez said he will defer to Councilor Bushee.

Councilor Bushee said, "I know we started that discussion somewhere around the budget cycle, and I know there is this need for infrastructure. But I want you to look back to the projects in here, starting in FY 2005, on that chart at the back that he was just reading from, page 109. Look at it. You will see even in 2005, Rodeo and Richards almost \$1 million. You will see Rodeo Arterial and Signals over a million in 2006/2007. Airport Signals \$350,000. Cerrillos Road and Rodeo Road over \$1.2 million. This chart on the back, the last page. You will see Rufina Street extension. You will see the Colonia Prisma Park. You will see Fire and Police stuff, you will see Southside Library, Southside Library Amphitheater, Colonia Prisma Park. Police, Fire, Southwest Activity Node, Cerrillos Phase whatever. And then you'll see

up until 2013, Herrera Drive, Paseo del Sol \$1 million. Airport Median landscaping \$80,000. So, other than the Railyard projects and a couple of older parks, almost everything has been directed... because that's where the need is. So I guess I'm going to say, for right now, I'm in favor of keeping single service districts. We'll continue to have an advisory committee and the Council pointing out where the needs are. And staff has been doing the same, so I'm pretty happy with the system at the moment."

Councilor Dominguez said, "I actually agree with you to some degree, Councilor Bushee. I think it would be beneficial just to have one service area. And I'm not sure we want to go down the road of having benefit districts, because that means if there is a significant project out the benefit district that may need the improvements or not, you don't have access to those funds. But I think I remember reading somewhere in here that only 46% of the impact fees were spent."

Mr. Liming said the staff did our own analysis of both the census from 2000 and 2010, said not quite 50% of all new housing went west of Cerrillos, generally between Cerrillos and 599, about not quite all at 50% of new housing, 45% of new residential went west of Cerrillos and about 48% of the money had been spent in that area. So we tried to show that there has been a rough proportionality between the growth and the Impact Fee dollars that have gone west of Cerrillos. He said, "The other thing I would call your attention to, again the last two pages in the CIP, the Capital Facility Plans, which are pages 77-78 of the document itself, those give you an idea of the projects moving forward through 2020 that would be eligible. And I think if you go through there, you will notice a lot of projects in the southwest area part of town. So that's another way to kind of judge, or projects for the future that could use impact fees, are they showing up in these capital facility plans in this document."

Councilor Dominguez said, "Let me turn you to the second page of your cover memo, Reed, and under number 4, it's the very last sentence that says, 'During that time, approximately 48% of all Impact Fee funds expended have been for projects generally serving that area.' That area is the area that is part of the U.S. Census data showing as the southwest area, correct."

Mr. Liming said, "Right."

Councilor Dominguez said, "Not quite 50% or not quite half of the money has been spent in the southwest area. So I guess that conflicts with a little bit with what is showing on the list that Councilor Bushee was just talking about. I don't want to necessarily go there. I guess the point I'm trying to make is that the Council, I don't want to say its been generous necessarily, although they have been understanding about recognizing where the need is. But, given that number, 48% of the fees that have only been expended in the southwest, I was looking for a way to kind of codify the fact that we do what the Council has been doing, and that is spending the money where it needs to be spent. And so benefit districts was a way to try to get there, but I think as long as the Governing Body continues down that path, we don't necessarily need those benefit districts. But I would like to have some language built in somewhere that makes it very clear an understanding to the Governing Body that is where the needs exist."

Councilor Bushee said, "You know where I think we're deficient, more than in actual capital infrastructure, is social infrastructure, operational dollars, and that's the hardest thing for us to grow and measure, and all of it. Even though we have a lot of infrastructure in my part of town, the older part of

town, I think we have been keeping up in the southwest area. But I think it's just a natural result, given that is where most of the growth happened. But the social infrastructure, it's hard as heck to get the money for operational dollars, and if the feds and the state and everybody else cuts it, we're left with only so much. I'm in favor of earmarking for social services. And I think even those programs are being directed to places like Zona and other places, but we could use much more."

Councilor Dominguez said, "Quite frankly, Councilor Bushee, it's a whole different demographic that has a whole different level of service that is require. I don't know it can be measured necessarily with dollars or what has been provided here. All I'm looking for is a way, outside of codifying benefit districts, to make it very clear, and I use the word codify loosely, to ensure that that continues to be the trend that the Governing Body has demonstrated so far. And I don't know if this is the place to do it. Reed."

[Mr. Liming's remarks here are totally inaudible]

Mr. Liming said, "It should be, if we've done this right, without making a formal statement, you should see in most of these tables, I think the projects will be in the southwest area. For Fire, we've listed a Fire Station in the southwest area. Again, that was prompted, some of that discussion, when we were talking about the Phase 2 Annexation. So that is one way that may be explicit, may be implicit, in terms of where the needs are."

Councilor Dominguez asked, "What is the stopgap measure, because lists can change, they can be amended, this document can be amended. What is the stopgap measure to make sure there is extra scrutiny, if you want to call it that, in getting some of these projects changed. Because, right now, all it would require is a piece of legislation from a member of the Governing Body that would go to the ICIP, it would go to that committee and then it would go through the major Council committees, correct."

Mr. Liming said, "Right, and again I would say the Impact Fees are sometimes a small portion, the CIP itself, the GRT generated CIP potentially has more money over two years. Right now, for instance, we have \$230,000 in our Impact Fees Parks account. We have about \$70,000 in Police, \$80,000 in Fire and just over \$1 million in roads. So, while Impact Fees can be important in finishing projects or getting them to 100%, they are oftentimes just that, kind of a supplement to get a project there."

Councilor Dominguez said there is \$29 million sitting in there to complete all the parks. He said, "Just so I can wrap my arms around this and move for approval, what is the that is taken in order to change this list."

Mr. Liming said, "A resolution, with a project. We're done probably 10, which you're probably familiar with. Since the last update of the Impact Fees in 2008, we've done 10 amendments that are resolutions that come through the Capital Improvements Advisory Committee reviews them, makes a recommendation and then they go on to the Council for approval, to amend these."

Councilor Dominguez asked if it is required to go before committees.

Mr. Liming said he believes they do. If they are parks or roads projects, they probably go to Public Works, but they certainly have to go through the Council, they're resolutions.

Councilor Dominguez said, "And I think that the Committee also has been very fair and very considerate, but if that Committee ever changes and nothing gets out of that Committee, is there recourse. Is it just advisory."

Mr. Liming said, "Yes. The Capital Improvements Advisory Committee is required by State law for any local government that has impact fees, but they're just an advisory body. They recommend. They recommended this document, they worked through it, and they recommended this. As they went through the bill, the Capital Improvements Advisory Committee recommended the bill with 50% as Melissa mentioned, with the 50% residential permit fee reduction left in it. That was the difference between the bill Councilor Bushee had sponsored and the Capital Improvements Advisory Committee's bill. That was the only difference in the two bills. But everything they look at, goes through them and then onward."

Councilor Dominguez said so even if they don't recommend, it still goes forward, and Mr. Liming said yes.

MOTION: Councilor Dominguez moved, seconded by Councilor Bushee, to approve this request.

DISCUSSION: Councilor Bushee asked if we are due for a General Plan update, long overdue.

[Mr. Liming's response was inaudible]

Councilor Bushee said, "I'm just asking if that is the place in some kind of nice language to build a correlation between growth needs and resources, rather than trying to upend the single service district."

Mr. Liming said, "In large part, this takes care of it. The only problem with the General Plan is when you go out... remember we do these. Is it time for a General Plan update. We're still talking about Siler Road. Our General Plan in 1999 that's still in effect talked about a redevelopment district. So, those issues, are still current. They're in our current General Plan. That's a different discussion I guess. You could get different answers. It's been 15 years, yes, it probably is time for an update. I would argue against a very comprehensive update."

Councilor Bushee said, "I know that. I'm just asking for a place. We've done the Southwest Area Sector Plan. I'm just looking for a way, and he used the word 'loosely codify,' that we can make the connection that resources get directed."

Mr. Liming said, "I think, in large part, this does it, because we have to update this every 5 years, and even with that, we've made 8 amendments in the last 5 years. Doing a large scoped plan can be even more unwieldy."

Councilor Bushee said, "So, he's speaking as a planner and telling you the plan is that the projects will be on that side of that town that will get funded, but you're not comfortable, you're missing some language."

Councilor Dominguez said, "No. I'm comfortable. I like the fact that this stuff is in the list. What I don't want is for that list, as Councils change, as Committees change, for that list to be greatly deviated from. And so I think that just the fact that the Committee is a recommending body, that ultimately the Governing Body has the final say, if you want to call it that, via a resolution that a member of the Governing Body would potentially put forward. I'm comfortable with that. Again, I think the Governing Body and the Committee have been understanding of the fact that there are needs out there. So I think the list we've been provided with captures that for the most part."

Councilor Bushee said we don't usually amend these a whole lot, is that right.

Mr. Liming said, "Actually we do. And this is the difficulty, getting back to the General Plan issue, even when you just go out 5 or 6 years. So when we did our last update in 2008, and we went out 5-6 years, we've amended that, added projects that were unforeseen 8-10 times in 5 years. We didn't drop anything off the list, but I think this gets to Councilor Dominguez's concern which is, do other projects come in, leap-frog something that's already been identified in the Facilities Plan in the back of the CIP's."

Councilor Bushee said her greater concern is that we weren't going to have any Impact Fees to disburse. She is taking a wait and see approach in a year's time to see if the economy has picked up.

Councilor Rivera said, "In my limited experience with the CIAC, I recall, and this is during the time of the EZA where if you were going to spend Impact Fee money, it had to be spent in the area in which it was collected, or at least a percentage. Does that work the same way now that it's strictly City Impact Fees and not necessarily Extraterritorial Zoning Impact Fees as well."

Mr. Liming said, "Even before our annexation, we identified the urban area, thinking we would annex into it, as an area that we could spend Impact Fee money, we didn't necessarily collect. Let's say a road project like Rufina, it went through the old EZ out of the City. Because that was our road, we wanted to be able to use monies for the entire length of that, even if it was outside the City. Now that we've annexed our service area and the City are much more one and the same. The Agua Fria traditional historic community is not part of our area, so we can't collect funds from that area, nor would we expend funds at this point for specific projects in that area. But everywhere else, where we've annexed and even the anticipated Phase 3 annexation between West Alameda and 599, there we will be collecting Impact Fees and we could expend them."

Councilor Bushee departed the meeting

Councilor Rivera asked if there is a law or something codified with the State that says Impact Fees should be spent within a certain area where they were collected.

Mr. Liming said, "Yes, generally, and we have one service area and they can be collected and spent within that one service area. Larger cities tend to have multiple service areas where you only collect and spend within a service area."

Councilor Rivera said then our service area is the entire City limits.

Mr. Liming said it is the entire City plus the Phase 3 proposed annexation areas.

Councilor Rivera said since we don't have an EZ, we are still providing services in Phase 3, and potentially in areas outside the City limits. He asked if impact fees are being collected on our behalf in those areas.

Mr. Liming said he is not familiar with the agreement. He said the County was collecting a Fire Impact Fee and the question was whether that would be shared with the City based on use. He said, "In our Fire Impact Fee account, only fees collected through Impact Fees and Building Permits through the City is going into that account. There is no outside money being shared that I'm aware of."

Councilor Rivera said with the changes the County has made with its fire services, the only area he is thinking about right now is the Hyde Park area where the City provides 100% of the services and he would imagine the County is collecting impact fees in that area that probably are significant. He asked if the City is entitled by law to a share of those.

Mr. Liming said he can't say we would be entitled to a share, because they are outside the City, technically. It would really need to be a mutual agreement between the City and County Fire Departments in terms of sharing the revenues.

VOTE: The motion was approved on a voice vote, with Councilor Dimas, Councilor Rivera and Councilor Dominguez voting in favor of the motion, no one voting against, and Councilor Bushee absent for the vote.

- 19. REQUEST FOR APPROVAL OF THE 2016-2020 INFRASTRUCTURE CAPITAL IMPROVEMENTS PLAN (ICIP)**
 - A. REQUEST FOR APPROVAL OF A RESOLUTION ADOPTING THE 2016-2020 INFRASTRUCTURE CAPITAL IMPROVEMENTS PLAN (ICIP) (COUNCILOR TRUJILLO). (ISAAC PINO)**
Committee Review: Finance Committee (Scheduled) 08/04/14 and Council (Scheduled) 08/13/14.

Councilor Rivera said there were changes in the list, specifically the top 5, and asked who came up with the new list and how it was ranked.

Mr. Pino said, "Councilor Maestas, acting as Chair of the Finance Committee, made a lot of these recommendations at the Finance Committee."

Councilor Rivera recalled that he added to the list, but not that he was changing the order, or having any discussion on the ranking or order.

Mr. Pino said, "He gave direction on the ranking order. He wanted deferred maintenance projects put to the very top. He wanted General Fund deferred maintenance to be the top priority, followed by Traffic Safety, then followed by Enterprise deferred maintenance, then followed by expansion and then finally followed by non-profits. But the thing that is important to remember, is that the projects that get presented to the Legislature only have to be on this list. It doesn't matter if they're number 1 or number 64."

Councilor Rivera said his concern are our top 5 priorities, and what we are going to take to the Legislature for funding. He said, "One of the projects that was in the top 5 that is not there anymore, is continuation of the SWAN Park, which again, the Legislature gave us some funding last year, and I think traditionally, projects they have funded they will continue to fund as long as they see progress on the actual project. And since we're only in Phase 1 of the SWAN Park, I think it would behoove use and the City to continue to try to ask for funding from the Legislature on the SWAN Park. Since we are moving, we will have significant construction done by the next Legislative session, so I would like to see that moved up again to the top 5."

Councilor Rivera continued, "Another project that I would like to see, at least moved into the top 10, the Poapi (?) Street improvements or the paving that needs to occur on that street. He said based on discussions with the School Board or members of the Schools in general, it is extremely difficult for a bus to leave that street now and try to get onto Airport Road and go all the way around to Thomas Ramirez School, when they really have a 200-300 yard straight shot, but they can't travel down that road, because it's impassable right now, or pretty close to impassable, unless you have a 4-wheel drive vehicle. So I think really to address a safety concern for our kids, I would like to see that project move up, at least into the top 10 as well.

MOTION: Councilor Rivera moved, seconded by Councilor Dominguez, to approve this request with the two amendments proposed by Councilor Rivera

DISCUSSION: Councilor Dominguez said if a project is on the list, when we do our Legislative priorities, that is another time we can make sure those at the top of the list get their due attention.

Mr. Pino said that's the prime time to get the due attention for the projects you want, and the only ones you will be able to consider, will be anything that is on this list.

VOTE: The motion was approved on a voice vote, with Councilor Dimas, Councilor Rivera and Councilor Dominguez voting in favor of the motion, no one voting against, and Councilor Bushee absent for the vote.

END OF CONSENT CALENDAR DISCUSSION

DISCUSSION AGENDA

There were no items on the Discussion Agenda.

20. MATTERS FROM STAFF

There were no matters from the staff.

21. MATTERS FROM THE COMMITTEE

Councilor Dominguez asked staff to prepare a memorandum to the Governing Body with regard to the things the City has done to address issues caused by the rain – a summary of how all of that is working would be helpful.

Councilor Rivera asked, with regard to Poapi Road, that staff put together some preliminary figures in terms of cost, for the design and cost of construction – what it would take to get that road paved. He would like those figures, sooner than later.

22. MATTERS FROM THE CHAIR

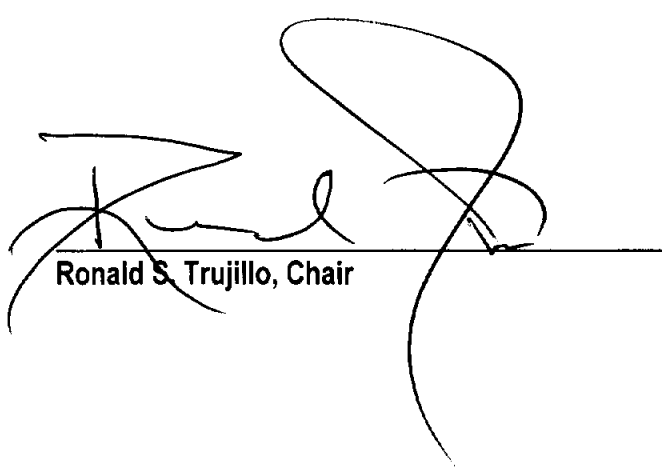
Chair Trujillo asked, now that the seasons are starting for football and such, he wants to ensure that all leagues are treated fairly in terms of the parks. He is already getting calls from people saying, "some person is getting this park, someone is getting that park." He told them these are just rumors. He said, "I think Parks staff and all that, and you, especially as the Director, treat everything fairly and all that. I have just been getting calls from people, so I just want to be sure on that."

Mr. Pino said, "One of the conundrums we're having is that one of the leagues has most of the teams from outside of Santa Fe, and I'm not quite sure how to treat that, so we'll negotiate that."

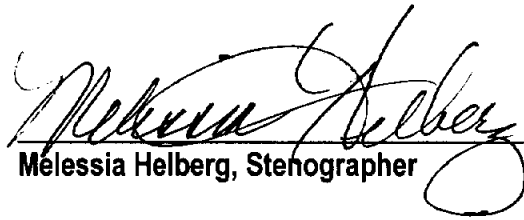
23. NEXT MEETING: MONDAY, AUGUST 11, 2014

24. ADJOURN

There being no further business to come before the Committee, and having completed its agenda, the meeting was adjourned at 7:45 p.m.



Ronald S. Trujillo, Chair



Melessia Helberg, Stenographer

Santa Fe Railyard Project

Richard A. Czoski,

Executive Director

Sandra Brice,

Events and Marketing Director

Exhibit "1"

Who is SFRCC?

- 501(c)3 Non-Profit
- Specific to Santa Fe Railway
- Diverse Board of 16 volunteers
- 3.25 staff
- Public Board meetings

SFRCC Board of Directors

Ellen Bradbury

Ron Pacheco

Chris Calvert

Jacques Paisner

Gilbert Delgado

Steven Robinson

David Dunmar

Rosemary Romero

Robert Dunn

Devon Ross

Juniper Lovato

Lleta Scoggins

Donald Meyer

Patrick Varela

Ouida MacGregor

David Vlanning

SFRCC Relationship with City

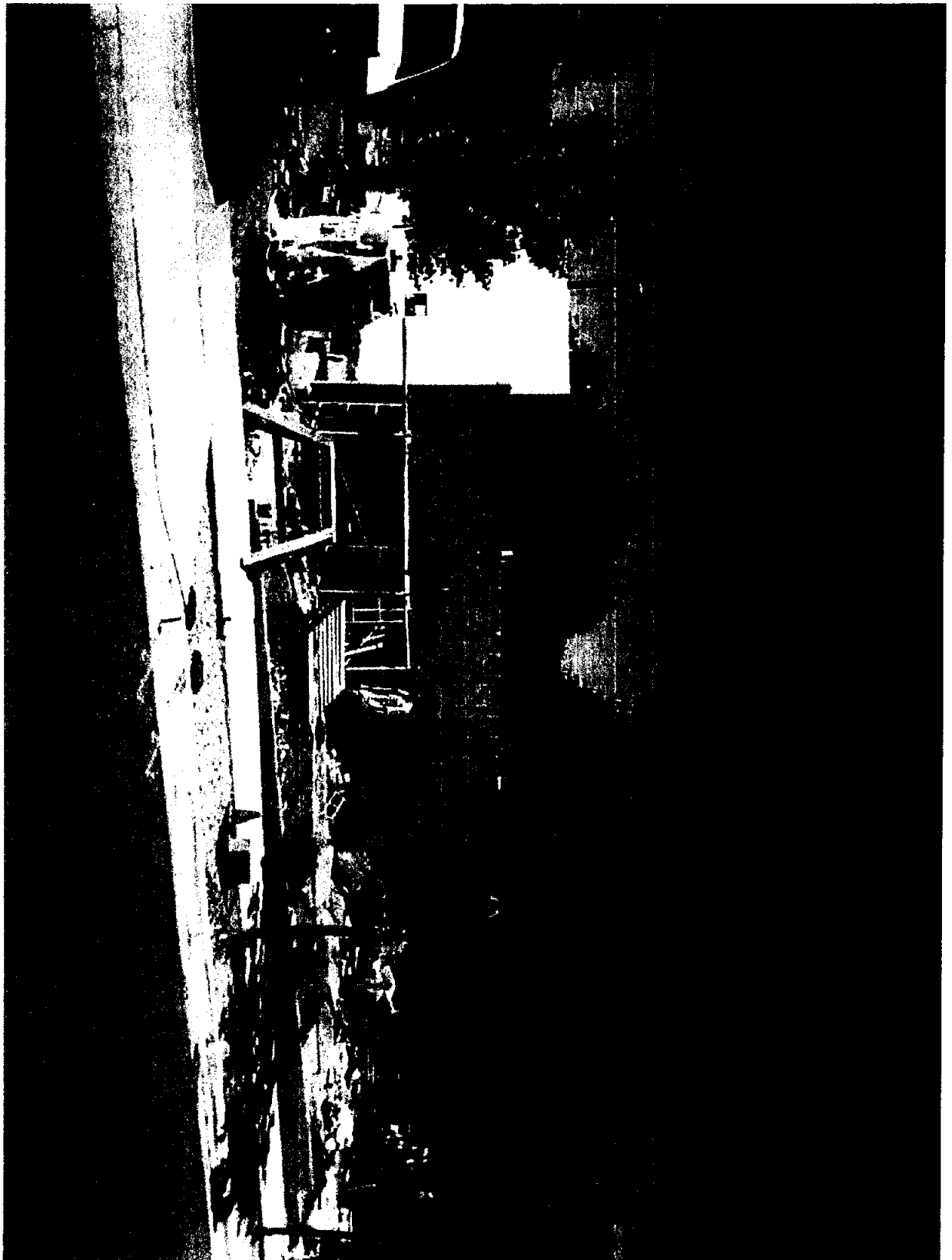
- Tenant who master leases 40 acres
- Project Manager/Contractor under PSA's
 - Performed \$16 million to date
 - \$1.1 million underway now
 - Fall, 2014 - \$725K for Alcaldesa Street, Camino de la Familia, Plaza, etc.

SF Railyard by the Numbers

- 50 acres total
- 13 acres public spaces (park, plaza, alameda) – Conservation Easement
- 37 acres commercial development
 - 27 acres North Railyard
 - 10 acres Baca/Cerrillos
- 500,000 square feet of development
- 42 land parcels – 81% leased

August, 2014 Update

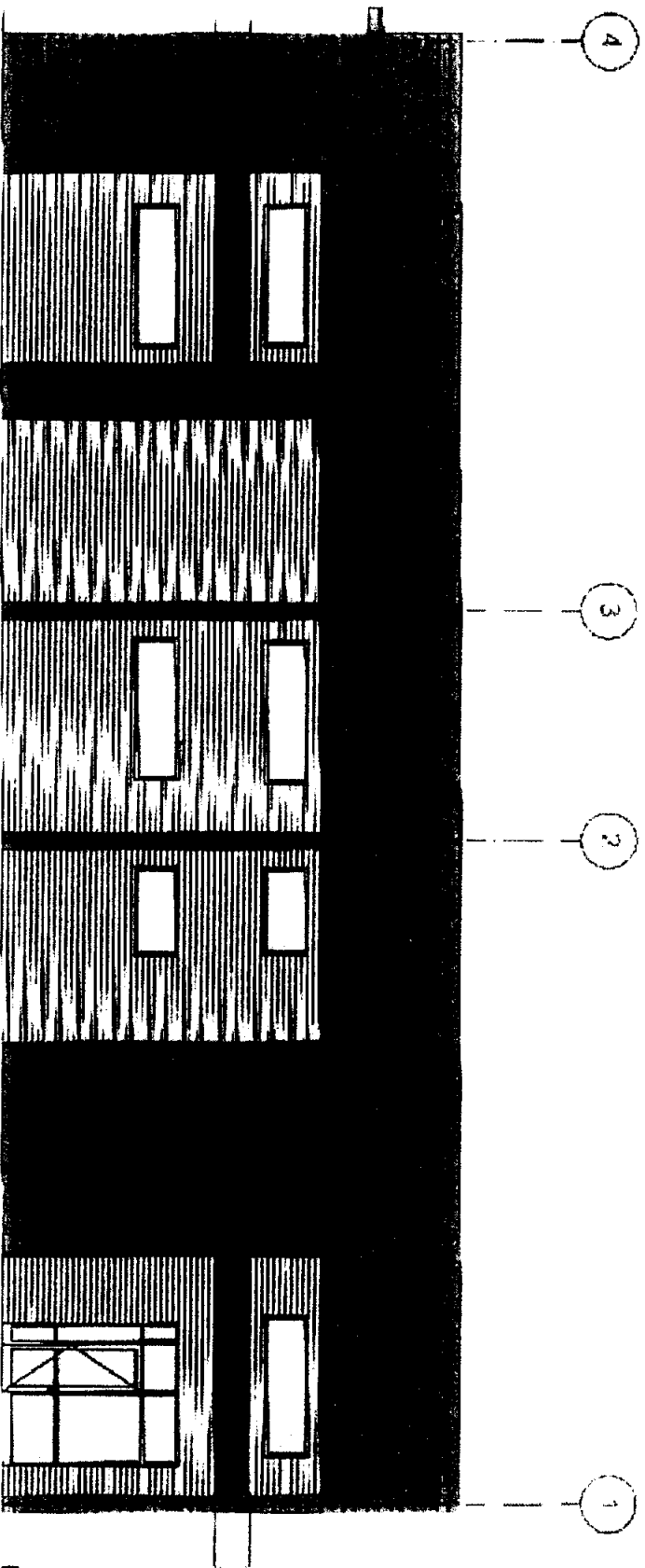
- Leasing Status – Land Parcels
81% Leased
- Building Construction Status
13 New Buildings Completed
3 Under Construction (Retail, artist studios,
cinema)
7 To Be Built
13 Existing
36 Total



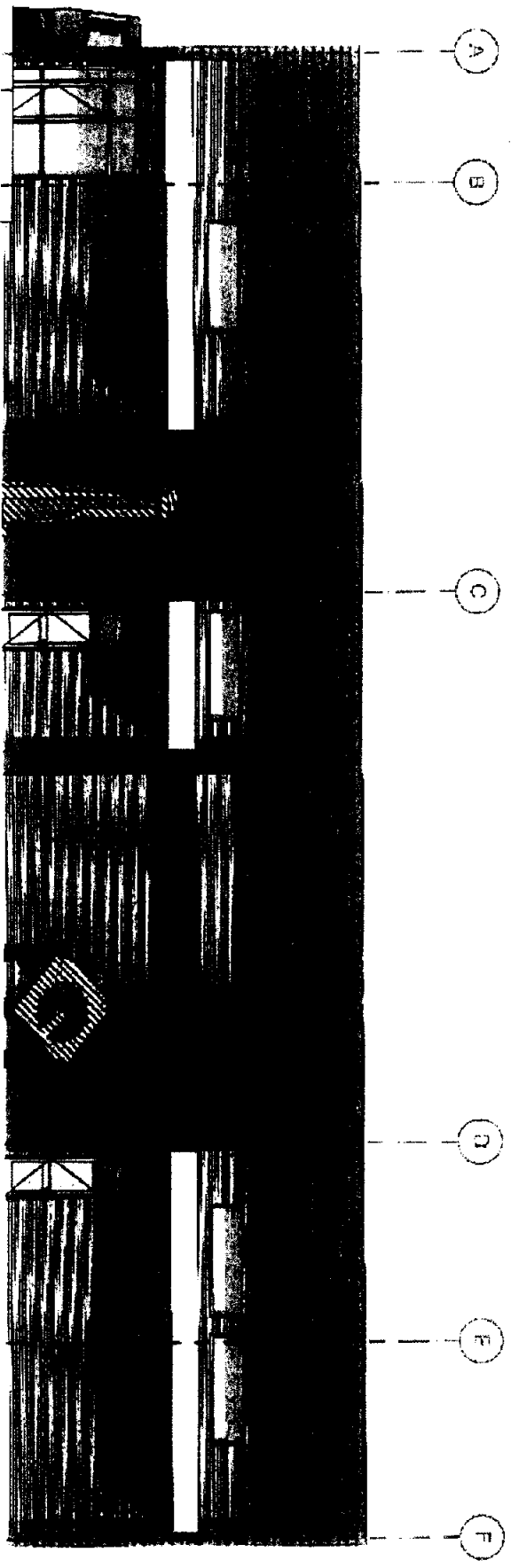




Baca Building (West Elevation)



Baca Building (South Elevation)



Building Completion Schedule

- Violet Crown Cinema (32,000 SF) –
March, 2015
- Art Storage/Retail Building (9,850 SF) in
Baca – February, 2015
- Artist Studios (2,000 SF) in Baca –
December, 2014

Maintenance Responsibilities

- Allocated 3 Ways

1. City

- 10 acre Park
- 3.5 acre Plaza/Alameda
- Streets/Parking/Lighting

Maintenance Responsibilities (ctd.)

2. Tenants

- Each lease parcel and building

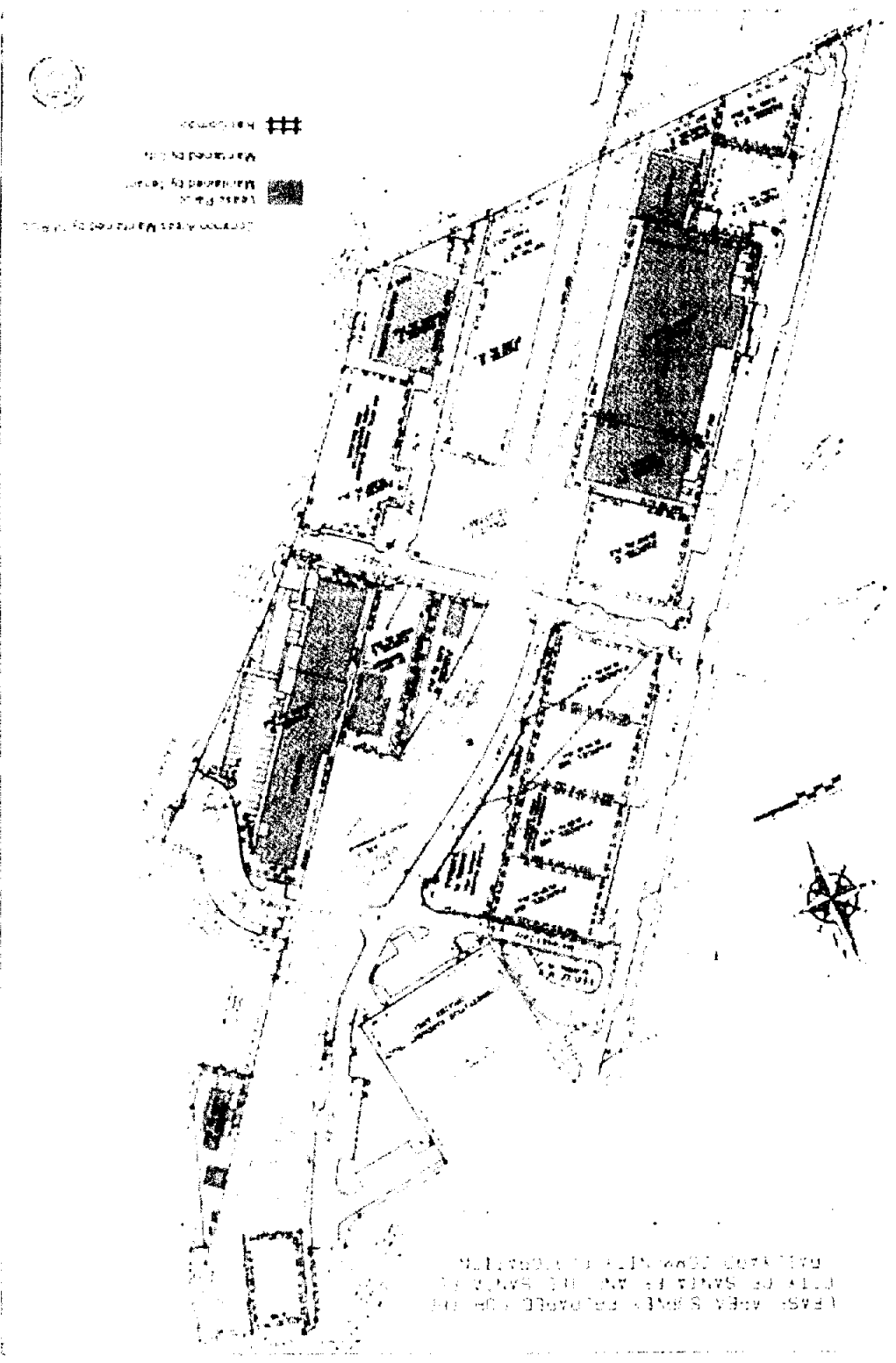
3. SFRCC

- Sidewalk snow removal
- Landscaping on perimeter of the site
- Waste removal

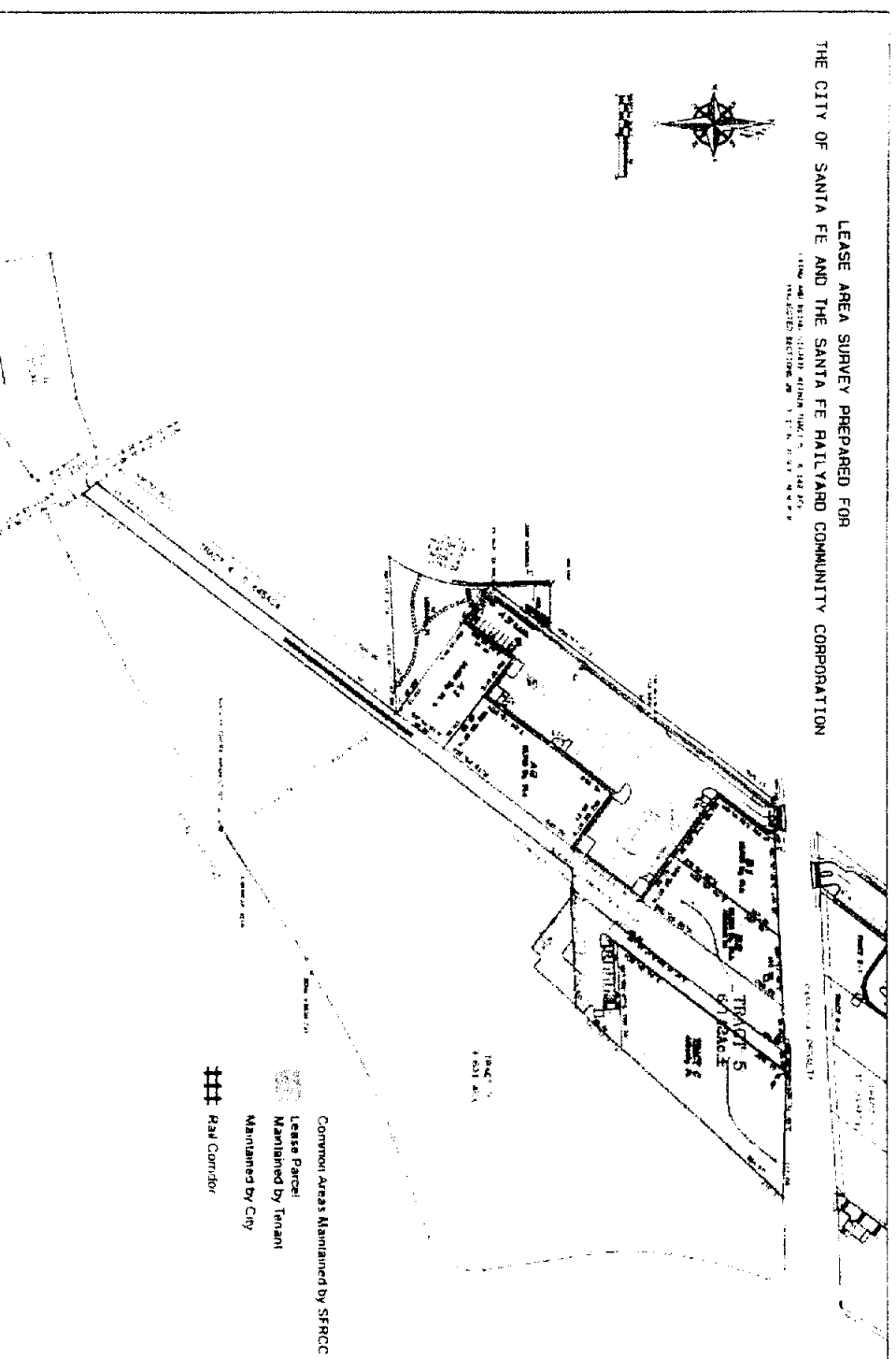
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Responsibility Map – North Railyard



Responsibility Map – North Railyard (ctd.)



IN THE BEGINNING...



68

57

43

31

21

ESTIMATED RAILYARD VISITORS - 2012

REPORTED:

INSTITUTIONS

FARMERS MARKET - 177,000 HAHL RENTALS - 10,125
SITE SANTA FE - 19,363 EL MUSEO CULTURAL - 42,975
WAREHOUSE 21 - 10,694

TRAINS

RAILRUNNER - 161,244 SANTA FE SOUTHERN - 7112

RESTAURANTS

FLYING STAR - 110,000 JUNCTION - 50,000
STATION - 44,000

GALLERIES

CHARLOTTE JACKSON - 10,000 MARK WHITE - 1843
SANTA FE CLAY - 21,000 JAY ETKIN - 1000

PUBLIC ATTENDANCE

PARK STEWARDS - 3000
PARK & PLAZA EVENTS - 20,000

UNREPORTED:

2ND STREET BREWERY
DAVID RICHARD GALLERY
JAMES KELLY CONTEMPORARY
LEWALLEN GALLERY
TAI GALLERY
WILLIAM SIEGAL GALLERY
BUDDHA FITNESS
ANTIQUE WAREHOUSE
BON MARCHE
CASA NOVA
DANIELLA
GO WIRELESS
MOSS OUTDOOR
REI
SAMUEL DESIGN GROUP
RAILYARD VISITORS CENTER
PRIVATE OFFICES

ESTIMATE - @ 300,000

TOTAL REPORTED - 689,056

TOTAL EST. ATTENDANCE - 989,056

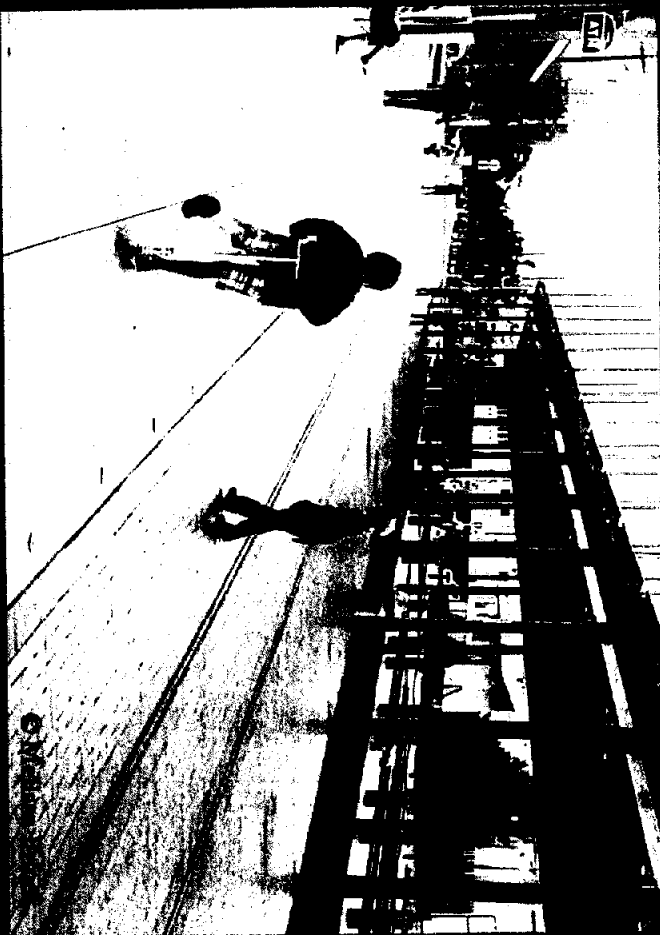
THE RAILYARD TODAY... Is For Everyone

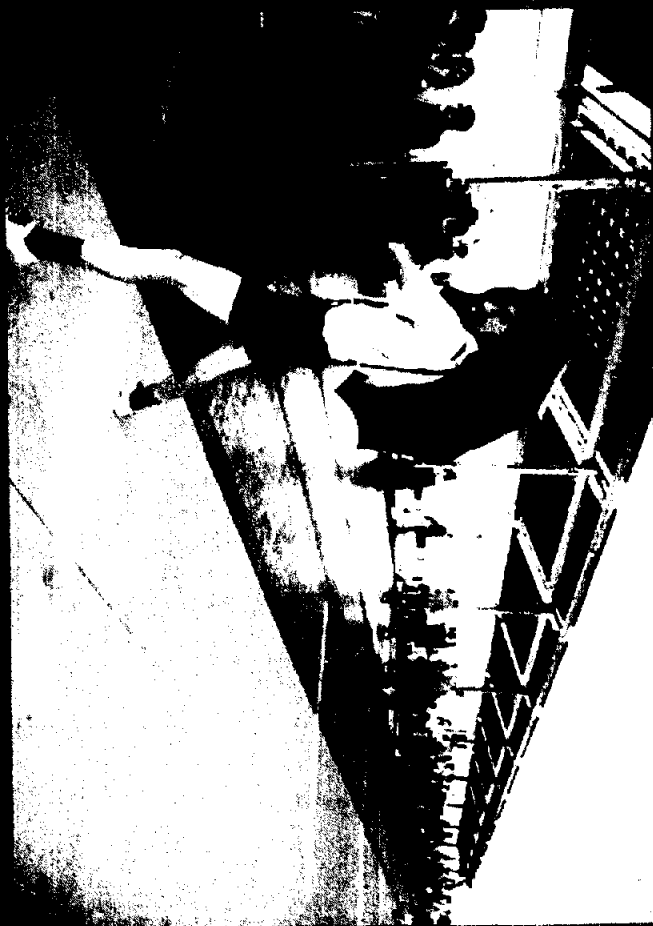


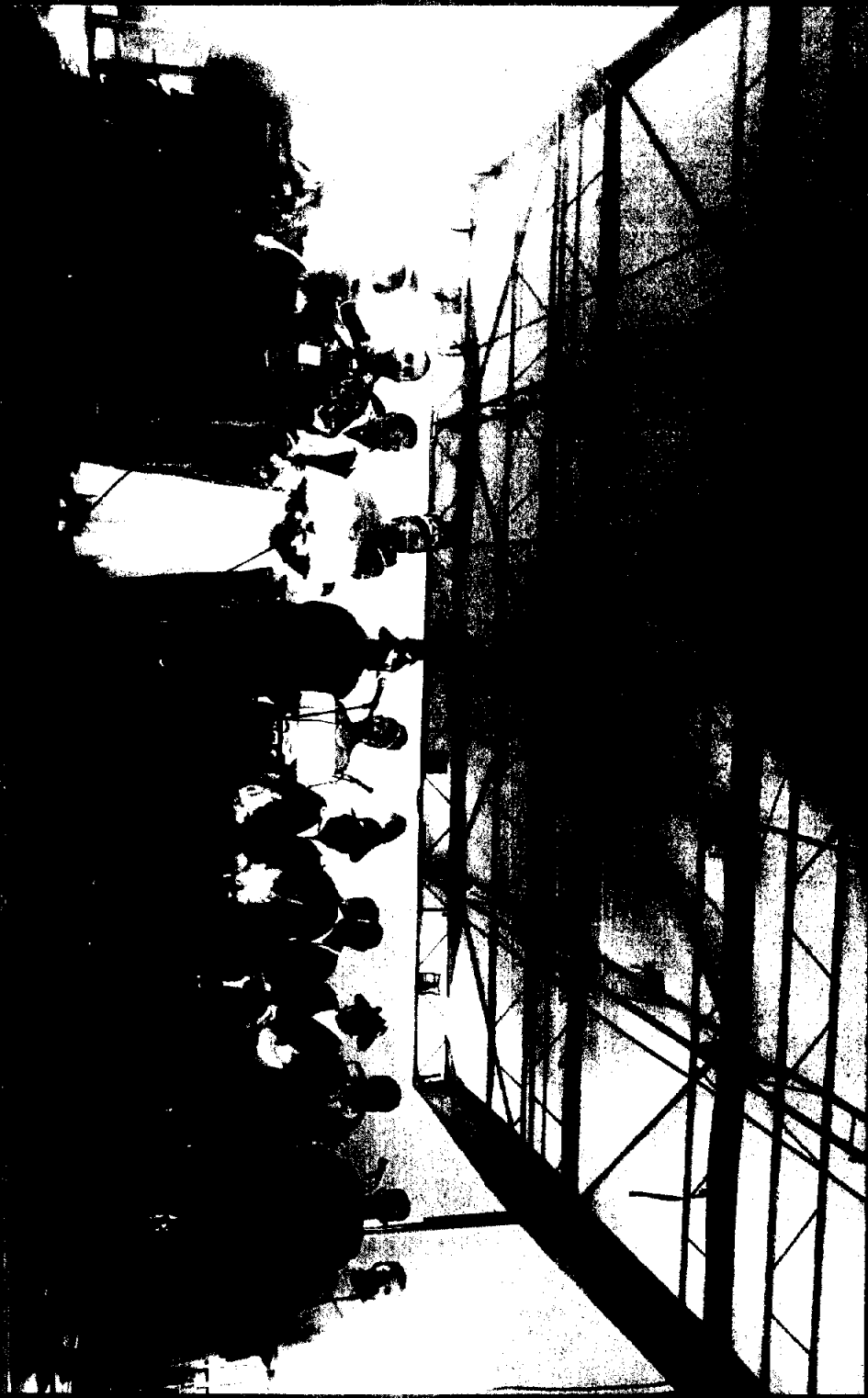


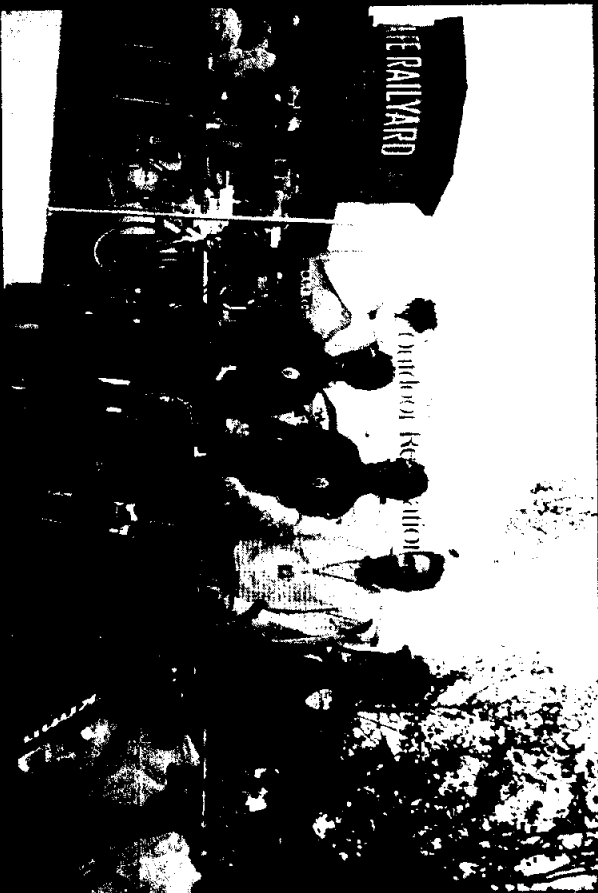
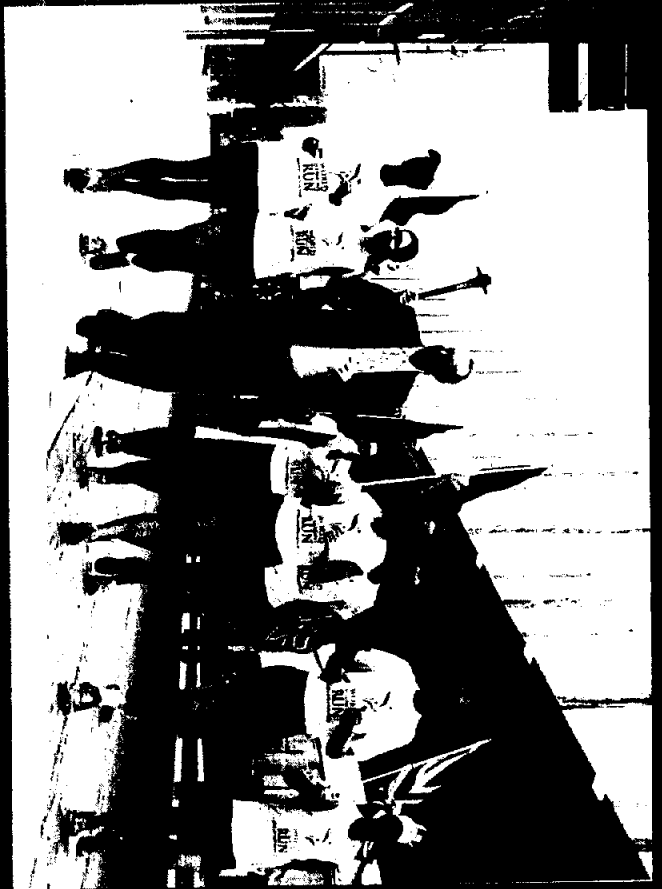














MARKETS





DINING

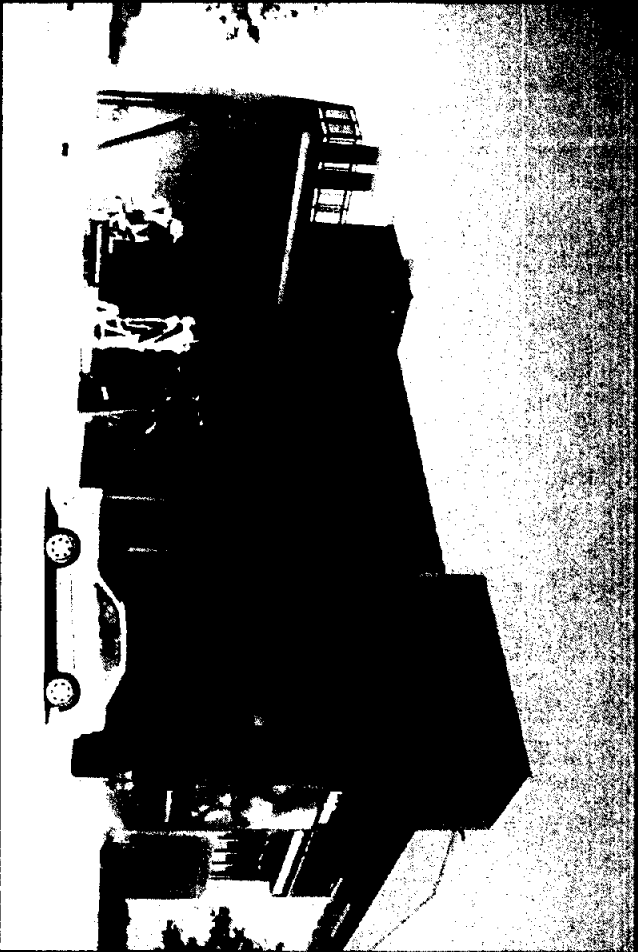


SHOPPING

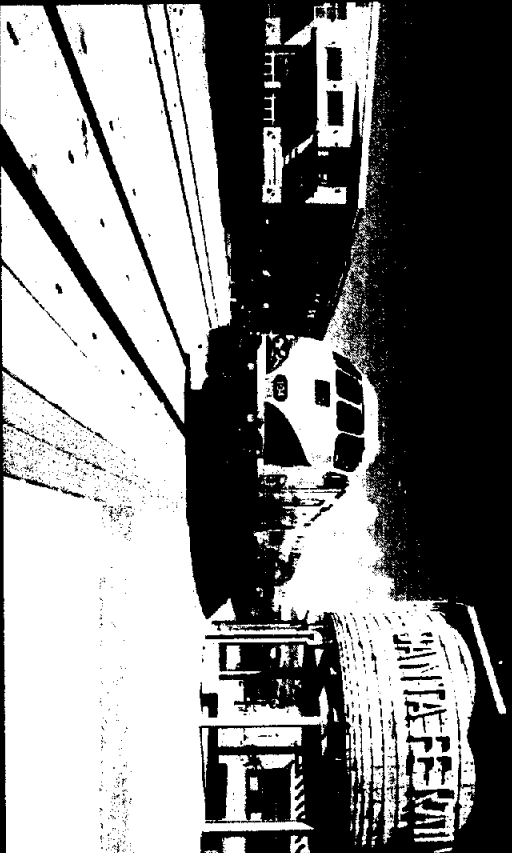


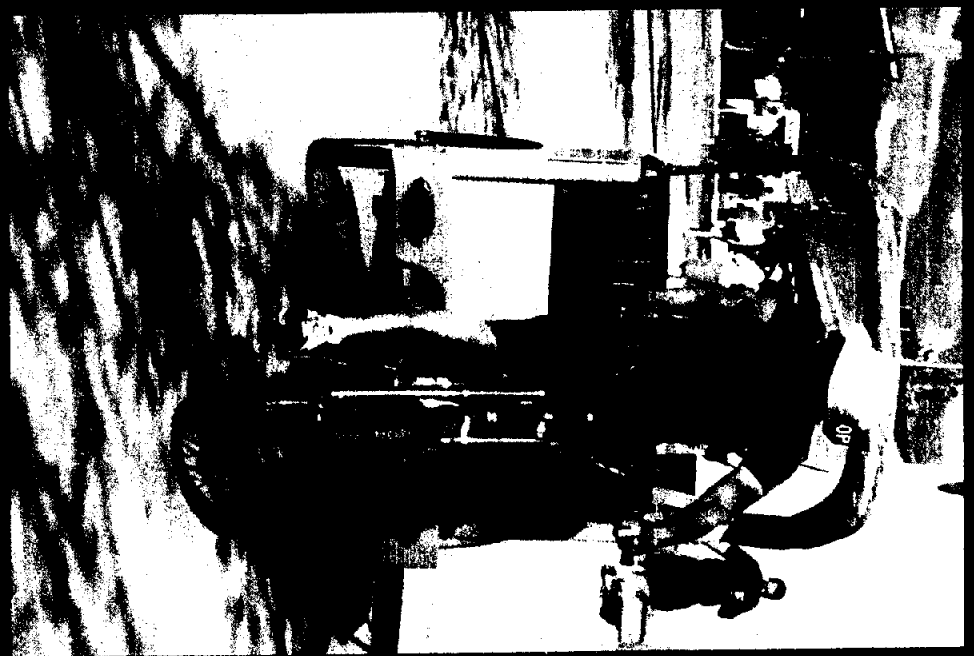
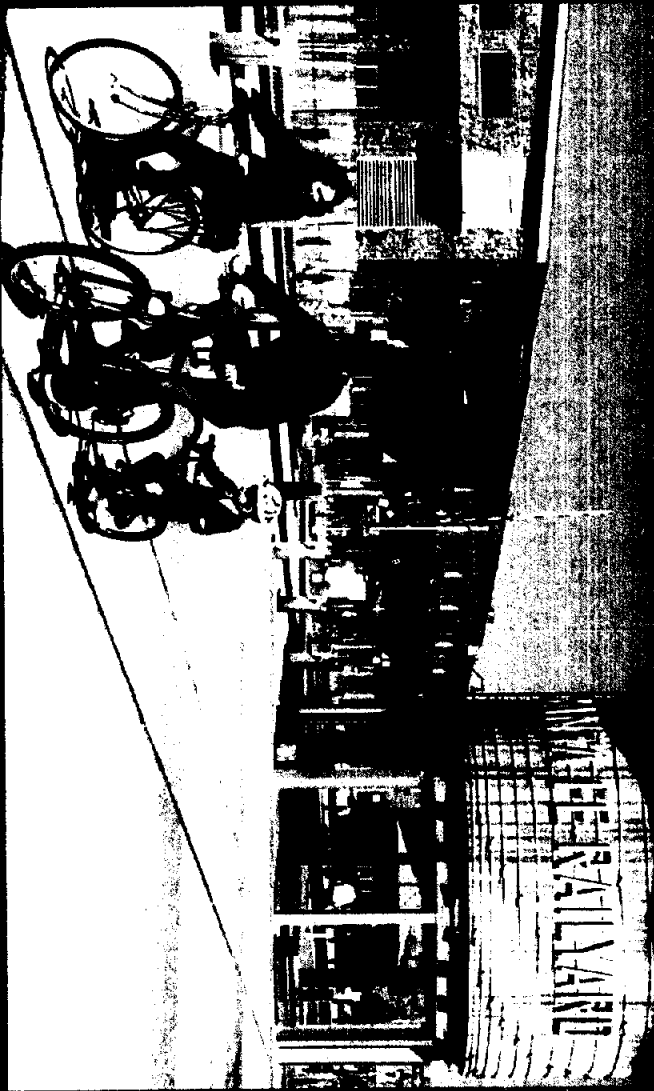
ART





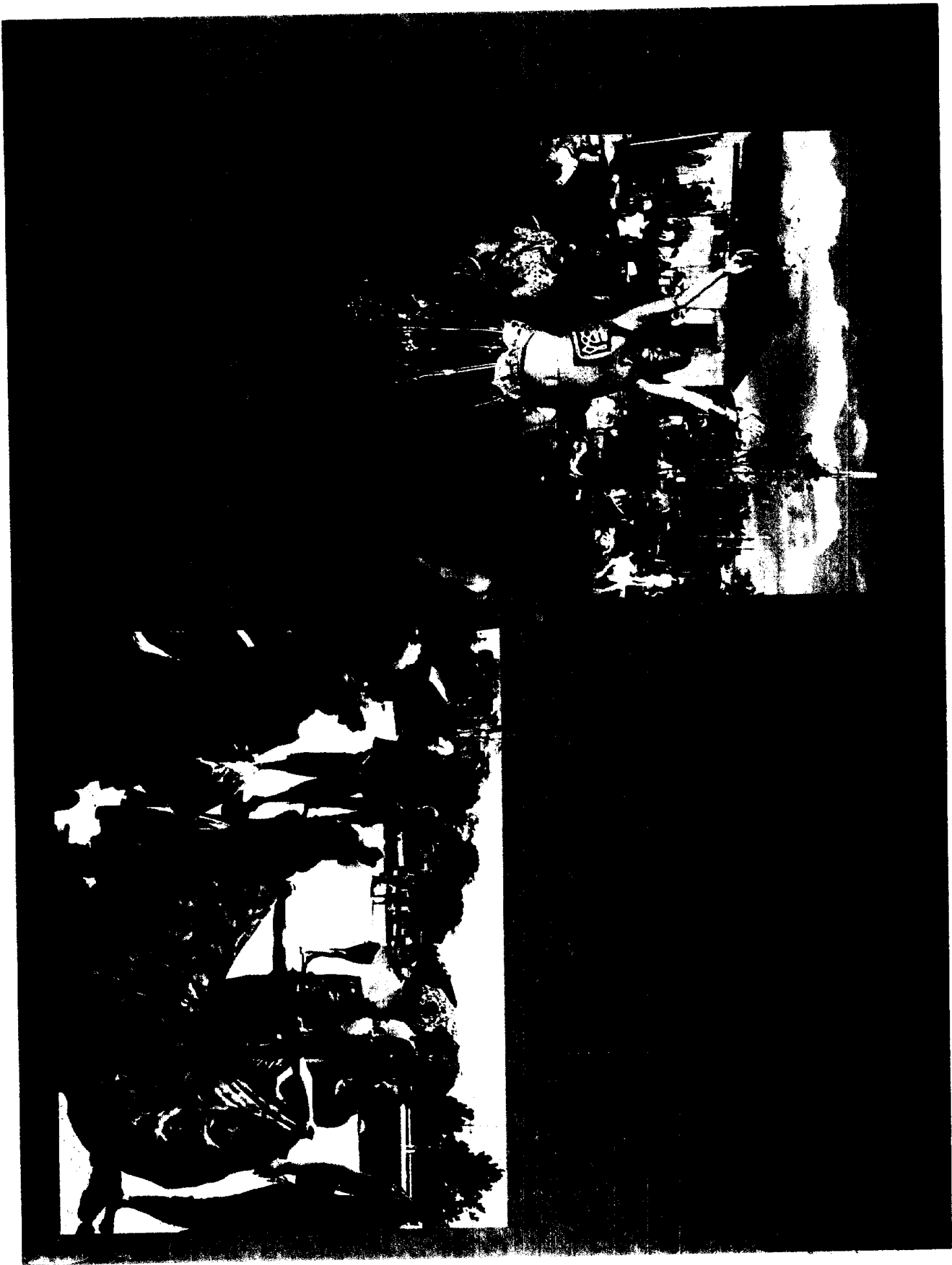
RAILS & TRAILS



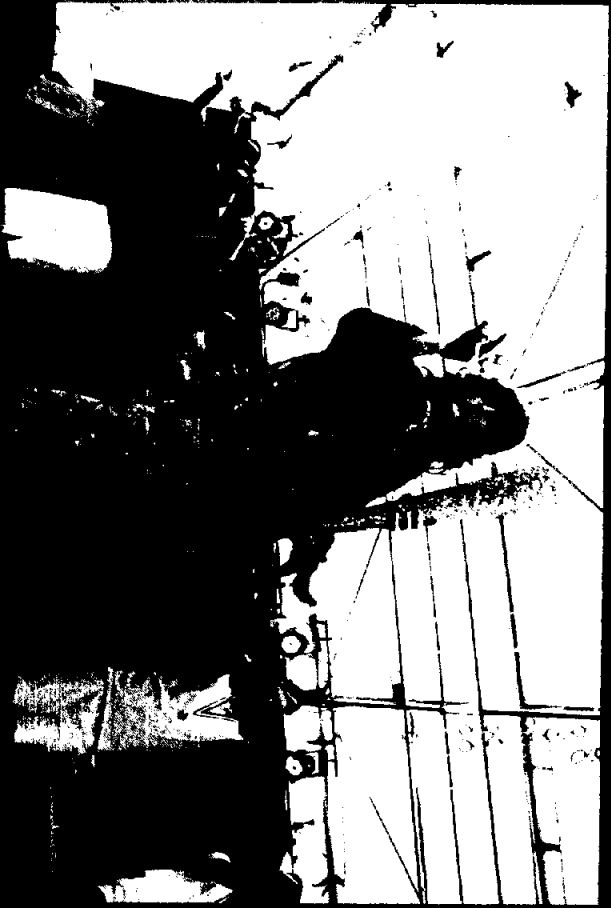


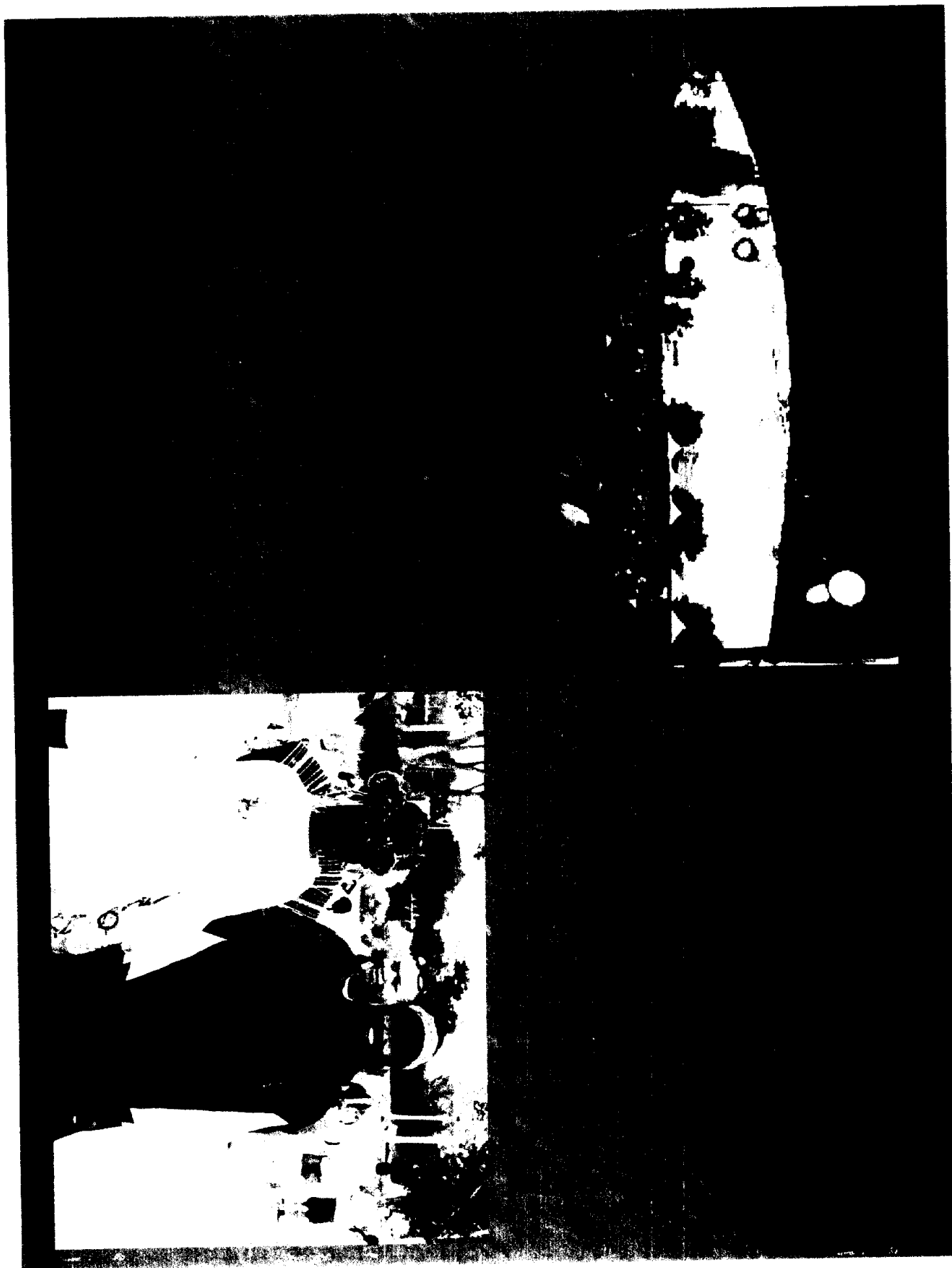
COMMUNITY











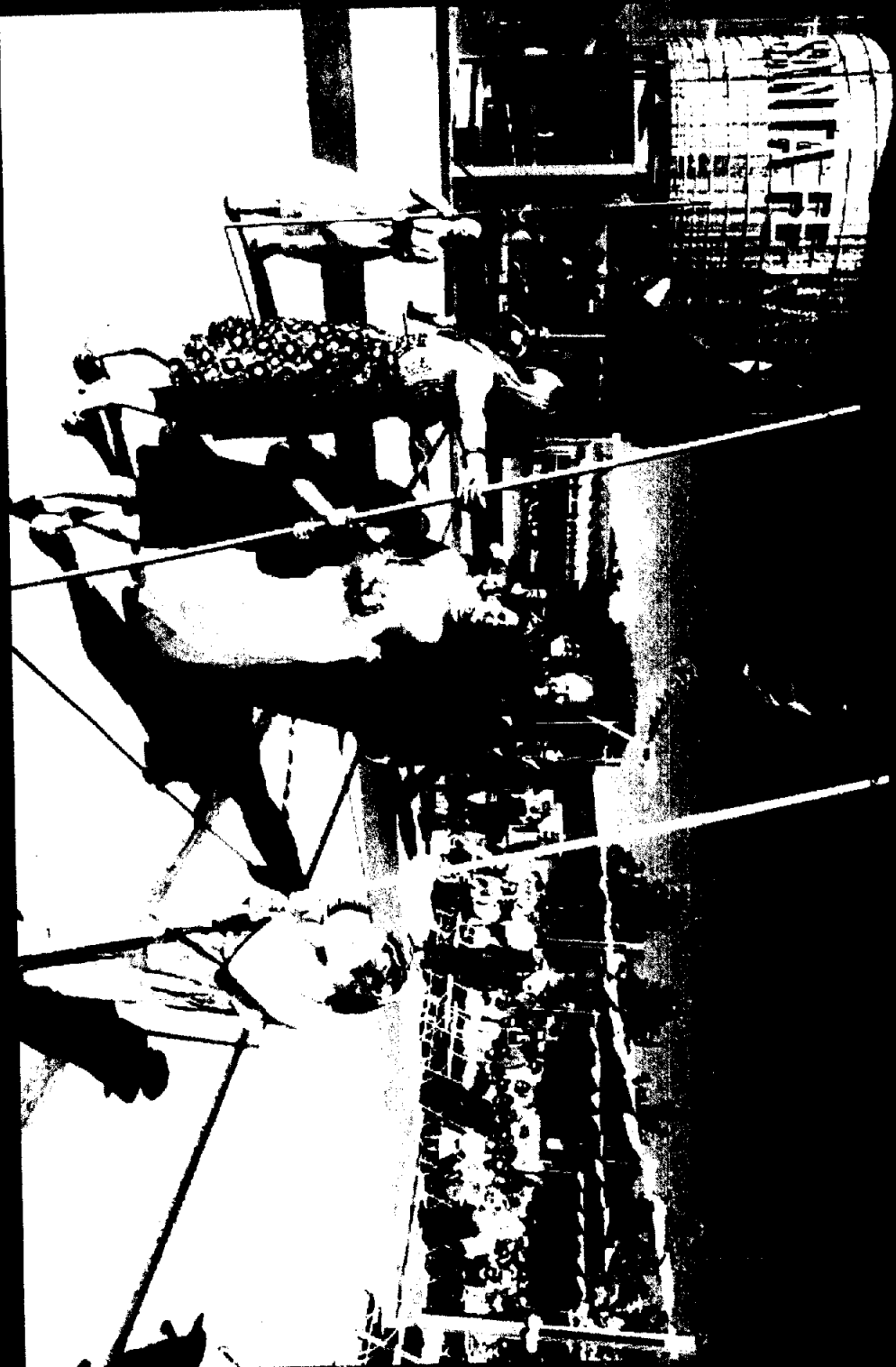
NON-PROFITS







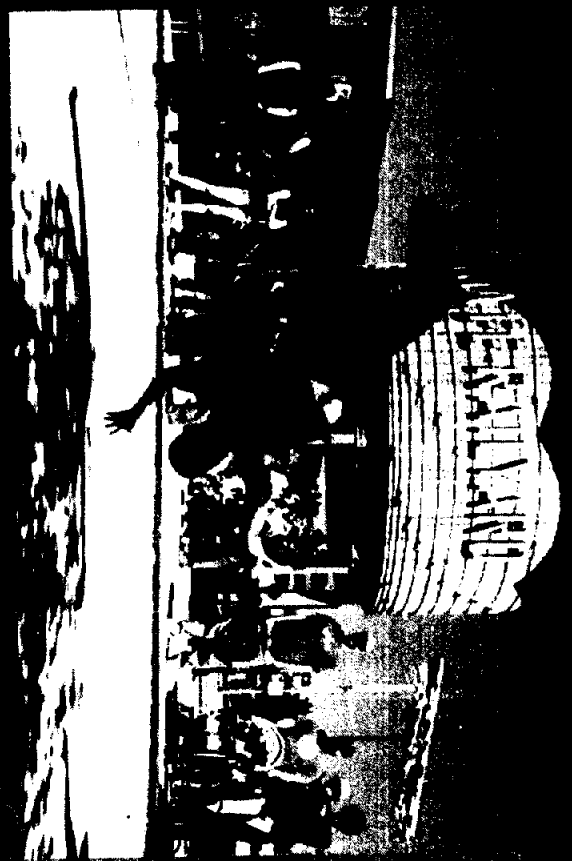
FAMILY







FUN

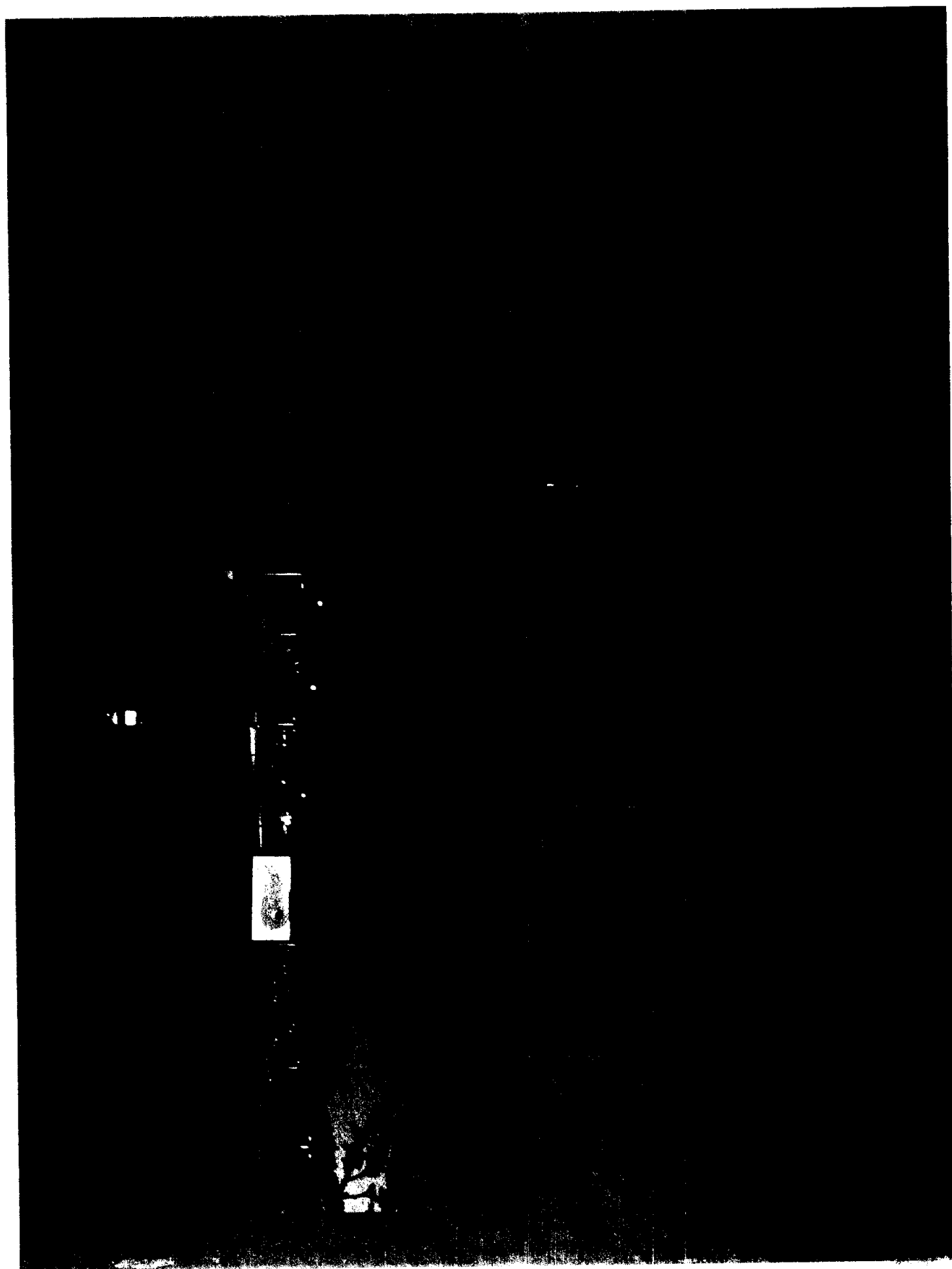














PUBLIC USE - PUBLIC WORKS







02, 07/20

