



Agenda

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SPECIAL MEETING OF THE GOVERNING BODY

WEDNESDAY, JANUARY 6, 2016

6:30 P.M.

CITY HALL, CITY COUNCIL CHAMBERS
200 LINCOLN AVENUE

RESCHEDULED FROM JANUARY 4, 2016

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. **PUBLIC HEARING:**

CONSIDERATION OF BILL NO. 2015-46: ADOPTION OF ORDINANCE NO. 2016-____. (Councilor Maestas, Councilor Ives and Councilor Trujillo):

An Ordinance Creating a New Article 18-19 SFCC 1987 to Establish a Municipal Gasoline Tax Pursuant to § 7-24A-10 NMSA 1978. (Oscar Rodriguez)

END OF PUBLIC HEARING

5. CONSIDERATION OF RESOLUTION NO. 2016-__: (Councilor Maestas and Councilor Ives)

A Resolution Calling for a Special Election to be Held in the City of Santa Fe on March 1, 2016, in Conjunction with the Regular Municipal Election, for the Purpose of Submitting a Question to the Qualified Electors of the City of Santa Fe to Vote for or Against the Establishment of a Municipal Gasoline Tax, in the Amount of Two Cents (\$.02) Per Gallon to Finance, Directly or Through the Issuance of Bonds, Road and Related Sidewalk Projects and Bridge Projects, , Within the Municipal Boundaries of the City of Santa Fe, Pursuant to §7-24A NMSA 1978. (Yolanda Y. Vigil) **(This Item Will be Considered if Item 4 is Approved.)**

Resolución Que Convoca Una Elección Extraordinaria que se Llevará a Cabo en la Municipalidad de Santa Fe el Día 1 de Marzo 2016, en Conjunto con la Elección Municipal Ordinaria, para el Propósito de Someter Una Cuestión a los Electores Calificados de la Municipalidad de Santa Fe para Votar a Favor o en Contra de la Creación de un Impuesto Municipal a la Gasolina, por el Importe de Dos Centavos (\$.02) por Galón para Financiar, Directamente o por la Emisión de Bonos, los Proyectos de las Carreteras y las Aceras Conexas y Proyectos de los Puentes Dentro de los Límites de la Municipalidad de Santa Fe, Conforme a §7-24A NMSA 1978.



Agenda

6. Request for Approval of Precinct Board Members for the Early Voting Site at Genoveva Chavez Community Center, 3221 Rodeo Road. (Yolanda Y. Vigil)
7. Executive Session
In Accordance With the New Mexico Open Meetings Act §§10-15-1(H)(7) and (8) NMSA 1978, Discussion Regarding Threatened or Pending Litigation in Which the City of Santa Fe is a Participant; and Discussion of the Purchase, Acquisition or Disposal of Real Property or Water Rights by the City of Santa Fe. (Kelley Brennan)
8. Adjourn

Persons with Disabilities in Need of Accommodations, Contact the City Clerk's Office at 955-6521, Five (5) Days Prior to Meeting Date.

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SPECIAL MEETING OF THE GOVERNING BODY
Wednesday, January 6, 2016**

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CONSIDERATION OF RESOLUTION NO. 2016- _____. A RESOLUTION CALLING FOR A SPECIAL ELECTION TO BE HELD IN THE CITY OF SANTA FE ON MARCH 1, 2016, IN CONJUNCTION WITH THE REGULAR MUNICIPAL ELECTION, FOR THE PURPOSE OF SUBMITTING A QUESTION TO THE QUALIFIED ELECTORS OF THE CITY OF SANTA FE TO VOTE FOR OR AGAINST THE ESTABLISHMENT OF A MUNICIPAL GASOLINE TAX, IN THE AMOUNT OF TWO CENTS (\$0.02) PER GALLON TO FINANCE, DIRECTLY OR THROUGH THE ISSUANCE OF BONDS, ROAD AND RELATED SIDEWALK PROJECTS AND BRIDGE PROJECTS, WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF SANTA FE, PURSUANT TO §7-24A-10 NMSA 1978	Not considered	17

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RESOLUCION QUE CONVOCA UNA ELECCION EXTRAORDINARIA QUE SE LLEVARA A CABO EN LA MUNICIPALIDAD DE SANTA FE EL DIA 1 DE MARZO 2016, EN CONJUNTO CON LA ELECCION MUNICIPAL ORDINARIA, PARA EL PROPOSITO DE SOMETER UNA CUESTION A LOS ELECTORES CALIFICADOS DE LA MUNICIPALIDAD DE SANTA FE PARA VOTAR A FAVOR O EN CONTRA DE LA CREACION DE UN IMPUESTO MUNICIPAL A LA GASOLINA, POR EL IMPORTE DE DOS CENTAVOS (\$0.02) POR GALON PARA FINANCIAR, DIRECTAMENTE O POR LA EMISION DE BONOS, LOS PROYECTOS DE LAS CARRETERAS Y LAS ACERAS CONEXAS Y PROYECTOS DE LOS PUENTES DENTRO DE LOS LIMITES DE LA MUNICIPALIDAD DE SANTA FE, CONFORME A §7-24A-10 NMSA 1978

Not considered

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REQUEST FOR APPROVAL OF PRECINCT BOARD MEMBERS FOR EARLY VOTING SITE AT GENOVEVA CHAVEZ COMMUNITY CENTER, 3221 RODEO ROAD

Approved

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EXECUTIVE SESSION

Approved

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MOTION TO COME OUT OF EXECUTIVE SESSION

Approved

19

ADJOURN

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**MINUTES OF THE
SPECIAL MEETING OF THE
GOVERNING BODY
Santa Fe, New Mexico
January 6, 2016**

1. CALL TO ORDER & ROLL CALL

A special meeting of the Governing Body of the City of Santa Fe, New Mexico, was called to order by Mayor Javier M. Gonzales, on Wednesday, January 6, 2016, at approximately 6:30 p.m., in the City Hall Council Chambers. Following the Pledge of Allegiance, Salute to the New Mexico flag, and the Invocation, roll call indicated the presence of a quorum, as follows:

Members Present

Mayor Javier M. Gonzales
Councilor Peter N. Ives, Mayor Pro-Tem
Councilor Patti J. Bushee
Councilor Bill Dimas
Councilor Carmichael A. Dominguez
Councilor Signe I. Lindell
Councilor Joseph M. Maestas
Councilor Christopher M. Rivera
Councilor Ronald S. Trujillo

Others Attending

Brian K. Snyder, City Manager
Kelley Brennan, City Attorney
Yolanda Y. Vigil, City Clerk
Melessia Helberg, Council Stenographer

3. APPROVAL OF AGENDA

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

VOTE: The motion was approved on a voice vote with Mayor Gonzales, and Councilors Bushee, Dimas, Dominguez, Ives Lindell, Maestas, Rivera and Trujillo voting in favor of the motion and none against.

4. PUBLIC HEARING

CONSIDERATION OF BILL NO. 2015-46: ADOPTION OF ORDINANCE NO. 2016-1. (COUNCILOR MAESTAS, COUNCILOR IVES AND COUNCILOR TRUJILLO): AN ORDINANCE CREATING A NEW ARTICLE 18-19 SFCC 1987 TO ESTABLISH A MUNICIPAL GASOLINE TAX PURSUANT TO §7-24A-10 NMSA 1978. (OSCAR RODRIGUEZ)

An email to the Mayor and Councilors, dated January 4, 2016, with attachment, from Melissa Byers, regarding the NMML Statement of Municipal Policy, is incorporated herewith to these minutes as Exhibit "1."

An email from William Fulginiti, dated January 4, 2016, to Yolanda Y. Vigil, regarding Gas Tax, is incorporated herewith to these minutes as Exhibit "2."

An email from Melissa Byers dated January 5, 2016, with attachment, to the Mayor and Councilors, regarding NMML Gas Tax Ordinance – NMML Trd. 2015-22, is incorporated herewith to these minutes as Exhibit "3."

A copy of *By Priority – 2 Cent Gas Tax – Proposed Street Maintenance Projects*, entered for the record by staff, is incorporated herewith to these minutes as Exhibit "4."

A copy of a statement for the record of Brien Kreimendahl, Board Member, Bike Santa Fe, entered for the record by Jackie Shane, is incorporated herewith to these minutes as Exhibit "5."

Responding to a question from the Mayor, Councilor Maestas said it would be good if Mr. Pino could provide a brief overview of the assessment and needs, and then perhaps Mr. Rodriguez could speak to the anticipated revenues that could be produced by this Gasoline Tax increase, and briefly address the potential bonding scenarios. This will give the public some baseline information on the needs, anticipated revenues and the bonding capacity of the revenues.

Mayor Gonzales said that will be good, and asked the Council when Mr. Pino and Mr. Rodriguez conclude their remarks if we can go to the Public Hearing and wait for any questions of the staff, and it was the consensus among the City Council to proceed in this manner.

Councilor Maestas said he is willing to defer his remarks until after the public hearing.

Isaac Pino, Public Works Director, said he isn't prepared to do a formal presentation tonight, noting the *State of City Streets* report in the Council packet. He said, in the report, staff has tried to outline the needs for deferred maintenance costs that need to be addressed over time – streets, sidewalks and ADA improvements. He said the ADA improvements go hand in glove with the streets improvements, and can include things in the Implementation Plan as well. He said all of the streets have been evaluated, noting they did not provide that evaluation because it is a very large report, but it is available to the Committee. He said staff estimated the cost to get all of our streets to at least a Grade B, so we can get 10-15 years of life out of them. He said the concrete sidewalks are a little bit longer lasting. He said the worst sidewalks are pretty much downtown, noting they haven't been worked on in recent memory, and the infrastructure has been there since the 1930's and 1940's. He said they prepared an estimate of the amount of money needed to bring the streets, sidewalks and ADA improvements to at the least a Grade B. He said it is about \$200 million in the aggregate. He said there is a listing of projects that could be done if Gasoline Tax funds were available on an annual basis, commenting he didn't put it in the packet, but he has that information.

Mr. Pino said the list he is speaking about hasn't been to Committee, it is just the priorities as seen by the staff, commenting the number one priority is Zia Road between St. Francis Drive and Yucca, noting it is crumbling badly. He said it was chosen as a practical matter because of the average traffic and types of traffic, and its general condition.

Mr. Pino said the list David Catanach is passing out are project suggestions, 1 through 13, by priority [Exhibit "4"]. He said he also has a spreadsheet that shows those by District. He said he will stand for questions.

Councilor Maestas said the *State of the City Streets* includes any potential future need for new streets. He said the City is growing and Impact Fees can't cover the cost of all new City streets, and asked if his analysis, the \$237 million, really speaks only to the existing network and doesn't quantify any potential future funding needed for new, local streets and Mr. Pino said that is correct.

Councilor Maestas said in the *State of the City Streets*, staff basically stated that, given the current pace of resurfacing existing streets, and the current funding, it could take 50 years to resurface all City streets, and Mr. Pino said that is correct.

Councilor Maestas asked if it would be fair to say that assumption probably is oversimplified, because you resurface streets in year one, in year 20 and 40 they will need to be resurfaced, within the 50 year timeframe. So it doesn't take into account the life cycle cost associated with maintaining the life of the streets.

Mr. Pino said, "That is absolutely right. That's almost like a one-time hit, which we know will not be sufficient, because once it starts to cycle-out again, we will have to go back to the streets as you stated."

Oscar Rodriguez, Director, Finance Department, noted the Memorandum in the packet with attachment from First Southwest, our Financial Director, commenting he made this presentation previously to the Finance Committee. He said the City receives about \$1.5 million annually in the context of a gas tax, with a fund balance of approximately \$2.7 million.

Responding to the Mayor, Mr. Rodriguez said we receive about \$1.5 million annually from the State's share, which has built to a balance of about \$2.7 million.

Councilor Maestas said he is concerned that the gasoline tax doesn't produce that much money when you look at the City's total needs in the existing street network. He was concerned with calculating a new revenue source for the City, and he asked Mr. Rodriguez to do that, commenting that it is a nominal amount. He is concerned about the overhead to collect and manage the fund.

Mr. Rodriguez said it would be minimal, noting the collection would be done by the State, as it is done currently, so there is no fiscal impact in collecting the tax.

Councilor Maestas said the staff could clarify the language in the Ordinance. He said staff crafted the original Ordinance which is in the packet, and it was fashioned around the State tax for this gasoline tax, and the scope of the Ordinance was overly-broad and there was a lot of concern by people about, 'well the City can use it for anything,' so they made a conscious effort to narrow the scope of the uses of this gasoline tax revenues to streets, sidewalks and bridges. He said they amended the language of the original Ordinance to be consistent with the ballot question to limit the uses of the revenues to just that – streets, sidewalks and bridges. He asked Ms. Brennan to explain briefly the language changes from the original bill to what we are going to consider tonight.

Kelley Brennan, City Attorney, said, "The language of the Ordinance which you identified at the meeting where this was discussed the first time, has been conformed to match the question and does limit it to, as now stated, '*Road and related sidewalk projects and bridge projects within the municipal boundaries of the City of Santa Fe.*' So it is streets, related sidewalks and bridges only."

Public Hearing

Mayor Gonzales gave each person 3 minutes to address this matter to the Governing Body

Stephanie Beninato, P.O. Box 1601, Santa Fe, NM, said, "I would like to remind you all that we citizens have not gotten over the bond fund debt debacle and you have not earned our trust yet. So putting a gas tax, or trying to propose a gas tax probably isn't the best thing in terms of earning trust, because even though the law is going to be specific, you were specific before, and it didn't matter. The money was used in whichever way people wanted to, and the law got changed after the fact. In addition, I believe this is an inequitable and ineffective tax. Inequitable, because it really is regressive and will hurt the working and middle class people most, because they are some of the people who will find it hardest to pay this tax, especially when gas prices go back up. In addition, I think it's ineffective, because if we have \$276 million worth of needs in terms of these kinds of projects, this is raising less than \$1 million a year, not counting somebody's staff time to administer the fund. We're going to get less than 1/3 of 1% per year. That means it will take over 200 years, 276 years to be exact, to get the money that we now need for these projects. I think this is basically a 'feel good' kind of tax, and maybe a way of avoiding some hard decisions, like not renewing leases on parking lots when you have other alternative property available, and that owner doesn't want to negotiate. I just feel like it shouldn't happen, but if you do put it on the ballot, I hope people are smart enough to vote it down."

Jackie Shane, Bicycle Santa Fe, thanked the Governing Body for proposing the Ordinance. She said Bicycle Santa Fe wholeheartedly supports the gasoline tax, despite the fact that most of us or all of us own cars and drive. If the gas tax was 50¢ per gallon, they would support it. They would love to see the Ordinance written in such a way that some of the money goes to support bicycle infrastructure in the City. In response to the previous speaker, she said she has heard people say several times that this is a regressive tax. She said, "I've heard that many many times. I assure you at least 20 miles on a peanut butter sandwich or a banana, I estimate I save \$6,000 a year by bicycling, by choosing my bicycle as a primary mode of transportation over the car." Ms. Shane provided a letter from Bicycle Santa Fe to the Governing Body, and asked that it be incorporated into the public record [Exhibit "5"].

Raymond Herrera, 279 Hillside Avenue, said he is here representing his constituents. He said he has been speaking to people about this tax, and most are totally against. He said his feeling is that the City has gotten so far behind in the improvements that should have been made down through the years, that someone has to be held accountable for it, whether it is the Public Works Director or whomever. He said someone screwed up. He said you said the State is responsible for collecting this tax, and if so, we get just a percentage of it which he thinks comes to zero percent, and he doesn't think it's worth the effort.

John Hendry, 1814 Cerrillos, said he is the President of the New Mexico Federation of Labor. He said he thinks the gas tax is regressive, but he really likes the bicycle idea. He said he can't imagine the situation the Governing Body is in trying to balance the budget. He said the most regressive thing we can do is to balance the budget on the back of the City workers. He said these are the people who rely on the City and have nowhere else to go, commenting there aren't a whole lot of jobs and only so many people can work in the movie industry. He said until there are other options, he thinks it would be a mistake to balance the tax on the backs of the City workers. He said, "I'm just here to ask you, as you consider this, or any other revenue enhancements that you look at the totality of the picture and put the City employees aside, because they are the City. This is what it's all about, and I'm going to come back and remind you of that every opportunity I get. Thank you for your time."

David McQuarie, 2993 Calle Serrada, said he is here to address the proposed Gasoline Tax, although he thinks it may have its positive merits. However, considering who will run the show, which is City staff, he has more definite concerns. He said one concern is that on October 23, 2015, the Roads and Trails Division, presented a set of plans for review for the Committee on Disability, which looked good, but there are a few things which should be improved. He found out the day after, they did a complete reversal in submitting an itemized report of various intersections they would not do. His question is where is the integrity. First of all, he said they were nice in passing the approval of the plan set, even though it was over a year late, which should tell you something. He said a few years ago, a project engineer said, when he was asked the reason there are not various curb cuts at all streets, that we believe that you people cannot make a rational decision as to where to cross. So, I can just use the lights or stay at home. He thinks this is the overall attitude of the various engineers. He said two years ago, the Public Works Director instructed him in writing, that the sidewalks around the new County Courthouse were not available because he uses a mobility device. He thought Santa Fe was above discrimination. He said, "This is wrong."

Jim Jaffe, 612 Calle de Valdez, said he is against this tax. He said about \$1 million a year will be generated, and asked which roads will be worked on – where will the \$1 million be spent. He said he drove around the City the last 2 years, it appears that all the roads are in need of repair. He said driving home from the Ski Basin this afternoon, it appears that road has problems, even though it is in good repair. He said there were 5-6 accidents on the road because of the lack of plowing on the road during one of the more serious storms this season. He spoke with a friend of his a few years ago about having a sidewalk or garage sale, and she told him that her neighborhood had no sidewalks. He doesn't think the tax will build sidewalks in her neighborhood. He said it seems the closer you are to City Hall the better the roads are. He said a friend of his lives in an outlying area of Santa Fe, and he said the roads appear that "General Patton's first

armored corps has driven over them, and they're pretty torn up. He said two nights ago he was driving down the road and got stuck a number of times because there was so much ice and the road was really torn up. He said it was stated previously, it would take 50 years to repair the roads, this tax will never go away. He said he kind of likes the torn-up roads in the City, and he would like to keep the status quo as one way preventing people from speeding on the roads. He would support a tax that would have more bicycle paths, or open the Zia Railrunner Station.

Markanthony Felix, 1706 Third Street, said he is opposed to the tax the way it is set up, because it will take 50 years to get the job done, and it's not good enough. He agrees we need to work on the roads, but we needed to look at other avenues for funding. He said most people have 2-3 vehicles, and it costs the individual a lot of money, but it is just a drop in the bucket of what is needed to get the job done. He is opposed to the tax.

The Public Hearing was Closed

Councilor Maestas said, "Why now, why am I pursuing this nominal gas tax at this point. I realize it's probably not the best timing in terms of the sentiments of our community in terms of their trust of City Hall for various reasons, whether the 2008 Bond management, or Water Fund transfers." He said we've been kicking the can down the road which, deferring maintenance of our infrastructure, has increased the cost of improvements. He realizes the revenues barely will make a dent in addressing our needs, but it represents a small step forward in calling attention to our infrastructure, and taking small steps to begin to address the top priorities. He said the breakdown of needs of existing streets, includes \$33 million for ADA improvements. He said a condition to receiving federal funds we have to self-certify that we are compliant with federal law. He noted the \$33 million need of existing streets which is about 14% of the total. He said we may not be in compliance with the Americans with Disability Act, which should be of great concern to all of us.

Councilor Maestas continued, saying cities across New Mexico, are facing the same situation as Santa Fe. We can only impose taxes authorized by the State Legislature. He said we are a home rule City, but we are restricted. He said this is the only option to raise revenues. He thinks the gas tax is logical, that we should pay to use the system, and it's a dedicated tax. He said it is an established user tax, and a small investment in our local economy. He said we haven't invested in maintaining existing infrastructure, and sees this as an economic development decision.

Councilor Maestas continued, saying we aren't adopting a tax tonight, but we will decide whether we want the voters to decide whether to tax themselves for better streets. He said people consider Santa Fe a hotbed of democracy, and it is a great expression of democracy to let the people speak to whether they want to tax themselves. He said we are lucky to have one of the most participatory forms of government in the State, noting there are 12 home rule municipalities

out of 106 municipalities. He said we should do the right thing and allow the public to speak. The need is apparent and this is a small step forward. He said we don't have many options, and we should put it in the hands of the voters.

Councilor Dominguez said part of our greatest fiduciary responsibility is for our finances, and thanked Councilor Maestas for this effort.

Councilor Dominguez said he can't correlate the Street Condition Assessment with what is in the packet. He said in looking at priority 11 it says it's 1,000 feet in length.

Dave Catanach, Public Works, said all of the ones on this list are ones that are in terrible shape and basically are turning back to gravel.

Councilor Dominguez asked if this is part of the table that has been provided.

Mr. Catanach said he can provide that in pdf so you can see what roads are included.

Councilor Dominguez said if he is asking constituents to support something, he needs to be clear so they are very clear on where and how the money is being spent.

Councilor Dominguez said in looking in the packet provided prior to receiving the handout [Exhibit "4"], there are 10 manhole adjustments, but when he looks at the handout there are manual adjustments for an estimated number of 20. He asked if we know where these are.

Mr. Catanach said at this point this is just an estimate. He said when it comes to the actual project, they will look at each location and price it out item by item.

Councilor Dominguez asked if we know geographically where the manhole adjustments to be made are located.

Mr. Catanach said they are in the GIS and they physically look at all roads prior to going out to bid, reiterating this is just an estimate at this point.

Councilor Dominguez said he knows staff is basing all the information on estimates. He said he has learned via the Parks Bond exercise, is that sometimes when you think you are specific enough, you're not. He appreciates the estimate, and he likes this list which helps, but it doesn't paint the entire picture for him and his constituents. He has a lot of other questions he could raise, but he doesn't want to get into that right now. He will reserve the balance of his comments after a motion is made.

Councilor Bushee asked, since the State is collecting the tax, does the State take a percentage of the tax for doing that.

Mr. Rodriguez said, "No. They collect it for themselves as well, so this is not a new separate problem."

Councilor Bushee asked if it is like the way we collect the GRT and we see it a year later.

Mr. Rodriguez said, "No. We see it about 45 days later."

Councilor Ives said he looks at this in the context of some of our greater discussions on the budget deficit, we have talked significantly already about trying to align revenue and expenses. He said there was a public hearing where people expressed opposition to the tax. He said there is a common sense that our streets need repairs, and criticism of the tax was that it didn't do enough. He said his response to some of that is we need to start somewhere to solve the budget deficit. He said the public infrastructure are core City services, and it is our responsibility to build, preserve, keep up and maintain the infrastructure across which commerce flows. He said the tax is a proposal to tax that commerce and people driving cars and buying gas to direct this revenue toward a particular expense in an intelligent way that can help our budget deficit and move us forward to resolving the deficit over time."

Councilor Ives continued, saying this is a very sensible means of taking a step forward to that process by identifying the gas tax as a revenue source specifically targeted toward a specific expense. He said from that perspective this makes great sense in his mind and is the type of action that we are looking for to resolve the budget deficit and realigning expense and revenues across the City.

Councilor Ives continued, saying in looking at the report on the City streets, on page 4, Pavement Conditions, says *"The most recent pavement assessment in January 2015, indicate the average road across the City is in fair condition with a rating of 2.24, with 4 being a new road in excellent condition, to 0 which is a failed road."* He said the notes in the report say the 2.24, the fair designation, connotes a roadway that is in significant distress and deteriorating rapidly. This is a first step and a good opportunity to appropriately align revenues with a known expense that is critical to the City.

Councilor Trujillo said he stands in support of the 2¢ gasoline tax. He said every time you fill up your car you pay a tax which is used to maintain State roads, so it's not a new tax, but it would be a new tax for the City of Santa Fe. He said this is a drop in the bucket as to what we need. He said we've discussed year after year our streets, sidewalks and the need for repair. He said the tax will fluctuate, noting when gasoline prices are high, people don't travel. He said we're

taxing everybody, not just the locals, including tourists driving their cars to Santa Fe. He said all of us have traveled throughout the United States, and filled up in other areas and we probably paid a tax at the pump which was used to fix roads. He said he wants his colleagues to allow the voters to make this decision, and if they don't want it, they can vote no – this is democracy. He said sometimes he believes we as a Council have too many rules. He said we've done it with the plastic bags and other issues. His constituents asked why they didn't have the opportunity to vote. Here we're giving them the opportunity to vote on a 2¢ tax. He doesn't see this as damaging, and he stands in support of the tax. And, although it won't get us where we want to be, it will get us started.

Councilor Trujillo continued, saying a lot of his constituents are asking for speed humps, and we don't have funding. He believes this is a way to improve our streets and for those constituents that want this. He said it is specifically earmarked for streets, sidewalks and bridges, and that is what should be stated in the ballot question, and we won't deviate from that. He said we have to be sure the funds goes for these purposes. He said our bookkeeping hasn't been the best, but it is one way to ensure to keep it honest by saying, if this passes, that the money has been spent strictly for roads, sidewalks and bridges.

Councilor Maestas said he knows there is public concern that this is terrible timing, and they're not in the mood to consider anything like this because of the trust deficit they may have. However, we have positive developments upcoming prior to the election, one of which is the release of the results by the State Auditor, of the audit of the 2008 Bond Issue, will prove there was no multi-million fraudulent management of the bond funds. He thinks that will go a long way in allaying the community concerns in terms of what really happen. He said we consciously designed the contract to have the results provided prior to the election.

Councilor Maestas said the other issue is the transfers from the Water Fund. He said our current policy to facilitate transfer of funds from the Water Fund to the General Fund will sunset on June 30, 2016. He said we've taken a hard position on these transfers. The State Auditor is overseeing the audit of the 2008 Bond Funds, and those results will be disclosed next month. He said it isn't inconceivable that the public may be open to adopting this tax, and he wants to them the opportunity.

Councilor Dominguez said he has tried to keep an open mind. He thanked Councilor Maestas for reaching out and for being brave enough to bring this forward. He also appreciates that he has whittled it down. He said there is an obvious need for ongoing street repairs. He said future administrations will be dealing with the same thing. He said we know infrastructure costs are increasing at such a rapid rate that many municipalities, State agencies and the federal government can't keep up. He said the idea that some of us are fearful of exercising democracy is interesting to him. He agrees there are times we should let the voters decide. He said there are 6,622 registered

voters in District 3, with twice that number in District 4. He said this might work, but the reality is things are not equal, and we could have sections of the community that have the wherewithal to purchase vehicles that aren't gas guzzlers. He said all things being equal, democracy might make it's way around and things might work, but the reality is we're going to have sections of our community making those decisions for other sections of our community.

Councilor Dominguez continued, saying we are narrowing the bill to ensure the funds are spent on streets, sidewalks and bridges. However, he wants to know which streets, which sidewalks and which bridges will receive funds. He said he needs to let his constituents know exactly how this will benefit them. He said he has betting calls about a street for many years, but he can't tell people with certainty that is going to happen.

Councilor Dominguez continued, reiterating his appreciation for the proposal. He said we need to get our CIP program in order and stop spending so much money from CIP on salaries. He said we are moving to wean that off, and to make sure it happens. He said although he appreciates Councilor Maestas' efforts, he doesn't see the equity in the bill for many constituents.

Councilor Bushee said she has followed the logic, and it is always appealing to say there is a need and ask the voters to fill that need. She said we need to start somewhere to solve the budget deficit, and this is a call to arms to appropriate and align revenues to a known expense which is critical. She said it's doing the right thing. She said the Finance Director has said we shouldn't be bonding for more money because we've been overdoing it. This is the same Public Works Department and Director that came to us during the last CIP bond, saying that we need \$1.5 million for salaries for parks maintenance, instead of saying the critical priority is our roads. She said funds we get from the Legislature seems to be for infrastructure. She said the worst for her is the approach that we need to start somewhere to resolve the budget deficit.

Councilor Bushee continued, saying we were very specific in 2008 as to how the funds would be spent – parks and bicycle trails. She said bicycle trails continue to poll as the number one priority by the citizens. She said in 2008 what we did was to misdirect the funds, and we're still trying to sort that out. She said the Water Company clearly is an enterprise funds to be operated like a stand alone business, but we end up with \$95 million in reserves and we start using it to balance the budget. And we're going to do it again in this budget cycle as it comes forward in the Spring.

Councilor Bushee continued, saying Councilor Dominguez is correct that we have no specific plan for how money will be spent, whereas in 2008 there was a very specific plan for spending the money, but we didn't follow. She said this is premature. She said if you want to test the voters' trust, you wait until the Mayoral Election when there are more voters and we will have more answers with regard to how our budget will align. We may have tough calls ahead, and we

should fact that at some point, rather than saying we need to start somewhere and this is a good place to start. She believes we started going down the road in CIP where we go ahead and bond for those funds – these are capital funds for roads, bridges and sidewalks. She said the individual is responsible for the sidewalk in front of their home. She represents downtown, and the last time she tried to work out ADA for a sidewalk on the street between San Francisco and Water, everybody “came unglued, because we were going to have to undo some parking.” She commented that there is great conflict as far as what we will or will not do in improvements.

Councilor Bushee continued, saying she doesn't know why some of the downtown businesses aren't on the hook for maintaining and building new stretches of sidewalk. She thinks there are funds in the Small Sidewalks Fund.

Unidentified said there is \$500,000.

Councilor Bushee continued, saying there are no funds for traffic calming. She said she is concerned with where we're going with Impact Fees and requirements for developers. She said she thinks we should stop giving amnesty for those fees to take care of impacts in the specific area needing improvements. She said she thinks the impact fees should be increased. She said this is a scatter-shot approach when we haven't aligned our revenue streams for years. She said we had a special law regarding the Water Fund, but you amended the law. She said she voted against it and will continue to vote against it as long as she is here. It is the wrong thing to do and forestalls the inevitable. We need to sit and realign how we receive and spend money before we go to the voters asking for more money.

Mayor Gonzales asked if the Federal Highway Funds ever makes it to the municipalities.

Councilor Maestas said yes, it is done through competitive grant programs based on population, but primarily it is for interstate highways and roads. He said the Highway Trust Fund is insolvent, and in the last bill the feds didn't fix it, they just identified other non-gasoline tax revenues to pay for this.

Councilor Maestas said, “In closing, the administration asked for a 50% increase in funding, and this bill only provided only 11%. So even at the federal level, they're not providing a sustainable fix, and these are federal gas taxes, and I believe the federal gas tax is.... does anyone know... I should know that. I think it's like 17¢ and the State gasoline tax is about 13¢, so combined, we're paying about 30¢ a gallon for state and federal taxes, but there is no direct local allocation. So this is a stopgap measure by Congress.”

Mayor Gonzales said so there is very little in terms of federal funds and there is very little we can count on locally. He asked if the State portion of the gasoline tax is subject to the budgeting process at the Legislative level on how much cities will get each year – is there an established formula.

Mr. Rodriguez said there is a formula that's been around for a long time.

Mayor Gonzales said it has been some time since there has been an increase in the gasoline tax. He said, "Then we get about \$1.5 million annually from gasoline tax."

Mr. Rodriguez said that is correct, noting he is rounding up.

Mayor Gonzales said, "Then of the 13¢ State gasoline tax, there is a direct allocation back to the City to cover our roads and streets."

Mr. Rodriguez said that is correct.

Mayor Gonzales said he understands that has been used, and there is \$2.5 million in cash reserves for that fund and it is under-utilized.

Mr. Rodriguez said yes, it is set aside for allocation to capital improvements.

Mayor Gonzales said, "Then there is a recurring revenue source from the State gasoline tax of about \$1.5 million annually, paid by City residents at the pump."

Mr. Rodriguez said that is correct.

Mayor Gonzales said the portion of the City GRT for capital improvements, generates about \$15 million annually.

Mr. Rodriguez said that is correct.

Mayor Gonzales asked how much of the \$15 million is allocated for debt that was incurred for other capital projects out there.

Mr Rodriguez said, "All but about \$2 million is obligated either by formula or to bonds."

Mayor Gonzales said then we've been using it annually to cover Libraries, or FTEs. He said between the two, assuming that we get through the next budget cycle and establish a path to reduce the deficit, at the point we reduce the deficit and it no longer exists, that is approximately

\$3.5 million freed up money that can be allocated for capital projects which can include streets, bridges and sidewalks.

Mr. Rodriguez said that is correct, and "that is just for that area. The amount for operations has been embedded in other capital expenditures."

Mayor Gonzales said there are other things we have to detangle, but specifically the tax paid by the public in the form of a GRT and at the gas pump, there is approximately \$3.5 million that could be freed to go through toward streets if we chose to prioritize it that way. He said this new tax we are going to put before the voters, would generate \$950,000, basically 1/3 of what could exist.

Mayor Gonzales continued saying, regarding the issue of voter participation, in 2012, there were 3 bond questions, the one for Public Safety failed, the one for Parks Trails was barely approved, and the Sustainable Environmental Bonds were approved. He said about 10,500 people voted out of an eligible 49,390 voters, or 20% of the electorate voting when there was no mayor candidates. In 2014, a Mayoral election, there were bonds and Charter amendments as well, and 17,000 people voted out of 57,900 registered voters or 29% voter participation. He said there will be no Mayor on the ballot for the 2016 election, or questions to draw voters, such as Charter amendments, noting there is only one contested Council election. He said there is a good chance that fewer people will participate in this election. He said potentially, 20% of people can impose a tax on the majority, which doesn't make sense to him, especially since we still have an opportunity and an obligation to correct a deficit which, once corrected, the public is already paying and creating a source of revenue for capital improvements whether streets, sidewalks, bridges or facilities.

Mayor Gonzales continued, saying he applauds Councilor Maestas' efforts to bring forward infrastructure issues, and thinks it always should be a priority. He said we have the opportunity to right-size to create proper alignment and free-up existing revenues the public has said it supports in the form of the GRT through CIP, or in the form of the State gasoline tax to start building a true, credible, long-term funding source for streets, bridges and other capital improvements the public needs. His only issue with this at this point is the timing. He would have liked to have resolved our budget issues before this question was brought forward, although he understands it is being brought forward because an election happening before the adoption of the budget. He said there is only one contested Council District with a contested election, and no other major questions on the ballot. He said the District 1 constituents are going to end up deciding whether the entire City should be taxed for this.

Mayor Gonzales continued, reiterating that the timing is not right. He said he has faith that this Council is committed to solving this deficit which will be tough. Part of solving the deficit is going to include everything from cuts to looking at other sources of revenue. He would prefer to

have the dialogue on how we resolve the framework and the deficit before we start pulling other tax revenues. He said, "It's the only reason why I'm going to vote no on this question, because I believe we have to do the responsibility given to us when we put our names on the ballot to actually develop a budget that is balanced, and where revenues dedicated to certain initiatives actually are released so they can support those initiatives, and then we can look at other sources of revenue."

MOTION: Councilor Maestas moved, seconded by Councilor Ives, to adopt the proposed Ordinance.

DISCUSSION: Councilor Maestas said he has closing remarks and wants to speak to some of the concerns voiced on the issue of equity and not knowing what specific projects will be funded. He said with a need of \$237 million, with the potential to generate only \$1 million and to bond \$20 million over a 20 year period, which is less than 5% of the current \$237 million funding gap, we're going to have a more than adequate list of projects to identify and prioritize by District. He said we aren't going to allow any District to get more revenues than another.

Councilor Maestas continued, saying on page 21 it breaks out the \$237 million by Districts, noting the need isn't virtually identical, but they are all in the same ballpark, commenting the need will dictate the equity. He is confident, if this passes, between now and the election we will identify a short list of projects that have been on the books for many years and there will be equity among the Districts.

Councilor Maestas continued, saying a lot of the discussion assumes that 100% of Santa Feans buy gas in Santa Fe which isn't true. We are a tourism economy and many people come from out-of-state. This is the center of government. Many who can't afford to live in Santa Fe, live in the outskirts and buy gasoline here in the City. He said 38% of workers live in Santa Fe, down from 52% 10 years ago. He said there will be a minimal impact on Santa Fe workers.

Councilor Ives said he is confused by arguments that we shouldn't engage in the democratic process because some voters choose to participate or not to participate in certain areas. He said that suggests that we want to empower non-participation to some degree and can't understand that as a principle guiding our actions. He said Mayor Gonzales said there were 10,000 out of 49,000 voters in the last non-Mayoral election and 17,000 of 59,000 voters in the Mayoral election, roughly 20% and 28% with a difference in 8% of the electorate. He said he doesn't understand the suggestion that we shouldn't engage in public votes on matters such as taxes which must go to the electorate every four years. He said we have tried to incentivize elections at every level due to apathy and non-participation which is nothing short of remarkable. He said it would be a source of dismay to our founding fathers, and all those who believe the right to vote is fundamental to participating in our democracy and a responsibility we have as citizens.

Councilor Ives continued, saying we have new opportunities for people to vote through the new convenience centers. He can't see stopping the process simply because we're afraid that one group might be turning out more and potentially have more of a say, as if they didn't reflect, potentially, the sentiment of all of Santa Fe. He thinks it's incumbent on people to participate, and the effort to get on the ballot is an invitation to do that. He thinks this is a good example of something which will get people to turn out to vote.

Mayor Gonzales said that isn't his primary point. He said the public participated in electing a Council responsible for developing a balanced budget, and we haven't done it. He said his point is we should do that first, then when we look at revenue sources we can go to the voters. He said, "I was merely pointing out that, unfortunately, if trends continue, we'll see less participation. I think your call to vote is totally appropriate, and I would love to see that happen, but that's reality. But minus that, and maybe if we had our budget in alignment, I think the argument would be persuasive and compelling to say, well let's go ahead and put it on out there. But I don't think it's right to release a question to the voters until we actually own up to our own responsibility and deliver a balanced budget where the dedicated revenues the voters have said they support actually go into the infrastructure that they were promised to do so. Otherwise, to go out to them and ask them to help solve this before we've shown we're willing to solve our own checkbook is more the issue I was trying to drive through as opposed to the voter participation."

Councilor Dominguez said he respects what Councilor Ives had to say. He said he looks at the Public Safety Bond which was defeated substantially, noting that would have benefitted District #3 as we were contemplating annexation, but it was not approved. It was not the District that was going to be able to take advantage of that, that necessarily put that issue over the edge to fail. He said the one person one vote concept is being challenged at the federal level. He would be curious to see the comments if we considered that concept. He said the concept is that the Districts are based on the number of registered voters, not the number of people in your District, which doesn't do justice to minority, poor and young populations, noting young people can't vote.

Councilor Bushee said she agrees with Mayor Gonzales. She said the argument that it's not a regressive tax, which is what we've been saying for years about the GRT – the tourists are going to pay for it, really hasn't worked out for us and it continues to be a regressive tax. She said two cents may not mean a lot to some, but there are people who go outside to the Pueblos to buy gas because it's 5¢ a gallon cheaper. She thinks it is potentially harmful to our economy. She thinks it's bad timing all around. She hopes we let the dust settle, get things figured out. And then, if this is still a burning desire and need when we have more voter turnout we can move on it. She commented she has never seen an election where there was only one District with a contested Council race.

Councilor Maestas said he thinks it is short-sighted to conduct our business and meet the community needs in a serial fashion. He thinks our needs are so great, there is no reason we can't solve our problems simultaneously. He said he sees this is an opportunity to meet our long standing needs simultaneously. He said it is an independent, isolated decision and it is past due, and reiterated his previously expressed concerns.

Councilor Rivera said he has listened to the Governing Body commentary as well as the public commentary and thanked them for coming this evening. He said he isn't in favor of this proposal, because he thinks it is not fair at this point to say what the City's needs are when we haven't gone through the process of balancing the budget, figuring out where we need to make cuts, and ensuring our accounting processes are where they need to be at this time. He said he thinks we owe it to the voters to go through the process. He said they've seen the information in the newspaper saying as a City, we have 20% more or whatever percentage, more employees than other cities of the same size. He doesn't think that's right, and doesn't think other cities, for example, run a water company or do other things our City does. He thinks we owe it to the public to go through the process of investigating it and seeing if it's true, before we ask them to help to bail ourselves out or reach the goals of the budget deficit. He said we need to make sure our own house is in order before we start asking the public to help us out through that. He said he appreciates all of tonight's dialogue, noting there were good comments on both sides, but "I just can't support this at this time because of that."

VOTE: The motion failed to pass on the following Roll Call vote:

For: Councilor Ives, Councilor Maestas, and Councilor Trujillo.

Against: Councilor Bushee, Councilor Dimas, Councilor Dominguez, Councilor Lindell, Councilor Rivera, and Mayor Gonzales.

5. **CONSIDERATION OF RESOLUTION NO. 2016- ____ (COUNCILOR MAESTAS AND COUNCILOR IVES). A RESOLUTION CALLING FOR A SPECIAL ELECTION TO BE HELD IN THE CITY OF SANTA FE ON MARCH 1, 2016, IN CONJUNCTION WITH THE REGULAR MUNICIPAL ELECTION, FOR THE PURPOSE OF SUBMITTING A QUESTION TO THE QUALIFIED ELECTORS OF THE CITY OF SANTA FE TO VOTE FOR OR AGAINST THE ESTABLISHMENT OF A MUNICIPAL GASOLINE TAX, IN THE AMOUNT OF TWO CENTS (\$0.02) PER GALLON TO FINANCE, DIRECTLY OR THROUGH THE ISSUANCE OF BONDS, ROAD AND RELATED SIDEWALK PROJECTS AND BRIDGE PROJECTS, WITHIN THE MUNICIPAL BOUNDARIES OF THE CITY OF SANTA FE, PURSUANT TO §7-24A-10 NMSA 1978. (YOLANDA Y. VIGIL). (THIS ITEM WILL BE CONSIDERED IF ITEM 4 IS APPROVED)**

RESOLUCION QUE CONVOCA UNA ELECCION EXTRAORDINARIA QUE SE LLEVARA A CABO EN LA MUNICIPALIDAD DE SANTA FE EL DIA 1 DE MARZO 2016, EN CONJUNTO CON LA ELECCION MUNICIPAL ORDINARIA, PARA EL PROPOSITO DE SOMETER UNA CUESTION A LOS ELECTORES CALIFICADOS DE LA MUNICIPALIDAD DE SANTA FE PARA VOTAR A FAVOR O EN CONTRA DE LA CREACION DE UN IMPUESTO MUNICIPAL A LA GASOLINA, POR EL IMPORTE DE DOS CENTAVOS (\$0.02) POR GALON PARA FINANCIAR, DIRECTAMENTE O POR LA EMISION DE BONOS, LOS PROYECTOS DE LAS CARRETERAS Y LAS ACERAS CONEXAS Y PROYECTOS DE LOS PUENTES DENTRO DE LOS LIMITES DE LA MUNICIPALIDAD DE SANTA FE, CONFORME A §7-24A-10 NMSA 1978.

No action was taken on these matters since Item No. 5 was not approved.

6. REQUEST FOR APPROVAL OF PRECINCT BOARD MEMBERS FOR EARLY VOTING SITE AT GENOVEVA CHAVEZ COMMUNITY CENTER, 3221 RODEO ROAD. (YOLANDA Y. VIGIL)

A copy of a list of the Precinct Board members for the Early Voting site at the Genoveva Chavez Community Center, entered for the record by Yolanda Y. Vigil, City Clerk, is incorporated herewith to these minutes as Exhibit "6."

Ms. Vigil said this just changes the date of our Election School from February 2 to February 4, 2016, and asked for the approval of the Governing Body.

MOTION: Councilor Bushee moved, seconded by Councilor Ives, to approve the Precinct Board Members for the Early Voting Site at the Genoveva Chavez Community Center, as presented.

VOTE: The motion was approved on the following Roll Call vote:

For: Mayor Gonzales, Councilor Bushee, Councilor Dimas, Councilor Dominguez, Councilor Ives, Councilor Lindell, Councilor Maestas, Councilor Rivera and Councilor Trujillo.

Against: None.

7. EXECUTIVE SESSION

IN ACCORDANCE WITH THE NEW MEXICO OPEN MEETINGS ACT §§10-15-1(H)(7) AND (8) NMSA 1978, DISCUSSION REGARDING THREATENED OR PENDING LITIGATION IN WHICH THE CITY OF SANTA FE IS A PARTICIPANT, AND DISCUSSION OF THE PURCHASE, ACQUISITION OR DISPOSAL OF REAL PROPERTY OR WATER RIGHTS BY THE CITY. (KELLEY BRENNAN)

MOTION: Councilor Rivera moved, seconded by Councilor Dimas, pursuant to the Open Meetings Act §§10-15-1(H)(7) and (8) NMSA 1978, to go into Executive Session for discussion regarding threatened or pending litigation in which the City of Santa Fe is a participant and discussion of the purchase, acquisition or disposal of real property or water rights by the City as recommended by the City Attorney.

VOTE: The motion was approved on the following roll call vote:

For: Mayor Gonzales, Councilor Dimas, Councilor Dominguez, Councilor Ives, Councilor Lindell, Councilor Maestas, Councilor Rivera and Councilor Trujillo.

Against: None.

Absent for the vote: Councilor Bushee.

The Council went into Executive Session at 8:10 p.m.

MOTION TO COME OUT OF EXECUTIVE SESSION

MOTION: At 9:15 p.m., Councilor Rivera moved, seconded by Councilor Dimas, that the City Council come out of Executive Session and stated that the only items which were discussed in executive session were those items which were listed on the agenda.

VOTE: The motion was approved on the following roll call vote:

For: Mayor Gonzales, Councilor Bushee, Councilor Dimas, Councilor Dominguez, Councilor Ives, Councilor Lindell, Councilor Maestas and Councilor Rivera.

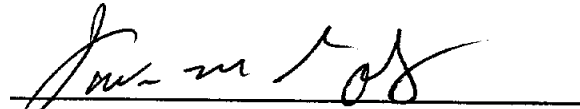
Against: None.

Absent for the vote: Councilor Trujillo

8. ADJOURN

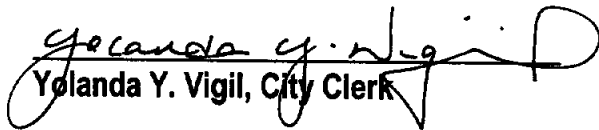
The was no further business to come before the Governing Body, and upon completion of the Agenda, the meeting was adjourned at approximately 9:20 p.m.

Approved by:

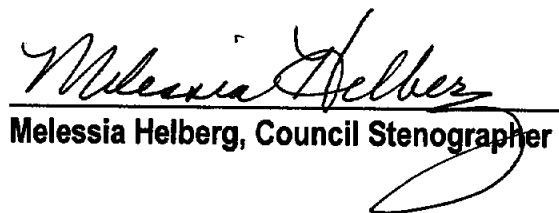


Mayor Javier M. Gonzales

ATTESTED TO:


Yolanda Y. Vigil, City Clerk

Respectfully submitted:


Melessia Helberg, Council Stenographer

**City of Santa Fe
P.O. Box 909
Santa Fe, NM 87504
(505)955-6519**

-----Original Message-----

From: MAESTAS, JOSEPH M.
Sent: Monday, January 04, 2016 12:45 PM
To: BYERS, MELISSA D.; VIGIL, YOLANDA Y.
Cc: GUILLEN, JESSE B.
Subject: Emailing 2015-16-Statement-of-Municipal-Policy.pdf

Melissa or Yolanda:

Please share the following NM Municipal League's current policy, specifically Section 3.2.02 - Diversified Tax Authority, with the Governing Body in advance of Wednesday's special meeting. Please call their attention to paragraph no. 4 under that section which addresses Misc. User Taxes, specifically gas taxes. It advocates empowerment of cities through legislatively authorized, diversified tax authority.

Joe

From: William Fulginiti [mailto:WFulginiti@nmml.org]
Sent: Monday, January 04, 2016 3:37 PM
To: VIGIL, YOLANDA Y.
Subject: Gas Tax

Yolanda, would you circulate this e-mail to all members of the Governing Body. I understand the City is considering adopting a local option gasoline tax. I thought the Mayor and Councilors would benefit from knowing that Local Option Gas Tax is a priority of the New Mexico Municipal League. That policy was adopted by the membership of the League which is 106 municipalities throughout the state. In October 2015 the League's Board of Directors made that one of our top five priorities. As matter of historical information, the League was instrumental in the passage of this legislation in 1978. Funding for local streets, roads and bridges will continue to be a priority in 2016. Municipalities have not received an increase in road funding for over 25 years. Please note that if Santa Fe does pass this measure the city would be the first in the state to do so. While two cents gas tax will not fund all your road needs it may provide a building block to a funding package. Good luck in your efforts to tackle this difficult issue.

Bill Fulginiti

(505) 982-5573 Work
(505) 983-9263 Home
3615 Other

Exhibit "2"

BYERS, MELISSA D.

From: BYERS, MELISSA D.
Sent: Tuesday, January 05, 2016 10:06 AM
To: BUSHEE, PATTI J.; DIMAS, BILL; DOMINGUEZ, CARMICHAEL A.; GONZALES, JAVIER M.; IVES, PETER N.; LINDELL, SIGNE I.; MAESTAS, JOSEPH M.; RIVERA, CHRISTOPHER M.; TRUJILLO, RONALD S.
Cc: VIGIL, YOLANDA Y. (yyvigil@ci.santa-fe.nm.us); SNYDER, BRIAN K. (bksnyder@ci.santa-fe.nm.us); BRENNAN, KELLEY A.
Subject: Municipal Gas Tax Ordinance -- NMML Res. 2015-22
Attachments: NMML_Res 2015-22.pdf

Mayor & Councilors:

Councilor Maestas has requested that we forward you the attached New Mexico Municipal League Resolution #2015-22.

Thanks,

Melissa

**Melissa D. Byers, Assistant City Clerk
City Clerk's Office
City of Santa Fe
P.O. Box 909
Santa Fe, NM 87504
(505)955-6519**

-----Original Message-----

From: MAESTAS, JOSEPH M.
Sent: Monday, January 04, 2016 8:56 PM
To: BYERS, MELISSA D.
Cc: VIGIL, YOLANDA Y.
Subject: One More Addition to Special Council Meeting Packet

Melissa:

Can you forward to the GB only resolution 2015-22 that speaks to the need for local transportation funding? Thanks.

Joe

<http://nmml.org/wp-content/uploads/2015-16-Annual-Resolutions.pdf>

¹
Exhibit "3"

RESOLUTION 2015-22

**CONCERNING FUNDING FOR MUNICIPAL STREETS, ROADS, BRIDGES,
AIRPORTS, RAIL AND TRANSIT**

Whereas, past investment plans have provided for more than one billion dollars for state highways; and

Whereas, other critical infrastructure projects still need to be addressed; and

Whereas, these projects are important for economic development within municipalities; and

Whereas, it is not enough to have an efficient state highway system, but rather it is essential that an effective, efficient transportation system be in place within municipalities in order to provide for the safe and efficient movement of people, goods and services; and

Whereas, transportation should be viewed not just as the state highway system, but as a complete network of state and municipal streets, roads, airports, bridges, rail and transit.

Now, Therefore, Be It Resolved that the New Mexico Municipal League supports continued funding for critical local projects where applicable, to follow, be guided by and adhere to current state transportation improvement plans established by Metropolitan Planning Organizations, DOT Aviation Division and Regional Planning Organizations; and

Be It Further Resolved that a comprehensive plan of investment for critical transportation projects be developed with municipal input and that such plan identify alternative funding resources necessary to finance such plan including matching funds and in-kind services; and set aside funding for rural areas; and

Be It Further Resolved that municipalities, the Governor and the Legislature collaborate on the development of critical local transportation projects and a comprehensive investment plan.

Passed, Approved and Adopted this 3rd day of September at the City of Albuquerque, New Mexico.

By Priority - 2 Cent Gas Tax - Proposed Street Maintenance Projects

Priority	RehabType	Roadway	From	To	Approx. Length (ft)	Approx. Width (ft)	Approx. Square Yards
1	Mill & Inlay	Zia Rd.	Yucca St.	St Frances Dr.	5,000.00	85.00	47,222
2	Mill & Inlay	Zia Rd.	Rodeo Rd (Wye)	Yucca St.	5,000.00	85.00	47,222
3	Mill & Inlay	Rodeo Rd	Cerrillos Rd	Zia Rd/Rodeo Rd (Wye)	9,400.00	80.00	83,556
4	Mill & Inlay	Agua Fria st.	Camino Solano	St Frances Dr.	8,900.00	36.00	35,600
5	Mill & Inlay	Aviation Dr	Santa Fe Airport	Paseo Real	4,093.00	28.00	11,593.00
6	Mill & Inlay	Camino Entrada	Cristo's Rd	Airport Rd	3,406.00	50.00	18,922
7	Mill & Inlay	Camino Entrada (Loop)	Cristo's Rd	Camino Entrada	3,250.00	50.00	15,491
8	Mill & Inlay	Gonzales Rd	East Alameda St.	South of Lorenzo Ln.	1,790.00	40.00	7,956
9	Mill & Inlay	Calle Lorca	St. Michaels Drive	San Mateo Road	650.00	50.00	3,611.11
10	Mill & Inlay	Washington	Palace	Marcy	1,200.00	42.00	5,600.00
11	Mill & Inlay	Zepol Rd	Airport Rd.	County Rd.	1,000.00	24.00	2,667
12	Mill & Inlay	Calle Nueva Vista	Radius Return	Zepol Rd.	500.00	24.00	1,333
13	Mill & Inlay	Calle Torreador	Calle Grillo	Don Diego Ave	1,288.00	22.00	3,148
					Repave (Square Yards) = 283,921.33		
City Wide Crack Seal/Fog Seal Various City Streets (approximately 100,000 square yards per District)					400,000.00		

2 Cent Gas Tax - Proposed Street Maintenance Projects

Pavement Items (estimated costs include placement, material, traffic control, mobilization, trucking, etc., pertaining to pavement)

BREAK-DOWN BY CONSTRUCTION TYPE

	Square Yards	Cost per Square Yard	Cost
Total Repave Square Yards	283,921.33	\$19.00	\$5,394,505.33
Total Crack Seal / Fog Seal Square Yards	400,000.00	\$2.80	\$1,120,000.00

SUBTOTAL - PAVEMENT ITEMS \$6,514,505.33

Miscellaneous Items

	Unit	Estimated Amount	Cost Per Unit	Cost
Manhole Adjustments	EACH	20.00	\$1,800.00	\$36,000.00
Speed Hump Removal/Replacement	EACH	25.00	\$1,000.00	\$25,000.00
Temporary Center Striping	LIN. FT.	50,000.00	\$1.10	\$55,000.00
ADA Improvements			25%	\$1,628,626.33
Replacement of traffic signal loops			4%	\$260,580.21
Replacement of damaged concrete items			7%	\$456,015.37
Temporary Employees			0%	\$0.00
Replacement of pavement markings			4%	\$260,580.21

SUB TOTAL MISCELLANEOUS ITEMS \$2,721,802.13

SUB TOTAL - PAVEMENT ITEMS
SUB TOTAL - MISCELLANEOUS ITEMS

		\$6,514,505.33
		<u>\$2,721,802.13</u>
	Total Before Tax	\$9,236,307.47
NMGRT	8.3125%	<u>\$767,768.06</u>

Total Cost of Projects > **\$10,004,075.52**

Dear Mayor and City Councilors:

With this email, Bike Santa Fe endorses Bill No. 2015-46 proposed by Councilor Maestas, Councilor Ives, and Councilor Trujillo, to be considered at tonight's Special Meeting, which would place a two cent (\$0.02) per gallon Municipal Gasoline Tax Ordinance for consideration on the March 1, 2016, ballot.

Although Bike Santa Fe would have preferred more specific language dealing with the funding of bicycle facilities and infrastructure in the proposed Municipal Gasoline Tax Ordinance as drafted by the City Attorney, it is our understanding from the Santa Fe Metropolitan Planning Organization that the street improvements contemplated to be funded by the proposed Ordinance, defined as *road and related sidewalk projects and bridge projects* in Section 18-9.4, would include bicycle facilities and infrastructure.

Should Bill No. 2015-46 receive an affirmative vote at tonight's Special Meeting, Bike Santa Fe is prepared to support passage of the Municipal Gasoline Tax Ordinance in March with outreach to both our membership and the community at large.

As so many Santa Feans rely on bicycles as basic transportation, provision for their safe use on City streets must be a priority. It is the position of Bike Santa Fe that, when street paving and striping takes place within the City, bicycle use must be included in the planning, engineering, and execution of the street improvements wherever possible and always in accordance with the Santa Fe Metropolitan Bicycle Master Plan and the Santa Fe Metropolitan Pedestrian Master Plan.

In an era where having great bicycle and pedestrian facilities has become an economic development issue for cities, Santa Fe must continue to make itself an attractive location for business development and entrepreneurship as it competes with other localities that have made large investments in making themselves bikeable and walkable.

Yours very truly,

Brian Kreimendahl
Board Member, Bike Santa Fe
A 501(c)3 non-profit corporation advocating for cyclists in greater Santa Fe

Exhibit "5"

**CITY OF SANTA FE
REGULAR MUNICIPAL ELECTION
MARCH 1, 2016**

Listed below are the Precinct Board Members for the Early Voting Site located at Genoveva Chavez Community Center, 3221 Rodeo Road:

Ron Anderman, Presiding Judge
Theresa J. Armijo, Clerk
Alfonso E. Cruz, Clerk/Translator
Bessie M. Cruz, Clerk
Gerald Roibal, Clerk

Alternates:

Jeannie Sena, Clerk
Pauline Rindone, Clerk

Early voting at Genoveva Chavez Community Center, 3221 Rodeo Road, will begin at 9:00 a.m. on Wednesday, February 10, 2016 and close at 5:00 p.m. on Friday, February 26, 2016. Early voting, at this location, will be held Tuesday through Saturday during the early voting period from 9:00 a.m. to 6:00 p.m., except on Friday, February 26, 2016, voting shall close at 5:00 p.m.

Notice is hereby given that Election School for Early Voting Precinct Board Members will be held on Thursday, February 4, 2016 at 10:00 a.m. in the City Hall Council Chambers, 200 Lincoln Avenue.

Exhibit "6"