



Agenda DATE 9/5/17 TIME 3:03 PM

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Economic Development Advisory Committee

**Market Station at the Railyard
500 Market Station, Suite 200**

**Wednesday, September 13, 2017
11:00 AM – 1:00 PM**

- I. PROCEDURES
 - A. Roll Call
 - B. Approval of Minutes
 - 1. August 9, 2017
 - C. Approval of Agenda
 - D. Approval of Consent Agenda
- III. CONSENT AGENDA (None)
- IV. ACTION ITEMS
 - A. Request for a approval of a resolution repealing Resolution 2002-40 that adopted the Airport Master Plan; and adopting a new Airport Master Plan. (Councilors Ives, Harris and Maestas) (Cameron Humphres)
- V. DISCUSSION ITEMS
 - A. Current Goals & Initiatives for the Office of Economic Development – Matt Brown
- VI. ITEMS FROM THE COMMITTEE
- VII. ITEMS FROM STAFF
- VIII. ITEMS FROM THE CHAIR
- IX. ITEMS FROM THE PUBLIC
- X. NEXT MEETING DATE – **October 18, 2017**

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**SUMMARY OF ACTION
ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
MARKET STATION AT THE RAILYARD
500 MARKET STATION, SUITE 200
WEDNESDAY, SEPTEMBER 13, 2017**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER		1
ROLL CALL	Quorum	1
APPROVAL OF MINUTES OF: August 9, 2017	Approved	1
APPROVAL OF AGENDA	Approved	1
APPROVAL OF CONSENT AGENDA	None	2
<u>ACTION ITEMS:</u>		
A. REQUEST FOR APPROVAL OF A RESOLUTION REPEALING RESOLUTION 2002-40 THAT ADOPTED THE AIRPORT MASTER PLAN; AND ADOPTING A NEW AIRPORT MASTER PLAN	Approved	2-9
<u>DISCUSSION ITEMS:</u>		
A. CURRENT GOALS & INITIATIVES FOR THE OFFICE OF ECONOMIC DEVELOPMENT – MATT BROWN	Information/Discussion	9-11
ITEMS FROM THE COMMITTEE	Information/Discussion	11
ITEMS FROM STAFF	None	11
ITEMS FROM THE CHAIR		11-12
ITEMS FROM THE PUBLIC	None	12
NEXT MEETING DATE: October 18, 2017		12
ADJOURNMENT	Adjourned at 1:05 p.m.	12

**ECONOMIC DEVELOPMENT ADVISORY COMMITTEE
MARKET STATION AT THE RAILYARD
500 MARKET STATION, SUITE 200
WEDNESDAY, SEPTEMBER 13, 2017**

CALL TO ORDER

The meeting of the Economic Development Advisory Committee was called to order by Councilor Michael Harris, Chair, at 11:02 a.m. at Market Station at the Railyard, 500 Market Station, Suite 200, Santa Fe, New Mexico.

ROLL CALL:

MEMBERS PRESENT

Councilor Michael Harris, Chair
Holly Bradshaw-Eakes, Vice Chair
Helen Brooks
Camilla Bustamante
John Feins
Chuck Higgins
Kim Kelly
Kate Kennedy
Doug Orr
(Vacancy)

OTHERS PRESENT

Matt Brown, Economic Development Director, City of Santa Fe
Fabian Trujillo, Economic Development, City of Santa Fe
Simon Brackley, Santa Fe Chamber of Commerce
Jody Larson, League of Women Voters
Jo Ann G. Valdez, Stenographer

APPROVAL OF MINUTES: August 9, 2017

MOTION: A motion was made by Mr. Feins, seconded by Ms. Kelly to approve the Minutes of the August 9, 2017 meeting as presented.

VOTE: The motion passed unanimously by voice vote.

APPROVAL OF AGENDA

MOTION: A motion was made by Mr. Higgins, seconded by Mr. Feins to approve the agenda as presented.

VOTE: The motion passed unanimously by voice vote.

APPROVAL OF CONSENT AGENDA

None.

ACTION ITEMS:

A. REQUEST FOR APPROVAL OF A RESOLUTION REPEALING RESOLUTION 2002-40 THAT ADOPTED THE AIRPORT MASTER PLAN; AND ADOPTING A NEW AIRPORT MASTER PLAN

(Copies of the Memo to the Public Works Committee and City Council regarding the Santa Fe Municipal Airport Master Plan, dated August 1, 2017, were distributed in the Committee Members' packets. The Airport Master Plan Executive Summary was attached. A copy is hereby incorporated to these Minutes as Exhibit "A".)

Chair Harris said the Committee is to consider the Resolution to adopt a new Airport Master Plan and Cameron Humphres is here to make a short presentation on this.

Mr. Humphres, Aviation Division Director, said he had the opportunity to speak to this Committee about two months ago and he knows there are a couple of new Committee Members. He noted that he has been the Director of the Santa Fe Municipal Airport for approximately 18 months. He said they are on the road to improving and growing the Airport, primarily for economic benefit. He said what if he could tell the Committee that they could bring in \$250 million of direct economic impact per year to this community; and add 1480 full-time jobs to this community- how excited would the Committee be if businesses were interested in coming to the City of Santa Fe, and what would be the Committees' interest level.

Ms. Bustamante said she would have to be honest with Mr. Humphres, being a resident of the Historical Village of La Cienega, she would want to know what the impact would be to the neighboring communities. She thinks it is an exciting prospect but she would also want to know what the impact would be.

Mr. Humphres said sure, absolutely. He said you can't just arbitrarily say "hey, we want it" because it may be a manufacturing industry, for example, that may be something that is not compatible with the lifestyle. He said they could certainly talk about La Cienega, but you also have to consider, not only the economic benefit, but what is the impact to the community in terms of the environment and all of the other aspects to it. He

said what he would tell her is that our airport right now, the Santa Fe Municipal Airport, is producing or generating \$78 million of both direct and indirect economic impact to our community. That is based on a New Mexico Department of Transportation study. It also showed that they are supporting 680 full-time jobs.

He said when you talk about the impact to the environment - and one of the things you certainly talk about when you talk about airports-is aircraft noise. Aircraft noise from the Santa Fe Municipal Airport is far below the threshold for federal and county standards. The FAA, the Housing and Urban Development and the EPA all established what the threshold is for acceptable noise over and around residential areas associated with aircraft activity. Santa Fe County also established a threshold and the federal government established a 65DNL, which is a day-night average of sound, whereby, they take the average over 24 hours and they add a penalty for noise overnight. The Airport has done noise studies and the Airport noise impact is well below these thresholds and the county and federal standards. The noise studies were done in 2002, 2008 and 2014 and they show that the noise impacts are going down.

Mr. Humphres said the reason for that is twofold: 1) the FAA has implemented a phased approach to reducing the noise of aircraft over time. In other words, they require aircraft manufacturers to produce aircraft that are quieter. The aircraft from the 1990's are far louder than the aircraft operating now. 2) when you talk about environmental impact, you can also talk about the carbon footprint from people driving from Santa Fe to Albuquerque. Right now, the City of Santa Fe is producing 1.4 million passengers a year and that means that there are 1.4 million people (over a course of a year) traveling between the City of Santa Fe and some other city in the world using air service. 83% of them are using the Albuquerque Sunport. They estimated that there are about 25 million tons of carbon in the atmosphere just from people driving between the City of Santa Fe and Albuquerque.

Mr. Humphres said not only is the Airport's noise impact lower than federal and county standards, but we also have to take a real look at the carbon impact of all of us driving to Albuquerque, and coming back, to use that Airport.

He said then again you get into the economic impact. Right now, the 83% of the folks that are using Albuquerque International represents the \$250 million a year (in economic benefit) and the 1480 full-time jobs that the City of Santa Fe is losing. He said our jobs and economic impact are literally "flying out" of the Sunport because we do not have the air service and infrastructure to support that air service here in Santa Fe. When you look at the Santa Fe Municipal Airport, you can look at it in terms of what is its economic potential -that's real potential, and positive and significant in terms of economic impact and reducing the carbon footprint.

Mr. Humphres mentioned that the New Mexico Department of Transportation did an economic impact study of all the airports in the State of New Mexico. They determined both the direct and indirect economic impact, as well as how many full-time jobs are being supported, and as he indicated earlier, Santa Fe is producing \$78 million in economic impact.

Mr. Feins asked if the Santa Fe Municipal Airport would be increasing the number of flights from Santa Fe.

Mr. Humphres said yes, they are and he will talk about the Airport Master Plan and how it enters into this. He said every commercial service airport in the United States has to produce an airport master plan if it wants federal funding for capital improvements. The Airport Master Plan is basically a 20-year Capital Improvement Plan for the Airport. It is essentially the foundational document that the federal government says you are part of the National Integrated Air Service Plan and they can direct money to the Santa Fe Airport to provide capital improvements to promote the transportation level.

He said in getting back to Mr. Fein's point, yes, indeed, this Airport Master Plan forecasts the demand at our airport for the next 20 years. Interestingly, the noise footprint is forecasted to actually go down and the reason for that is again the FAA's requirement to move to quieter and quieter aircraft over time. Also, the amount of aircraft activity at the Santa Fe Municipal Airport is forecasted to essentially stay the same or slightly reduced.

Mr. Humphres noted that the Committee received the Airport Master Plan Executive Summary in their packets but the full draft document is also available for review. The Airport Master Plan is a draft of what the Airport will be doing.

Ms. Brooks asked what percentage of the traffic that is now going to the Sunport is being forecasted to come to Santa Fe.

Mr. Humphres said they are only showing about a 2.5% growth, per year.

Ms. Brooks asked if they are talking about bringing all that traffic over here.

Mr. Humphres said no, but if he could snap his fingers and make it happen overnight he would, because he sees the economic benefits to this community and he sees the potential for this airport. But the reality is that it is going to take a long time to migrate that demand from Albuquerque over to Santa Fe. We also need to have the infrastructure in place, primarily a new passenger terminal building, to accommodate the demand. The current terminal building is 9700 square feet.

Ms. Brooks asked if they would be moving from 5 flights a day to 7 flights a day.

Mr. Humphres said it is really important to be careful about attributing the number of flights per day to the number of passengers because you can actually keep the number of flights the same, but actually accommodate more passengers by going to a larger aircraft. The Santa Fe Municipal Airport recently did this and added about a 30% capacity with the same number of flights. The airline industry, as a whole, is moving towards that direction because it is more efficient and less costly for them to run a larger aircraft that holds more passengers, instead of increasing the number of flights.

He said the passenger terminal building is a key enabler for being able to accommodate that passenger development over time and the current terminal cannot accommodate the passenger demand. So, they really need a larger passenger terminal

building and their plan is to move forward with that. Also, the secure checkpoint the Airport presently has is a single lane and they need to have the space to put in two secure checkpoints in order to meet the demands.

Mr. Humphres mentioned that the last Master Plan for the Airport was done in 2002 and the FAA states that it needs to be updated every 7-10 years; therefore, the City is behind in doing this. The City started the process in 2014 as was a 3-year effort to update the Master Plan. They hired two companies to help with this, one is a local firm (Molzen-Corbin) Associates and a national firm (Coffman Associates, Inc.). They reached out to the community in the 3-year period through a Master Plan Advisory Committee that was made up of key stakeholders, community leaders and organizations to get their input on the Master Plan. They also held three public hearings and open houses to talk about the Master Plan and give people an opportunity to make comments. They also maintained a website where it allowed people to make comments and ask questions. That effort is now coming to fruition and they are at the end of that 3-year effort.

Mr. Humphres said the FAA decides on the scope of what an Airport Master Plan should include, and how it is laid out and part of that is taking it to the governing body and asking them to adopt it as the Airport's Master Plan. He said this is why he is here to tell the Committee about the Master Plan. It has gone before the Occupancy Tax Advisory Board, the Airport Advisory Board, the Public Works Committee and now this Committee. It will go to the Finance Committee and then to City Council and staff will ask them to adopt the Plan, as the future Airport Master Plan. So far, they have received overwhelming support for adopting the Plan. Mr. Humphres requested this Committee's support for adoption of the Airport Master Plan.

Ms. Kelly thinks this is wonderful for the Santa Fe community but the idea of more noise in La Cienega could be a blocking factor. She said she knows that Mr. Humphres said all those things about the noise level but she understands that because we are at such a high altitude you will hear the noise a little more than you would if you were at sea level. She said she was just researching this because Santa Clara had the same issue about the noise from their airport and they had all of the aircraft change their flightpath so it didn't disrupt people in the community. She asked if there was some way our flight paths could be changed to get the same effect for the community of La Cienega and for the communities in and around the Airport.

Mr. Humphres said these are great questions. Back to your first question about the noise propagation based on our altitude, he would say no, that is not actually a factor and the reason that it is not a factor is that when aircraft are transitioning into or out of an airport, they are essentially at the same altitude above the ground, no matter where they are at in the country. So general speaking, aircraft will come in and they will be within about five miles of the airport-about 1000 feet above the ground and then they slowly work their way down to ground level.

However, he would say that Santa Fe does not have a lot of noise-deadening vegetation and there is not a lot of vegetation that blocks the sound. So, sound has the potential to carry and that would be the only environmental difference that he would note.

He said in terms of being able to direct traffic to try and minimize the noise impacts, they actually do that. They also have the Voluntary Noise Abatement program that shows departure and arrival procedures and altitudes, in an effort to try and avoid the noise, especially in residential areas. He said because La Cienega is right off of the runway, it is a very difficult area to avoid and the pilots cannot turn as aggressively down low on departure or arrival. However, there is a fairly narrow corridor where there are no homes and their departure and arrival procedures essentially ask pilots to extend their flight path out before they turn out in that area. So, the Airport has some of those in place.

Ms. Kelly asked if the Noise Abatement program was mandatory.

Mr. Humphres said the FAA has sole authority to mandate what the flight paths are. But what they can do, and many airports do, is to put together their own voluntary noise abatement policy that says as long as safety and air traffic control allow this, this is what we would ask you to do. He said the pilots are predominately very good at complying with that.

Mr. Feins thanked Mr. Humphres for all his work because he knows how long he has been working on this and how important it is. He said he can speak from firsthand experience at the Tourism Department, individual people do not come and visit us because of the extra length coming up from Albuquerque. More importantly-group sales, they try to book conventions here but people won't do it despite how much they like the City because of that. He said these are just a couple of examples of the impact that the Airport has.

He said he wants to ask some fiscal questions. So, if we expand the terminal and do these things and attract some new flights, what would keep air carriers from lowering their rates at the Albuquerque Airport.

Mr. Humphres said that is a great question. He said some people say the reason that they fly out of Albuquerque is because of cost but he would tell you that they did a study on the average cost difference between Santa Fe and Albuquerque is \$23 a ticket.

He noted that there are five major airlines in this country and American Airlines and United Airlines are the two airlines that are flying out of Santa Fe and they are also flying out of Albuquerque. So, they would essentially be competing with themselves and they don't want to compete with themselves. He said what interests them in the Santa Fe market is capturing that extra \$23-they like that additional revenue.

Mr. Feins said two more fiscal questions: He knows that there are smaller communities, not rated as highly as Santa Fe, but attractive (such as Colorado) that has more air service. He said why does Aspen and Vail have better air service than Santa Fe, because they subsidize it. He asked what kind of subsidies is Santa Fe hoping to be on the hook for and maybe make this dream a reality.

Mr. Humphres said yes, subsidies are one way of doing it but that is a temporary fix. If an airline cannot be profitable in a community, they are not a break-even proposition, they want to be able to earn a profit and how they do that is by putting people

on their aircraft. He said a community can partner with an airline by marketing for them. He said the way we can help in this community is building community organizations to put money into a fund that promotes Santa Fe and the northern New Mexico region. This not only promotes tourism and people to come here but it also promotes businesses.

He mentioned that they have built a community organization here and it is called "The Northern New Mexico Air Alliance" and it is an alliance of the County of Santa Fe, the City of Santa Fe, Taos, Los Alamos County and local businesses and individuals have also contributed to this organization. The City of Santa Fe is the biggest contributor, they have contributed \$200,000 so far to that effort and the New Mexico Department of Transportation provides a grant of \$200,000 a year in matching funds for this. He noted that Simon Brackley who is in attendance today is one of the founding members of this organization.

Mr. Feins said one final fiscal question and it is very impressive to him how much of this could be paid for by others. He asked Mr. Humphres if he could explain what the word "eligible" means versus reality in getting that money.

Mr. Humphres said he thinks this Airport Master Plan, over a 20-year period, the total amount of program costs, both long-term and short-term, would be approximately \$32 million but this does not include the terminal building. Out of the \$32 million, he would suspect that the federal government will fund probably about 80% of that.

He explained that they have to rebuild the primary runway at the Santa Fe Municipal Airport and that will cost \$4 million. The federal government just informed the Airport that they are going to give them the money to do that. They are going to pay 93.75% of that, the State picks up the difference and the Airport is left with the rest of that.

Chair Harris invited the Committee Members to go to the Airport and visit with Mr. Humphres because he can give them a little more detail about what is going on at the Airport. He noted that the runway project that Mr. Humphres just described has been awarded to a construction company out of Albuquerque. He said he appreciated Mr. Humphres for attending the meeting and explaining what is going on at the Airport.

Mr. Humphres thanked the Committee for having him and said he would like to piggyback on what Chair Harris said about coming out to the Airport for a tour and said he would love to give them a tour and explain what is going on further.

He distributed bumper stickers that the Northern New Mexico Air Alliance made to promote their "Fly Santa Fe" campaign.

Ms. Kelly said there is one thing that she thought would be an interesting connection to this - when they were doing the Green Lodging Initiative, she remembered that a lot of the hotels, restaurants and the Convention Center went green. She noted that there are different corporations that will pay to have conventions to offset their carbon credits, but the limiting factor was the fact that they wanted a direct flight from here. So, it is possible to get green businesses/conventions here if they had a direct flight and they wouldn't have to go to Albuquerque.

Mr. Humphres said the land and the environmental issues are very important to him and they have to be environmentally-conscious. He said there are airports that are moving to the green arena and generating 100% of their own electricity. He noted that they have a solar field out at the Airport that is producing electricity and going to the Wastewater Treatment Plant. They also have property at the Airport where they can put more solar arrays to generate their own electricity.

Ms. Bustamante said she would like to first say some positive things: She has been in La Cienega since the 60's-since birth and her family has been there since the 1700's but her experience with the Airport is that the larger the plane, the less noise they would get and that has been the case. She has been pleased with this and the efforts that have been made with the larger planes have absolutely made a difference. She said the difference to our community are exactly the types of things that Mr. Humphres is addressing – the environment, the land, those things would have the potential perception for a negative impact - and she thinks that there has been a lot that has been incredibly positive.

She said on another note, because of the shortage of pilots, the Santa Fe Community College has been working with a group out of Colorado Springs, specifically, because the Air Force is located there and they are reaching out to those leaving the air force. They are trying to get people to be interested in becoming commercial pilots. She said this is sort of an undisclosed, not-yet quantified, potential for job training, more service, having more pilots available and getting local and regional people trained and qualified.

Ms. Bustamante said the Committee is about to vote to approve or not and she would like to know some specifics on it. She asked Mr. Humphres if he could provide a breakdown of the changes in the new Resolution and what the old ones were because the Committee did not get a copy of the original Resolution.

Mr. Humphres said the differences are really in the timeline that they are extending the planning for. The Master Plan of 2002 had a 20-year time horizon and they are quickly approaching that time horizon. He said there's not a lot of changes to the Airport in terms of capital investment-the biggest one being the Airport Terminal. There was also a recommendation to extend one of the Runways about 600 feet but there will not be a return in investment, so they are not going to do that.

MOTION: A motion was made by Ms. Brooks, seconded by Ms. Kennedy to approve the Resolution Repealing Resolution 2002-40 that adopted the Airport Master Plan; and adopting a new Airport Master Plan.

VOTE: The motion passed unanimously by voice vote.

Ms. Bradshaw-Eakes asked Mr. Humphres how they can get them more marketing money because this "build it and they will come" is not going to work. They need to put more marketing money into this.

Mr. Humphres said three things; support your local airport, both verbally and with your wallet; buy as often as you can; get the word out that there is airport service here; call

the Chamber of Commerce to connect people to the Airport.

Mr. Feins said they should not underestimate the power of “hands-selling” to relatives, family and friends coming to Santa Fe-any occasion that they can tell people about the Santa Fe Airport and ask them whether or not they have looked at the Airport.

Mr. Higgins said what he is hearing is like a social cultural shift – in retail, they call it “Top of Mind” and somehow, they have to shift the top of mind to Santa Fe. He doesn’t know how this will be done in order to make this endeavor do what it is supposed to do.

Ms. Kelly said marketing could be interviewing local businesses and people and tell them the positive things about using the Airport.

Mr. Humphres said the Air Alliance has been running that exact thing in their campaign.

Ms. Bustamante said not to play nay-sayer or devil’s advocate but she does not know how much marketing we need internally. She said this past summer she picked up *Cande Nast* and *Travel Magazine* and they both had Santa Fe as a top international destination. She thinks with this approval, there is an awareness that without this approval we still have this “funky” airport out there. No, disrespect, but the opportunity is to have something attractive that people will actually want to visit.

Mr. Brown said we are a capital of the United States of America and not only tourism and that brand of experience, but he wants us to think about what we think of ourselves and what experience are we creating for all kinds of travelers.

DISCUSSION ITEMS:

A. CURRENT GOALS & INITIATIVES FOR THE OFFICE OF ECONOMIC DEVELOPMENT – MATT BROWN

Matt Brown said he and Councilor Harris talked after the last EDAC meeting about how this group could work a little more productively together in certain ways-sort of adding a component of working together. He said in the next couple of meetings, he is hoping that a portion of the time could be used for some working sessions. This will help the Committee prioritize things, strategize and help staff make decisions around the work that they are doing.

Mr. Brown made a PowerPoint presentation on the current goals and initiatives for the Office of Economic Development. A copy is available for review at the Office of Economic Development. Copies will also be emailed to the Committee Members.

Mr. Brown said the first half will be about what is guiding the Committee and staff; how they are thinking about doing their work; how they are managing the division and working effectively. The second half will be on things that they are actually doing.

Mr. Brown said our work is the service to the community and they are very

committed and sensitive to this, it's not about making dollars. This is about helping create a vital economy that serves all of the people, our environment, our culture and our history.

Mr. Brown said the first video is about Principles and Goals and Management. He said in reading through the City Charter, he extracted out seven different principles of what guides us as City government. The next guiding principles for the Committee are: Catalyze the Economy and not Engineering- we're not in the business of engineering the economy, we're not controlling these things – we create initiatives and bring business leaders, non-profits and foundations together so that they can do their work in a way that elevates and creates a diverse, resilient and much more prosperous economy.

Mr. Brown said they will share a clear set of prioritized goals the next time the group meets so they can talk about them and get the Committees' input on them.

Questions/Comments:

Ms. Kennedy said she had a question on the Goals slide. It said: Change the perception of being a non-friendly place but she did not see business listed anywhere else. She said beside changing the perception what is the Office's goal in terms of fixing some of the constraints around this-more than just the perception.

Mr. Brown said right, there is reality and you have to change reality-that's the business licensing process because if people have a bad experience with that, they perceive the City as non-business friendly. He thinks the majority of the work is going to be on changing reality, and whether that's policy, or if that is a tool-set that people use, whether they can come online and get their work done in an app versus printed out forms. He said 80% is going to be in changing reality and 20% is going to be in the stories that are told and how they are being told. He said effective marketing and communications has to come out of economic development.

Ms. Kelly said the ease of doing business should be one of the goals.

Mr. Brown said he would add some extra goals to the list.

Ms. Bustamante said culture and heritage have been marketable in this area for as long as they have been communicating culture but there are opportunities to still do that - and as we make those decisions and talk about those things that Santa Fe has to offer, we need to be respectful to the culture and heritage sites, such as La Cienega and Las Golondrinas, etc. She said when talking about growth, we need to continue to be mindful of this and be cognizant of the conversations, actions and decisions that they are having on our cultural heritage assets that have long been a value to our community.

Mr. Brown said it is all about what the City wants and how to enable that to the best of our ability.

Ms. Brooks noted that she saw something about life and health in the principles but it she did not see it translate into the actual goals and she thinks we need to be intentional about this.

Mr. Brown agreed, and said everything that is at the City level is incorporated to what they do. He said the goals will manifest the principle of healthy living in Santa Fe.

Ms. Kennedy said she was going through the Economic Development's website and she thinks this would be a perfect place for this kind of stuff to be listed-and linked with other departments of the City-if it is all agreed upon because she thinks that people do want to have a better relationship with the City.

Ms. Kelly said the issue of permitting is a big problem.

Mr. Brown said he would like the Committee's assistance with this and this could be an action item for them.

Mr. Fein said one thing he is interested in targeting is housing. That is not government, that is private market and there is so much demand, so where in the world is the supply?

Chair Harris mentioned that he pestered the Land Use Department for well over a month just to bring him current and he gets frustrated as anybody on what does, or does not happen at the City. He said as soon as he gets this information he will give it to Fabian Trujillo to distribute. It will include a list of all of the projects that are either happening or just sitting there. Chair Harris will provide a spreadsheet that will include this information.

*Staff was having technical difficulties with the equipment. Chair Harris said they need to be better about this and have equipment functionally properly and printed material for the Committee. He asked Mr. Brown to send out a copy of the presentation to the Committee Members and he agreed to send it out electronically. The working sessions will be an agenda item for the next couple of meetings.

ITEMS FROM THE COMMITTEE

Ms. Kennedy announced that Gay Pride is this weekend – from Thursday through Saturday.

Ms. Kelly asked for an update on the special events permits.

Fabian Trujillo said Sevestian Gurule of Constituent Services is back and he will be at the next meeting to provide an update.

ITEMS FROM STAFF

There were no items from staff.

ITEMS FROM THE CHAIR

Chair Harris said there was every intention to bring the draft SFUAD (Santa Fe

University of Art and Design) Resolution to this body but it is going through the Committee process and it will come before this Committee on October 18, 2017. He said they will circulate it to the Members to review.

ITEMS FROM THE PUBLIC


There were no items from the public.

NEXT MEETING DATE: October 18, 2017

ADJOURNMENT

There being no further business before the Committee, the meeting adjourned at 1:05 p.m.


Councilor Michael Harris, Chair

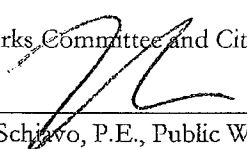
Respectively submitted by:

Jo Ann G. Valdez, Stenographer

City of Santa Fe New Mexico

MEMO

DATE: August 1, 2017

TO: Public Works Committee and City Council

VIA: 
Nicholas Schiavo, P.E., Public Works Director

FROM: Cameron Humphres, A.A.E., Aviation Division Director

ISSUE: Santa Fe Municipal Airport Master Plan

SUMMARY:

In 2014, the City of Santa Fe began the process of updating the Santa Fe Municipal Airport Master Plan (AMP). The AMP is a Federal Aviation Administration (FAA) requirement and follows a systematic approach to evaluating aviation demand and establishing an airport development plan to meet those demands. The AMP identifies development objectives for all areas of airport property – including airfield configuration, facility development, and land use over a 20-year planning period. This allows the City of Santa Fe to effectively sequence environmental reviews, project approvals, design, construction and financing. The AMP is the foundation for the airport's capital improvement plan and the primary justification for FAA and NMDOT grant funding.

As the airport is a critical transportation hub and vital economic engine, the AMP is of interest to many within the region including local citizens, community organizations, airport users, airport tenants, area-wide planning agencies, aviation organizations, and city, county, state and federal agencies and governing officials. To facilitate stakeholder involvement, the City of Santa Fe identified a group of community members and aviation interest groups to act in an advisory role in the development of the AMP through the formation of the Master Plan Advisory Committee (MPAC). The MPAC reviewed material and provided comments throughout the study to help ensure that a realistic and effective plan was developed. The following is a list of those entities that were represented on the MPAC:

Master Plan Advisory Committee - Representing Entities

Santa Fe Municipal Airport
City of Santa Fe - City Manager's Office
City of Santa Fe - Transportation Department
City of Santa Fe - Airport Division
City of Santa Fe - Land Use/Planning Department
Santa Fe City Council
Santa Fe Municipal Airport Advisory Board
Federal Aviation Administration
New Mexico Department of Transportation - Aviation Division
Santa Fe Airport Traffic Control Tower
New Mexico Army National Guard
Santa Fe Chamber of Commerce
Airport Tenant - Landmark Aviation
Local Citizen Representative
Aviation Association of Santa Fe
National Business Aviation Association

Master Plan Advisory Committee - Representing Entities (continued)

New Mexico Pilots Association

American Airlines

United Airlines

Santa Fe County Growth Management

Santa Fe County Economic Development

New Mexico State Land Office

In addition to the MPAC meetings, a series of three public information workshops were conducted. These workshops were designed to allow any and all interested persons to become informed and provide input concerning the AMP.

The attached Santa Fe Municipal Airport Master Plan, July 2017, is the culmination of this 3-year coordinated effort. This AMP provides the City of Santa Fe with guidelines for the airport's overall maintenance, operations, and future development in a fiscally responsible manner while adhering to appropriate FAA safety design standards.

REQUESTED ACTION:

Request adoption, by resolution, of the Santa Fe Municipal Airport Master Plan

1 CITY OF SANTA FE, NEW MEXICO

2 RESOLUTION NO. 2017-__

3 INTRODUCED BY:

4
5 Councilor Peter N. Ives

6 Councilor Mike Harris

7 Councilor Joseph M. Maestas
8
9

10 A RESOLUTION

11 REPEALING RESOLUTION 2002-40 THAT ADOPTED THE AIRPORT MASTER
12 PLAN; AND ADOPTING A NEW AIRPORT MASTER PLAN.
13

14 WHEREAS, the City of Santa Fe has an Airport Master Plan dated July, 2002 and
15 adopted by Resolution No. 2002-40 which has become outdated; and

16 WHEREAS, the City of Santa Fe has contracted with Molzen-Corbin Associates, in
17 association with Coffman Associates Inc., to develop a new Airport Master Plan which will
18 replace the July 2002 Airport Master Plan; and

19 WHEREAS, the new Airport Master Plan has been completed by Molzen-Corbin
20 Associates, in association with Coffman Associates Inc.; and

21 WHEREAS, the new Airport Master Plan has been offered for review and comment on
22 the Internet, at three Public Information Workshops, four Master Plan Advisory Committee
23 meetings, two Santa Fe Municipal Airport Advisory Board meetings, and a City of Santa Fe
24 Public Works Committee meeting; and

25 WHEREAS, the new airport Master Plan has been recommended for adoption by the

1 Santa Fe Municipal Airport Advisory Board; and

2 **WHEREAS**, the City of Santa Fe has a significant investment in a valuable asset known
3 as the Santa Fe Municipal Airport; and

4 **WHEREAS**, the Santa Fe Municipal Airport is an important gateway to the City of Santa
5 Fe and Northern New Mexico for visitors and community members alike; and

6 **WHEREAS**, the Santa Fe Municipal Airport brings significant economic benefits to the
7 City and County of Santa Fe; and

8 **WHEREAS**, the City of Santa Fe has agreed to Federal Airport Improvement Program
9 Grant Assurances to suitably operate and maintain the airport and all facilities thereon in a safe
10 and serviceable condition; and

11 **WHEREAS**, the new Airport Master Plan provides guidelines for the overall
12 maintenance, operations, and future development of Santa Fe Municipal Airport, in an
13 environmentally and fiscally responsible manner while adhering to appropriate FAA safety
14 design standards.

15 **BE IT RESOLVED BY THE GOVERNING BODY OF THE CITY OF SANTA FE**
16 **AS FOLLOWS:**

17 Section 1. Resolution No. 2002-40 is hereby repealed.

18 Section 2. The new Airport Master Plan as presented by Molzen-Corbin Associates,
19 in association with Coffman Associates Inc., is hereby adopted.

20 PASSED, APPROVED AND ADOPTED this _____ day of _____, 2017.

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JAVIER M. GONZALES, MAYOR

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ATTEST:

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:



KELLEY A. BRENNAN, CITY ATTORNEY

City of Santa Fe Fiscal Impact Report (FIR)

This Fiscal Impact Report (FIR) shall be completed for each proposed bill or resolution as to its direct impact upon the City's operating budget and is intended for use by any of the standing committees of and the Governing Body of the City of Santa Fe. Bills or resolutions with no fiscal impact still require a completed FIR. Bills or resolutions with a fiscal impact must be reviewed by the Finance Committee. Bills or resolutions without a fiscal impact generally do not require review by the Finance Committee unless the subject of the bill or resolution is financial in nature.

Section A. General Information

(Check) Bill: _____ Resolution: X

(A single FIR may be used for related bills and/or resolutions)

Short Title(s): A RESOLUTION REPEALING RESOLUTION 2002-40 THAT ADOPTED THE AIRPORT MASTER PLAN; AND ADOPTING A NEW AIRPORT MASTER PLAN.

Sponsor(s): Councilors Ives, Harris and Maestas

Reviewing Department(s): Public Works

Persons Completing FIR: Cameron Humphres Date: 8/7/17 Phone: 955-2901

Reviewed by City Attorney: Kelly A. Brennan Date: 8/21/17
(Signature)

Reviewed by Finance Director: [Signature] Date: 8.21.17
(Signature)

Section B. Summary

Briefly explain the purpose and major provisions of the bill/resolution:

This resolution repeals and readopts a new airport master plan.

Section C. Fiscal Impact

Note: Financial information on this FIR does not directly translate into a City of Santa Fe budget increase. For a budget increase, the following are required:

- a. The item must be on the agenda at the Finance Committee and City Council as a "Request for Approval of a City of Santa Fe Budget Increase" with a definitive funding source (could be same item and same time as bill/resolution)
- b. Detailed budget information must be attached as to fund, business units, and line item, amounts, and explanations (similar to annual requests for budget)
- c. Detailed personnel forms must be attached as to range, salary, and benefit allocation and signed by Human Resource Department for each new position(s) requested (prorated for period to be employed by fiscal year)*

1. Projected Expenditures:

- a. Indicate Fiscal Year(s) affected – usually current fiscal year and following fiscal year (i.e., FY 03/04 and FY 04/05)
- b. Indicate: "A" if current budget and level of staffing will absorb the costs
"N" if new, additional, or increased budget or staffing will be required
- c. Indicate: "R" – if recurring annual costs
"NR" if one-time, non-recurring costs, such as start-up, contract or equipment costs
- d. Attach additional projection schedules if two years does not adequately project revenue and cost patterns
- e. Costs may be netted or shown as an offset if some cost savings are projected (explain in Section 3 Narrative)

Finance Director: _____

_____ Check here if no fiscal impact

Column #:	1	2	3	4	5	6	7	8
	Expenditure Classification	FY 17/18	"A" Costs Absorbed or "N" New Budget Required	"R" Costs Recurring or "NR" Non-recurring	FY 18/19	"A" Costs Absorbed or "N" New Budget Required	"R" Costs -- Recurring or "NR" Non-recurring	Fund Affected

Personnel*	\$ 0	N/A	N/A	\$ 0	N/A	N/A	N/A
Fringe**	\$ 0	N/A	N/A	\$ 0	N/A	N/A	N/A
Capital Outlay	\$8,707,778	A	NR	\$13,100,000	N	NR	Airport
Land/ Building	\$ 0	N/A	N/A	\$ 0	N	NR	N/A
Professional Services	\$2,000,000	A	NR	\$770,000	N	NR	Airport
All Other Operating Costs	\$ 0	N/A	N/A	\$ 0	N/A	N/A	N/A
Total:	\$10,707,778			\$13,870,000			

* Any indication that additional staffing would be required must be reviewed and approved in advance by the City Manager by attached memo before release of FIR to committees. **For fringe benefits contact the Finance Dept.

2. Revenue Sources:

- To indicate new revenues and/or
- Required for costs for which new expenditure budget is proposed above in item 1.

Column #:	1	2	3	4	5	6
	Type of Revenue	FY 17/18	"R" Costs Recurring or "NR" Non-recurring	FY 18/19	"R" Costs -- Recurring or "NR" Non-recurring	Fund Affected

Fed/St Grants	\$8,130,352	NR	\$11,370,000	NR	Airport
Cash/PFC	\$ 500,000	NR	\$ 359,063	R	Airport
Bond	\$2,077,426*	NR	\$2,140,937*	NR	Airport
Total:	\$10,707,778		\$13,870,000		

*The approved airport CIP does not contemplate bond funding. The some projects were approved as unfunded. The purpose of having approved as unfunded is to show the capital demands that are not met and to make sure all projects, funded or not, are in the CIP.

3. Expenditure/Revenue Narrative:

Explain revenue source(s). Include revenue calculations, grant(s) available, anticipated date of receipt of revenues/grants, etc. Explain expenditures, grant match(s), justify personnel increase(s), detail capital and operating uses, etc. (Attach supplemental page, if necessary.)

The Airport Master Plan is a 20-year Capital Improvement Plan based on specific "triggering" events – such as passenger enplanements and aircraft activity. This FIR only highlights the next two years of planned projects based on the Airport Master Plan (see attached Airport Master Plan for additional years).

Specifically, in FY 17/18 projects include Runway 2/20 asphalt mil and overlay, Taxiway D reconstruction Phase I, new Airfield Electrical Vault design and construction, and a new Passenger Terminal Building. FAA and NMDOT Grant funding is secured; however, we are waiting on a new bond or alternative funding source for the Passenger Terminal building.

In FY18/19 projects include Taxiway D reconstruction Phase II, Runway 15/33 design and reconstruction, Taxiway A Strengthening Program design, GA Taxiway rehabilitation design, Parking Lot/Road improvements design and construction, Rental Car QTA Facility design and construction, and Airport Rescue Fire Fighting Vehicle acquisition. FAA and NMDOT Grant Funding programed and anticipated in September of 2018.

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Section D. General Narrative

1. **Conflicts:** Does this proposed bill/resolution duplicate/conflict with/companion to/relate to any City code, approved ordinance or resolution, other adopted policies or proposed legislation? Include details of city adopted laws/ordinance/resolutions and dates. Summarize the relationships, conflicts or overlaps.

Resolution 2002-40 that provided the previous master plan for the airport is being repealed and replaced with the master plan adopted by this resolution.

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2. Consequences of Not Enacting This Bill/Resolution:

Are there consequences of not enacting this bill/resolution? If so, describe.

The airport will continue to operate under an outdated master plan.

=====

3. Technical Issues:

Are there incorrect citations of law, drafting errors or other problems? Are there any amendments that should be considered? Are there any other alternatives which should be considered? If so, describe.

None identified.

=====

4. Community Impact:

Briefly describe the major positive or negative effects the Bill/Resolution might have on the community including, but not limited to, businesses, neighborhoods, families, children and youth, social service providers and other institutions such as schools, churches, etc.

Santa Fe Municipal Airport, the second busiest in New Mexico, is a critical transportation hub for commerce, tourism, emergency response, and governmental operations. Annually, the airport accommodates 154,000 passengers and 68,300 aircraft operations while supporting 181 based aircraft, 20 businesses and over 400 tenants including state and federal agencies. This activity produces \$78 million in economic impact and supports 680 fulltime jobs.

To ensure the airport can continue to serve as a critical transportation hub and vital economic engine, the Airport Master Plan provides a systematic approach to evaluating the current and future aviation demand and establishes development objectives for all areas of the airport over a 20-year planning period.

Santa Fe Municipal Airport

For more information, please contact:

Airport Administration
Santa Fe Municipal Airport
121 Aviation Drive
Santa Fe, NM 87507
(505) 955-2900



Airport Master Plan Executive Summary



Santa Fe Municipal Airport

AIRPORT OVERVIEW

Santa Fe Municipal Airport, owned and operated by the City of Santa Fe, is a primary commercial service airport located in the State Capital that serves an important role in meeting the aviation needs of the city and surrounding region. Situated in the north-central quadrant of

the state at the foot of the Sangre de Cristo Mountains, Santa Fe is known as one of the great destination cities in the United States, offering an appealing mix of activities associated with a rich multi-cultural history, vibrant art market, and active outdoor scene. The airport is easily accessible from any direction being

well positioned near Interstate 25. Commercial passenger services are provided by two airlines: American and United. There are several companies on the airfield providing an array of aviation services. The facility is also home to the New Mexico Army National Guard.

EXISTING AIRFIELD FEATURES:

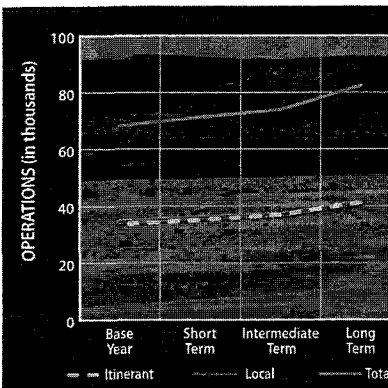
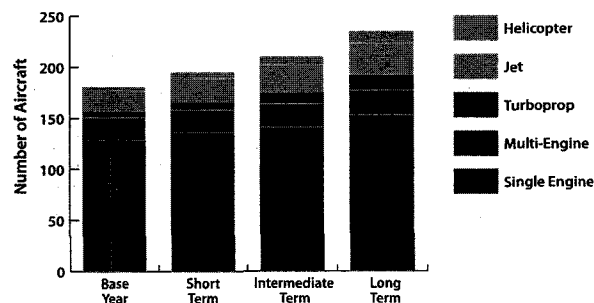
- Multiple runways with a primary runway length of 8,366'
- Airport Traffic Control Tower (ATCT)
- 24-hour Aircraft Rescue and Firefighting (ARFF) facility
- Two full-service Fixed Base Operators (FBOs)
- Full and self-service 100LL and Jet A fuels
- Approximately 350,000 square feet of hangar storage space
- Over 150,000 square yards of aircraft parking apron

DEMAND-BASED MASTER PLAN

Airport planning begins with a definition of demand that may reasonably be expected to occur at the facility in the future. For Santa Fe Municipal Airport, this involved

updating forecasts to identify potential aviation demand in commercial passenger enplanements, based aircraft, and annual aircraft operations over the course of the next 20 years. Recognizing the realities of year-to-year fluctuations in activity,

Based Aircraft/Fleet Mix Forecasts



the Master Plan focuses on potential demand levels rather than future dates in time. Planning according to activity milestones allows the plan to accommodate unexpected shifts or changes in aviation demand, which can help the airport serve actual needs of users while maintaining a safe and efficient airport environment. For Santa Fe Municipal Airport, the number of commercial passenger enplanements, based aircraft, and annual aircraft operations are forecast to increase during the planning period when considering a diverse economy and continued development of airport facilities.

AIRPORT DEVELOPMENT

Santa Fe Municipal Airport continues to be developed as a facility that can handle a wide array of aviation activities. The development plan presents the recommended configuration for the airport which preserves and enhances the facility's role while meeting Federal Aviation Administration (FAA) design standards to the extent practicable. Flexibility will be very important to future development

at the airport, as activity and growth may not occur as predicted. The Master Plan provides airport stakeholders with a general guide that, if

followed, can maintain the airport's long term viability and allow the airport to continue to provide air transportation services to the region.

Planning Horizon Activity Summary

	Base Year (2014)	Short Term (1-5 Years)	Intermediate Term (6-10 Years)	Long Term (11-20 Years)
ENPLANED PASSENGERS	74,551	85,000	95,000	120,000
BASED AIRCRAFT				
Single Engine Piston	129	136	141	153
Multi-Engine Piston	22	22	23	24
Turboprop	6	8	11	15
Jet	20	23	27	31
Helicopter	4	6	8	12
TOTAL BASED AIRCRAFT	181	195	210	235
ANNUAL OPERATIONS				
Itinerant				
Air Carrier	3,858	4,000	3,800	4,200
General Aviation	23,100	24,200	25,800	28,800
Air Taxi	4,300	4,500	4,900	5,700
Military	2,500	2,500	2,500	2,500
Total Itinerant	33,758	35,200	37,000	41,200
Local				
General Aviation	30,900	32,500	34,300	37,600
Military	3,600	3,600	3,600	3,600
Total Local	34,500	36,100	37,900	41,200
TOTAL OPERATIONS*	68,300	71,300	74,900	82,400

*Includes ATCT after-hours adjustment rounded to the nearest 100

- ① Construct - Runway 2-20 Resurfacing
- ② Construct - Taxiway D Reconstruction (Phase I)
- ③ State Maintenance Grant - NP¹
- 2018**
- ④ Terminal Building Expansion/Relocation Study and Preliminary Design - NP
- ⑤ Design - Rental Car QTA/Preparation Facility - NP
- ⑥ Pavement Rehabilitation - Aircraft Parking Apron Crack and Surface Seal (East Apron)
- ⑦ Environmental - Taxiway D Construction (Phase II) and Taxiway A Realignment - NP
- ⑧ State Maintenance Grant - NP
- 2019**
- ⑨ Environmental and Design - Terminal Building Expansion/Relocation - NP*
- ⑩ Construct - Rental Car QTA/Preparation Facility
- ⑪ Design and Construct - Relocate Hold Line Markings on Taxiways Associated with Runway 10-28 to 200'
- ⑫ Pavement Rehabilitation - Aircraft Parking Apron Crack and Surface Seal (North Apron)
- ⑬ State Maintenance Grant - NP
- 2020**
- ⑭ Construct - Terminal Building Expansion/Relocation and Associated Infrastructure (Access and Parking) - NP*
- ⑮ Construct - Taxiway D Construction (Phase II) and Taxiway A Realignment
- ⑯ Design - Taxiway G Reconstruction/Realignment at Runway 15 Threshold - NP
- ⑰ Design - Improve RSA and ROFA Beyond Southeast End of Runway 15-33 - NP
- ⑱ Design and Construct - Implement PAPI-4 on Runway 15, PAPI-2 on Runway 10-28, and Construct Electrical Vault
- ⑲ State Maintenance Grant - NP
- 2021**
- ⑳ Construct - Taxiway G Reconstruction/Realignment at Runway 15 Threshold (Construct New Hold Apron)
- ㉑ Construct - Improve RSA and ROFA Beyond Southeast End of Runway 15-33
- ㉒ Design and Construct - Implement No-Taxi Islands at Various Taxiway/Apron Intersections
- ㉓ State Maintenance Grant - NP

1. Reconstruct/Rehabilitate Runway 15-33
2. Implement LED Lighting on Runway 15-33 and Taxiway D
3. Environmental - Runway 2-20 Extension - NP**
4. Realign Taxiway C at Runway 33 Threshold (Construct New Hold Apron)
5. Realign Taxiway A at Runway 20 Threshold (Construct New Holding Bay)
6. Construct New Exit Taxiway Serving Runway 2-20 Between Taxiways A and G
7. Implement MITL on Taxiway J
8. Improve ROFZ and ROFA Adjacent to East End of Runway 10-28 (Relocate Roadway)
9. Purchase New ARFF Vehicle - NP
10. Relocate Hold Line Markings on Taxiways Associated with Runways 2-20 and 15-33 to 314'
11. Enlarge Blast Pad on Runway 20
12. Extend Runway 2-20 634' Southwest and Associated Parallel Taxiway D (Relocate Glideslope Antenna)**
13. Construct Blast Pad on Runway 2 and Implement PAPI-4 on Runway 2
14. Acquire Property Interests Associated with RPZ Serving Runway 2-20 Extension (2.5 acres affecting 3 parcels)**
15. Construct Airport Maintenance Facility to Support Equipment Storage (60'x60')
16. General Pavement Maintenance Projects - NP
17. State Maintenance Grants (5 Years) - NP

- 1 Construct Roadway Between Aviation Drive and New Airport Entrance Road to Support Landside Development Potential
- 2 Implement Enhanced Instrument Approach Minimums on Runway 20***
- 3 Implement REILs on Runway 2
- 4 Construct New Holding Bay Serving Runway 2 to Meet Recommended FAA Standards
- 5 Implement De-Icing Pad Serving Runway 2
- 6 Enlarge Blast Pads on Each End of Runway 15-33
- 7 Reconstruct/Rehabilitate Runway 10-28
- 8 Implement REILs on Runway 28
- 9 General Pavement Maintenance Projects - NP
- 10 State Maintenance Grants (10 Years) - NP

*** Coordination with the FAA will be needed to further define the potential for the relocation of County Highway 56 and property acquisition interests.



The following summarizes the major airside and landside recommendations to best meet the needs of projected demand at Santa Fe Municipal Airport.

AIRSIDE -

- Adhere to ultimate Airport Reference Code (ARC) D-III standards on the airfield system.
- Extend primary Runway 2-20 634' to the southwest to better accommodate commercial service and business jet aircraft operations utilizing the airport.
- Improve airfield geometry to include realigning certain taxiways that accommodate the runway network.
- Enhance visual approach aids and instrument approach capabilities.
- Continued rehabilitation of airfield pavements to support aircraft utilization.

LANDSIDE -

- Analyze the potential expansion/relocation of the terminal building and associated infrastructure to meet future commercial passenger service needs.
- Designate areas that can accommodate aviation development/redevelopment potential on the east side of the airport to include aircraft storage hangars and aircraft parking apron space.
- Implement a rental car quick-turn-around (QTA)/preparation center.
- Capitalize on the new airport entrance road extending from State Highway 599 that can serve aviation and non-aviation revenue support.

MASTER PLAN IMPLEMENTATION

The Santa Fe Municipal Airport Master Plan has been undertaken to evaluate the airport's capabilities and role and to plan for the timely development of new or expanded facilities that may be required to meet future demand. The ultimate goal of the Master Plan is to provide systematic guidelines for the airport's overall maintenance, development, and operation.

An Airport Master Plan is intended to be a proactive document which identifies and then plans for future facility development well in advance of the actual need for the facilities. This is done to ensure that the City of Santa Fe can coordinate project approvals, design, financing, and construction to avoid experiencing detrimental effects due to inadequate facilities.

Santa Fe Municipal Airport serves as a vital economic asset for the City of Santa Fe and surrounding region. As such, it should be carefully and thoughtfully planned and subsequently developed in a manner

which matches the development goals of the community. The preparation of the Master Plan is evidence that the City of Santa Fe recognizes the importance of air transportation to the region, as well as the unique challenges operating an airport presents. The investment in an airport yields many benefits to the community and region.

The continued development of Santa Fe Municipal Airport demonstrates the City's commitment to growth and prosperity while also remaining sensitive to the needs of the residences and businesses it serves. The cost of developing and maintaining aviation facilities is a substantial investment that yields impressive benefits for the area. The Master Plan provides the tools that the City of Santa Fe will need to meet the challenges of the future. By providing a safe and efficient facility, Santa Fe Municipal Airport will remain a valuable component to the surrounding region.

PLANNING HORIZON	PROJECT COST	FAA ELIGIBLE	NMDOT ELIGIBLE	LOCAL SHARE
Short Term	\$15,302,900	\$13,291,313	\$1,028,045	\$983,565
Intermediate Term	\$12,680,500	\$11,835,938	\$444,531	\$400,031
Long Term	\$4,411,000	\$2,625,000	\$937,500	\$848,500
Total Program Cost	\$32,394,400	\$27,752,250	\$2,410,075	\$2,232,095