



Agenda

**AIRPORT ADVISORY BOARD MEETING
SANTA FE REGIONAL AIRPORT
121 AVIATION DRIVE
BUILDING 3002B
NOVEMBER 14, 2019 – 4:00 PM**

1. CALL TO ORDER
2. ROLL CALL
3. APPROVAL OF AGENDA
4. APPROVAL OF MINUTES
 - a) October 10, 2019
5. PUBLIC INVITED TO BE HEARD
6. OLD BUSINESS
 - a) Projects Update. (Mark Baca, Airport Manager, mdbaca@santafenm.gov, 955-2901)
 - b) Staff Report. (Mark Baca, Airport Manager, mdbaca@santafenm.gov, 955-2901)
7. DISCUSSION
 - a) Northern New Mexico Air Alliance (NNMAA) Recognition. (Rosemary Thompson, AAB member, rt@sfwwp.com, 690-1150)
 - b) Terminal and Parking Lot Update. (Kent Freier, Molzen Corbin & Associates, kfreier@molzencorbin.com, 242-5700)
8. ACTION ITEMS
 - a) Request for approval of 2020 Airport Advisory Board Meeting Calendar. (Mark Baca, Airport Manager, mdbaca@santafenm.gov, 955-2901)
9. REQUEST FOR FUTURE AGENDA ITEMS FROM BOARD MEMBERS
10. NEXT MEETING: **Thursday, December 12, 2019**
11. ADJOURN

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

RECEIVED AT THE CITY CLERK'S OFFICE
DATE: November 7, 2019
TIME: 4:08 PM

**SUMMARY OF ACTION
AIRPORT ADVISORY BOARD MEETING
SANTA FE REGIONAL AIRPORT
121 AVIATION DRIVE, BUILDING 3002B
THURSDAY, NOVEMBER 14, 2019, 4:00 PM**

<u>ITEM</u>	<u>ACTION</u>	<u>PAGE</u>
CALL TO ORDER		1
ROLL CALL	QUORUM	1
APPROVAL OF AGENDA	APPROVED	1
APPROVAL OF MINUTES	APPROVED	1-2
PUBLIC INVITED TO BE HEARD	INFORMATION/DISCUSSION	2
<u>OLD BUSINESS</u>		
PROJECTS UPDATE	INFORMATION/DISCUSSION	2-3
STAFF REPORT	INFORMATION/DISCUSSION	3-8
<u>DISCUSSION</u>		
NORTHERN NEW MEXICO AIR ALLIANCE RECOGNITION	INFORMATION/DISCUSSION	8-9
TERMINAL AND PARKING LOT UPDATE	INFORMATION/DISCUSSION	9-11
<u>ACTION ITEMS</u>		
REQUEST FOR APPROVAL OF 2020 AIRPORT ADVISORY BOARD MEETING CALENDAR	APPROVED	11
REQUEST FOR FUTURE AGENDA ITEMS FROM BOARD MEMBERS	INFORMATION/DISCUSSION	11-12

NEXT MEETING

DECEMBER 12, 2019

12

ADJOURN

ADJOURNED

12

**AIRPORT ADVISORY BOARD MEETING
SANTA FE REGIONAL AIRPORT
121 AVIATION DRIVE, BUILDING 3002B
THURSDAY, NOVEMBER 14, 2019, 4:00 PM**

1. CALL TO ORDER

The meeting of the Airport Advisory Board was called to order at 4:00 pm by Councilor Michael Harris, Chair, on Thursday, November 14, 2019, at the Santa Fe Regional Airport, 121 Aviation Drive, Building 3002B, Santa Fe, New Mexico.

2. ROLL CALL

MEMBERS PRESENT

Councilor Michael Harris, Chair
Chris Ortega
John Elling
James Robins
Rosemary Thompson

MEMBERS ABSENT

Bud Hamilton, Excused
Kevin Egan, Excused

OTHERS PRESENT

Regina Wheeler, Director, City of Santa Fe Public Works
Bobbi Husman, Airport Administrator
Curt Temple, Airport Project Manager
Stuart Kirk, Fly Santa Fe
Kent Freier, Molzen Corbin
John Pate, Molzen Corbin
Bruce Bradford, Bank of Albuquerque
Elizabeth Martin, Stenographer

3. APPROVAL OF AGENDA

MOTION A motion was made by Ms. Thompson, seconded by Mr. Elling, to approve the agenda.

VOTE The motion passed unanimously by voice vote.

4. APPROVAL OF MINUTES

OCTOBER 10, 2019

MOTION A motion was made by Mr. Ortega, seconded by Ms. Thompson, to approve the minutes as presented.

VOTE The motion passed unanimously by voice vote.

5. PUBLIC INVITED TO BE HEARD

Mr. Bradford introduced himself and expressed his interest in the Airport. He said he was concerned about the parking situation and also felt that the parking rates were too low.

6. OLD BUSINESS

**A. PROJECTS UPDATE
Curt Temple**

Mr. Temple reported that he had received the RFP back from Purchasing for the runway safety area. It is going to Molzen Corbin next.

Chair Harris asked do we have to do it that way because we did not do a task order

Ms. Wheeler said no, it is construction that will be bid out. Molzen prepares the bid documents.

Chair Harris asked what is bid day scheduled to be.

Mr. Temple said he would look and let him know.

Chair Harris said that would be good.

Mr. Temple said he just received the file packet back for the 1028 mill and overlay and that is now filed with the Clerks Office. He will start a PO on that now and get that to Mountain States. They will start construction the first part of spring.

Chair Harris asked Mr. Frier if he had any comments on projects.

Mr. Freier said for 1028 the next step is the preconstruction conference. It will be for both 1533 and 1028.

Mr. Temple said phase 2 of Taxiway Delta has passed Public Works and is going to Finance and Council in December for approval to proceed with the contract for Albuquerque Asphalt.

Mr. Freier said for the runway 20 safety area we had a good thing happen. It was Mark who worked it out. We are going to do the earth work with his plan for it to happen like the 20 paving did. It will be closed during the day and reopened at night so we don't have to put down lights or turn off our LIRs.

Chair Harris asked do you think since this is primarily dirt work will we be able to proceed on it.

Mr. Freier said he thinks so.

Mr. Temple said it is an FAA mandate and they want it done as soon as possible. It is a priority for us.

Mr. Elling asked what will the commercial guys do without that runway.

Mr. Frier said they can get their planes off on the other runways in the winter.

Mr. Freier said once a year we meet with FAA for our six year CIP and projects we want to start next year. He prepared a preliminary six year CIP and will share it with the Board. The electrical vault will be replaced for 20. For 20/21 we will do the two phases of the north apron. There is a north apron and a far north apron. The design and first phase of construction will be in 20/21 and the second phase in 22. We are going with that project to start adding more concrete apron. He has \$3 million in for that project right now. As we work on terminal expansion we are going to need some additional concrete apron. We will replace the ARF truck. We are looking at replacing the concrete out front, which is from the 1950s, and expand that around the corner for larger jets and regional carriers in 25. That is our future for the next few years looking at the air side. We also listed the projects you are doing that are not FAA. FAA likes to see projects that are not FAA funded so they can see your commitment to the Airport. He will final this and get it sent in to the FAA.

Mr. Temple said we will be running in December a new vehicle to use during inclement weather for testing the pavement and sending out notices of runway condition at all times. It will help us move ahead with more aircraft that come in.

Chair Harris asked about Taxiway G.

Mr. Freier said that is the supplemental funding project. We did survey it. He brought the task order up today for the City to execute that. FAA asked for a schedule and he provided that to Mark. FAA is scheduled to advertise that in March or April.

B. STAFF REPORT
Regina Wheeler

Ms. Wheeler said the Airport Board was notified of a security violation that occurred with the transport of a patient out of the Airport a few weeks ago. It was an enormous debacle. A gate was broken by the Fire Department at 2:30 am three weeks ago. They left and left the gate open. Mark and staff watched the tape to make sure no one got on the field and had to inspect all the aircraft on the field. They are fining us a \$35,000 fine. We were hoping to hold them to that. It was initially several hundred thousand dollars. We are replacing the push buttons with codes and adding cameras to all the gates

Mr. Temple said we negotiated that with FAA in lieu of fines. They will hit the Fire Department pretty hard and the aircraft people. TSA is not happy. We are not going to get fined more, but there will be individual fines against the individuals in the ambulance. It could be serious with them. Our action plan was in lieu of paying the fines.

Chair Harris said this is news to all of us.

Ms. Wheeler said we have 90 days to take care of that.

Ms. Thompson asked Ms. Wheeler to send the Board members the letter she received from FAA.

Mr. Elling asked what motivated this.

Mr. Temple said the plane sat there for another 30 minutes before they took off. The ambulance people knew better. They should have called Fire Station 10 and had them come over.

Chair Harris said this should be addressed at the Public Safety Committee.

Ms. Wheeler said the Fire Chief has been involved since the second this was found out.

Chair Harris said there needs to be public acknowledgment. He will talk to Councilor Rivera about that. The community and the Councilors need to know what is going on. He will raise this with the City Manager.

Ms. Wheeler said there is a tent going up on the patio area as an interim solution because the Fire Marshall has let us know the population is too high in the secure area. A PO has probably been approved for the tent and heaters on the patio

Mr. Temple said we are bringing in LED lighting as well.

Ms. Wheeler said the snow equipment is up and running for the snow season. They have tested it and trained and are ready to roll.

Chair Harris said he asked for the status of Santa Fe Valet and late night pick up.

Ms. Wheeler said we have been exploring options. We are working to solve the problem. We approached our Transit Division and they are barely keeping their routes going with the staff they have. We are working with Stuart.

Chair Harris said we saw a proposal from Santa Fe Valet.

Ms. Wheeler said yes, for \$300,000. That is way more than we can do.

Mr. Kirk said it appears it is not economical for private services to do this. We introduced a concept to Santa Fe Shuttle for hourly service. He, Mark and Paul Margetson met with the lady that handles Santa Fe Shuttle and they are going to send us a proposal for that service.

Mr. Robins asked did you talk to Roadrunner.

Mr. Kirk said Mark was going to talk to Roadrunner. Mark said they have been indifferent and he asked for a proposal and they did not respond. Their contract for that booth is up in a couple of months and we are not sure what they are going to do. We are trying to come up with some ideas.

Chair Harris said thank you.

Ms. Wheeler said we have collected \$300,000 in back lease payments. The FBO that was behind is up to date and the airlines are up to date. Now we are combing through the restaurant lease issue. They are interested in expanding their services and availability. We are going to get a new agreement for operating the restaurant.

Chair Harris asked did we resolve the financial issues that were carried over.

Ms. Thompson asked how much do they owe us.

Ms. Wheeler said it is not huge numbers. They are supposed to give us a percentage of their revenues.

Mr. Elling asked how is the air ambulance company. Are they up to date.

Ms. Wheeler said she will check.

Mr. Elling said the air ambulance will have to report their revenue before we can collect.

Mr. Ortega asked what the status was on the Security Plan and Minimum Standards.

Ms. Wheeler said she will have to check that.

Chair Harris said he has talked to Mike Prinz several times and never gets a clear answer from him on those items.

Ms. Wheeler said she will get a clear answer. She believes the Security Plan is at FAA for approval.

Ms. Husman said the lease with the air ambulance company is valid until 2023. They can extend the lease two terms. They pay \$599.01 per quarter to us and they are current.

Mr. Elling said the previous company that they purchased the company from had a lease that said they had to pay the Airport a percentage. Is that in the current lease. It was 2%. Are they paying that. It would be a big number. You should probably look at how that lease was transferred. If a lease is transferred the City of Santa Fe has to approve it.

Ms. Wheeler said Air Methods is the current operator.

Chair Harris said on Minimum Standards it seems it got lost in the shuffle. What he understood was that there had been a lot of work and then Mark came up with a lot of new language after attending a seminar. We did not see that language.

Mr. Elling said Mark said he incorporated that and took it to FAA and they rejected it. We solicited comments and some of us gave extensive comments and we never heard anything else.

Mr. Ortega said the FAA does not approve or disapprove it.

Chair Harris said Regina you are welcome to speak with Mr. Prinz about this and where it stands, but he does not see this being resolved before his time is over. On the Security Plan you said it has gone to FAA.

Ms. Wheeler said she is not sure of that.

Mr. Elling said Mark sent around new language and we provided new language.

Ms. Wheeler said she will check on that.

Ms. Wheeler said the Airport terminal expansion is the number one request from the City to the Legislature. It was approved at Council last night. Our Legislative Breakfast is on December 10th. That is where we will present our requests to the Santa Fe delegation. She met yesterday with Mark Duran, our lobbyist, and he is feeling positive about it. If we show them everything we have spent on the air side that has been funded by others that will show a significant investment that is not all from them and what it takes to make the whole Airport happen. Thanks to Molzen for putting this packet together. It will help us be successful so we can move forward with the design. We have encumbered some of the \$9 million and spent it so we will not be on the list of who got funds and did not spend them.

Chair Harris said the ask is \$10 million.

Ms. Thompson asked about the time and place of the Legislative Breakfast.

Ms. Wheeler said it is not open to the public.

Ms. Husman said she does not see any reference to the 2% in the air ambulance lease. She can have Mark take a look at it when he gets back. We have a couple of leases for Mr. Prinz to look at in that area.

Mr. Elling said it was a point of contention that Tri State was not paying it. He believes you, but is surprised. That will open up the Airport to a complaint to FAA that all the tenants are not being treated the same.

Chair Harris asked when was the lease signed with Air Methods.

Ms. Husman said February of 2014. They are current on their CPI increases as called out in the lease.

Mr. Elling said he would like an update on the Wastewater facility.

Ms. Wheeler said there has been no formal answer from FAA.

Chair Harris said verbally they said they do not want us to sell it. It would have to be a lease.

Ms. Thompson said last month she asked Mark for a report on the amount of money received from FAA, the State and the City from January to date.

Mr. Freier said he can prepare something on that for you.

Ms. Wheeler said we are putting that together for the Legislative Session as well.

Ms. Thompson asked that Ms. Wheeler send that document to the Board members.

Chair Harris said we will put it on the agenda for the next meeting.

7. DISCUSSION

A. NORTHERN NEW MEXICO AIR ALLIANCE RECOGNITION Rosemary Thompson

Ms. Thompson said she wanted to thank Fly Santa Fe, Stuart, Paul, Randy Randall and all the supporters. You guys do an amazing job and we are fortunate to have your organization helping us. Thank you for the barbeque. You have a great presence and what you do is phenomenal. One thing that struck her most was when you said at the barbeque that these are the people that are the first people who come into contact with people flying into the Santa Fe Airport and the last people they come into contact with when they leave. That is so important. That stuck in her mind. Kudos to all those people and to you all and all you do.

Mr. Kirk said he reported to the Fly Santa Fe Board that this was on the agenda. He speaks for the Board that we thank you for this recognition a lot. We are not trying to promote our organization, we are trying to promote our Airport for economic development in northern New Mexico. We also have support from Los Alamos and Taos. He does believe we have been influential in the success the Airport is having. He appreciates you taking the time to recognize us.

Chair Harris said he echos what was said and thanks Rosemary for bringing this up. You have been behind the scenes and diligent. We appreciate it very much. Thank you for the new signs as you drive into the Airport. They look so much better. Please report back to your Board our appreciation.

Chair Harris said in Tuesday's paper there was a letter to the editor about the parking situation. It was not a letter of praise. We are going to get a report on that tonight. We do need to get that message out so people coming and going from here have an understanding that there are improvements coming. Maybe some signage or simple graphics would help. Maybe it could be on the Hutton screens.

Mr. Kirk said we are putting together public letters to the editor and an op-ed piece and will coordinate with the Airport. We want to try to let the public know things will be a bit more difficult due to the improvements going on. We are trying to get ahead of it.

Ms. Thompson asked have you talked to DOT about the signs on 599.

Ms. Wheeler said we have and we don't have a date yet.

Ms. Thompson asked what about the weeds she asked about at the last meeting. The weeds in the overflow parking lot. It is trashy looking.

Ms. Wheeler said she will check on that.

Ms. Thompson said thank you to the Mayor and Mark Baca and Regina and the two fellows for completing the paving on the old Airport Road.

Ms. Wheeler said the Governing Body approved the paving and we pursued taking it over.

Chair Harris said David Catanach retired and now we have Jaiver Martinez over streets. Both of them are great. Javier is amazing. Councilors Rivera and Abeyta, at Public Works, talked to Javier about it and he got it done. The on call contractor we have has done a good job for the City. GM Emulsion. \$11 million, associated with the gas tax revenue bond program, was managed so well that we have a balance left over of \$3 million to \$4 million and Javier has come up with a supplemental list of streets to do. Things are moving forward.

b. TERMINAL AND PARKING LOT UPDATE
Kent Freier and John Pate

Ms. Wheeler introduced the presentation and references the material that Molzen Corbin has put together for the Board.

The material is herewith attached to these minutes as Exhibit "1".

Mr. Pate said some of this information was presented to the Board previously and we got the nod to move forward in the direction we were going in. This represents the Molzen Corbin programming phase. It is an executive summary.

Mr. Pate reviewed the information.

Chair Harris said this says how current funding will be parsed out. We say we are going to spend \$4 million of the \$11 million for the parking lot.

Ms. Wheeler said the parking lot and terminal circulation.

Chair Harris said we should say supporting infrastructure.

Ms. Wheeler said that is a good idea to use that language out of the appropriation. We will work on that language.

Chair Harris said this is a great document.

Chair Harris asked do you guys have in your files the Resolution that was passed five years ago on the character of the building and the appearance of the building.

Mr. Freier said we have that.

Chair Harris said lets talk about it before we interface with the Historic District Review Board.

Mr. Ortega asked about the number indicated of 18,500 square feet.

Mr. Pate explained that is it 18,500 of additional square feet.

Chair Harris asked the terminal expansion and improvements represents the full scope north and south, but not the second story on the south side.

Mr. Pate said yes. Probably we are going to plan the south expansion to possibly have a second story on it.

Chair Harris said that is \$14 million and we had \$4 million for the parking lot and infrastructure. That is \$18 million. Our main function of the Board is on capital improvements. This is it. Approval of this level of information we can talk about.

Ms. Wheeler said we have total of \$19.5 million. We will work on a table.

Chair Harris said why don't we have \$21 million.

Ms. Wheeler said that is right, \$21 million. So we are short. We will work on it.

Mr. Pate said this does not include other costs. \$18 million is construction costs.

Chair Harris said you need to be talking about total project budgets and construction costs.

Mr. Ortega said at the last meeting we discussed that the gate by aeronautical services will be closed and people will have to be rerouted through the back road and driven along the ramp.

Mr. Pate said this is the first he heard of that.

Mr. Freier said he will have to cover that with Mark. You are talking about Gate number 2 by Signature and access issues to the hangers.

Chair Harris said when we saw this before it showed the parking lot fee system

costs.

Mr. Freier said we are in discussions with Noel Correia.

Mr. Pate said we have not gotten any directions on that.

Mr. Temple said we are in discussions still as to what system we want to have.

Ms. Thompson said this shows only one lane in and one lane out.

Mr. Freier said we discussed the issues and hear your comment.

Chair Harris said as part of the Jet Center project are they intending to move to the pad shown on the map.

Mr. Temple said yes.

Chair Harris said this is great information. Is this going to go to the Legislators.

Ms. Wheeler said we will be giving them a form of this.

MOTION A motion was made by Mr. Elling, seconded by Ms. Thompson, to approve the parking lot and terminal improvement report with comments reflected.

VOTE The motion passed unanimously by voice vote.

The Board thanked Molzen Corbin for the presentation.

8. ACTION ITEMS

A. REQUEST FOR APPROVAL OF 2020 AIRPORT ADVISORY BOARD MEETING CALENDAR

MOTION A motion was made by Mr. Elling, seconded by Mr. Ortega, to approve the 2020 meeting calendar.

VOTE The motion passed unanimously by voice vote.

9. REQUEST FOR FUTURE AGENDA ITEMS FROM BOARD MEMBERS

Ms. Wheeler said the items she has noted from this discussion are a table of projects money from FAA, the State and City; a copy of the FAA letter about

wastewater, a copy of the FAA letter on the security violation, the Minimum Standards, the Security Plan and the Air Methods lease.

Chair Harris said he will not be at the December 12th meeting. If we want to have one Vice Chair Ortega will officiate. So this is his last Airport meeting as Chair.

Ms. Thompson said thank you for everything you have done as a Councilor and Chair for the Airport and good luck in your future moves. We all appreciate you.

Chair Harris said it has been gratifying to be here. The changes here have all been positive long term. This is a great Board. Director Wheeler is a tremendous help. She is a real asset.

Ms. Wheeler said thank you for getting us on track and being a great leader and for your leadership and partnership.

Chair Harris said he would like to continue as a citizen member at some point. That is up to the Mayor. The next Councilor to be appointed as Chair will be the Mayor's decision with the approval of Council. He favors Councilor Rivera to be Chair. We will see. He thinks we are in good shape. We have a realistic assessment of the money we have. We will be able to show we have already spent some of the money they gave us and will spend big sums around the corner.

Mr. Freier said thank you for what you have done on the Board. He has sat through these Boards meetings for 25 years. It has been nice having you as Chair.

Chair Harris said this is familiar turf for him as he was a construction manager. The Airport is really starting to gain momentum. Thank you.

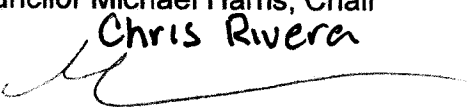
**10. NEXT MEETING
DECEMBER 12, 2019**

11. ADJOURN

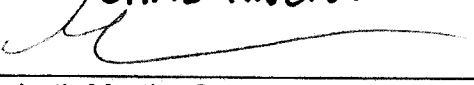
There being no further business before the Board the meeting adjourned at 6:00 pm.



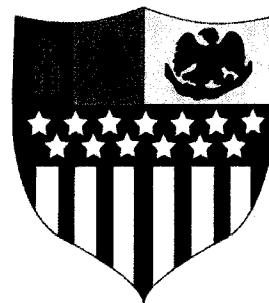
Councilor Michael Harris, Chair



Chris Rivera



Elizabeth Martin, Stenographer

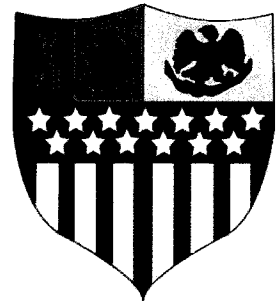


City of Santa Fe

Santa Fe Regional Airport (SAF)

Parking Lot and Terminal Improvements Design Report





City of Santa Fe

Table of Contents:

- I. Executive Summary
 - a. Projects highlights
- II. Project Status
 - a. Statement
- III. Analysis
 - a. Current Facility
- IV. Projects direction
 - a. Budgets & Master Planning
- V. Project 1 - Parking Lot
 - a. Scope vision
- VI. Project 2 - Terminal
 - a. Scope vision
- VII. Integrated Art Opportunities
 - a. Terminal and parking components envisioned
- VIII. Next Steps

Exhibits:

- 1. Expanded Site Plan
- 2. Site Plan
- 3. Site Plan
- 4. Terminal Existing
- 5. Terminal Phased approach
- 6. Terminal Proposed improvements
- 7. Terminal future expansion scheme
- 8. FAA Enplanements - Calendar Year 2018
- 9. Airport Comparisons
- 10. Terminal SF analysis
- 11. Parking and site analysis
- 12. Airport Masterplan terminal projections
- 13. Airport masterplan Curb length projections
- 14. Existing gross SF of terminal facility exhibit
- 15. Comparison exhibit 1
- 16. Comparison exhibit 2
- 17. Comparison exhibit 3
- 18. Executive Order 2006-001 – LEED[™] requirement

Executive Summary:

The Santa Fe Regional Airport Terminal and Parking Lot Improvements are coordinated however distinct projects. Study phases began in the summer of 2019. Stakeholders have been engaged throughout the process for critical input and feedback.

Stakeholders list includes:

- Airport Advisory Board (AAB)
- On-site Airport Partners
- Federal Aviation Authority (FAA)
- City Council Members
- Santa Fe Mayor
- Santa Fe Arts Director
- Airport & Public Works Staff
- Public

The design team has compiled and analyzed current data, masterplan concepts, and FAA guidelines. Similar facilities and regional neighbors were also compared as to traffic and enplanements: The result is a comprehensive plan for both immediate design/construction efforts and phasing considerations for future development. See resulting plans. (Exhibits 1-7)

Current funding is approximately \$11 million including funding sought and acquired in the 2019 legislative session. Another \$10 million is anticipated in the 2020 session. Full funding will allow for design and construction of both parking lot and terminal improvements that elevate these facilities to meet the current needs. It is worth noting that these fully funded projects will not provide for future growth that is anticipated based on both trends and increased usage after improvements are made. In the event of only partial funding significant improvements can be made such as:

- Access Road improvements,
- Short Term & Long Term parking improvements and controls,
- Increased Sterile area and TSA areas to relieve congestion past the TSA checkpoint, and
- Additional gate for departing passengers.

There are influencing factors that will affect costs versus funding for the terminal including accommodation for historic structures, enhanced security, passenger safety, and sustainability requirements. Therefore, without full funding the following situations may not be addressed:

- Increased Lobby space,
- Modifications to Baggage Claim,
- Rental Car Space,
- Ticket Counter Space, or
- Full Landscaping and Exterior Lighting of Parking Lots and Circulation.

The interest and excitement among the stakeholders has generated positive momentum that has the immediate opportunity to be capitalized on!

Project Status:

This document serves as the completed narrative of the study phase for the Santa Fe Regional Airport's improvements to the parking lot and terminal facilities. It is anticipated that the parking lot project will go into construction first, with the terminal improvements to follow. The project team is now transitioning into design.

Analysis:

Current Facility:

- Flights
 - Enplanements CY18 - 116,591, Averages 320 per day (Exhibit 8)
 - 9 Arrivals, 9 departures per day
 - On course to over 140,000 enplanements for CY19.
- Square footage and Ratios of terminal (not including FAA Tower)
 - 11,000sf existing, 11 enplanements per/sf currently
 - SF per passenger based on projections, similar/neighboring facilities, level of service, and max passenger calculations indicate the ratio should be 3 to 3.5, indicating a need of 33,000sf today and 46,000sf as a minimum in the future. (Exhibit 9)
 - Similar airports based on enplanements and proximity were included in this analysis. (Exhibits 14-17)
- Parking & circulation SF existing & proposed (Exhibit 11)
- Terminal improvement package in 2016 added or improved:
 - Second departure gate
 - Increased secure space
 - Secure restrooms & concessions area
 - Expanded TSA checkpoint
 - Additional airline operational space
 - Separate baggage claim area with dedicated entry
 - Funded by a 2014 Legislative Appropriation of \$890,000
- Terminal improvement package completed in 2017 and 2018:
 - Expanded TSA checkpoint to allow body scanner
 - Expanded baggage screening room to allow baggage scanning equipment
 - New emergency back-up Generator
 - Funded by a 2016 Legislative Appropriation of \$855,000

Project Direction:

- Current Funding of \$11 million (from multiple sources) will be parsed out as follows:
 - Project 1 – Parking Lot, \$1.5 million,
 - Project 2 – Terminal Improvements, \$9.5 million,
 - Project costs include design fees, construction costs, FAA/TSA costs, special systems/equipment, and furnishings,
 - NM 599 roadway connections are separate projects, and
 - Separate project for solar power systems & integration
- Future funding anticipated from next legislative session, \$10 million, this will be dedicated to Terminal Improvements.
- Further terminal expansion will be required if growth continues. This project design plans for that future.
- There are no air-side improvements included within these projects

Project 1 – Parking Lot:

- Schematic Design of Parking Lot, Terminal Circulation, & Access Realignment
 - Plans allow for:
 - Access road & Aviation Drive realignment
 - Short term parking
 - Long term parking
 - Drop-off loop road
 - Staff & FBO parking
 - Grading & drainage
 - Electrical modifications
 - Plans for future integration:
 - Terminal improvements & expansions
 - Future Rental Car Center
 - Parking expansions
 - Solar (PV) shade structures
 - NM 599 roadway connection planning
 - The 2018 Airport Master Plan concepts have been utilized (Exhibits 12 & 13)
- Design Work Plan. Current funding and directives to be packaged to align with parking lot, loop road, airfield gates, fixed base operators (FBO's), rental cars, general aviation, and Aviation Drive modifications. Molzen Corbin will compile and negotiate a design workplan and fees around the following:
 - Coordinate roadway with city engineers for alignment and typical sections
 - Coordinate with city parking for pay stations, access controls, and charging stations
 - Proceed with assumptions for future terminal expansion footprints
 - Coordination with utilities
 - Coordination with airport stakeholders
 - Plan for coordination of solar powered carports
 - Plan for construction phasing

- Plan for pending integration of terminal improvements
 - Include typical and expected tasks for bidding documents creation, bidding assistance, and construction administration/observation activities
- Preliminary Probable Costs from Existing Funding for this work
 - Allot \$4 million for project described above
 - Additional funding for terminal circulation and access will come from Terminal Improvements budget
 - NM 599 roadway connection will be a separate project
 - This work encompasses approximately 15 acres (650,000 SF +/-)
 - Expected scope- Grading, drainage components, utility relocations, asphalt & concrete work, Landscaping & Irrigation, Lighting, Basic Signage, Parking System Coordination

Project 2 – Terminal:

- Schematic Design of Terminal Improvements
 - These designs are informed by and adhere to the Airport Master Plan
 - A 2 story or double height addition on the south, built for flexibility and future 2 story additions and potentially jet ways
 - A single level expansion to the north
 - Elimination of portable offices
 - Required work at existing facility
 - Design work will investigate utilizing same gates for arrivals and departures
 - The planned expansion will put the facility at the projected long term numbers noted in the master plan
 - This means at the end of construction the facility will no longer be overburdened, but it will be at capacity
 - Executive Order 2006-001 - State funded facility over 15,000 SF and/or 50 kW peak electrical demand shall achieve a minimum “LEED™ Silver” rating (Exhibit 18)
- Design Work Plan. Current plus anticipated funding and directives to be packaged for terminal expansion and improvements. Molzen Corbin will compile and negotiate design workplan and fees around the following:
 - LEED requirements, adding \$50/sf for budgetary purposes
 - Milestones will include funding calendar
 - Coordinate with parking lot project
 - Coordinate with FAA, TSA, NMDOT, and other airport stakeholders
 - Public input sessions and communication
 - Interface with Santa Fe Historic Districts Review Board
 - Plan for construction phasing
 - Include typical and expected tasks for bidding documents creation, bidding assistance, and construction administration/observation activities
- Preliminary Probable Costs for this work:
 - Terminal expansion and improvements - budget ~ \$14 million
 - Terminal expansions - budget ~ \$11 million
 - Existing terminal remodel project costs at \$300/SF - budget ~ \$3 million
 - Terminal expansion project costs at \$600/SF - indicates approximately ~18,500 SF

- North expansion 7,500 SF possible
 - South expansion 11,000 SF at ground level possible
 - Upper level options at southern end will be explored
- Phased options for funding and construction logistics will be investigated

Integrated Art Opportunities:

- Terminal components:
 - Building integrated display areas/Nichos
 - Standing display options
 - Art Glass integrated glazing
 - Elevated ceiling areas for suspended art opportunities
 - Future discussion with Historical Review Board anticipated to work out aesthetic directions
- Parking Lot/Approach components:
 - Art opportunities regarding the display aircraft
 - Roundabout options
 - Coordination with future solar collectors
 - Coordination with signage and landscaping opportunities

Next Steps:

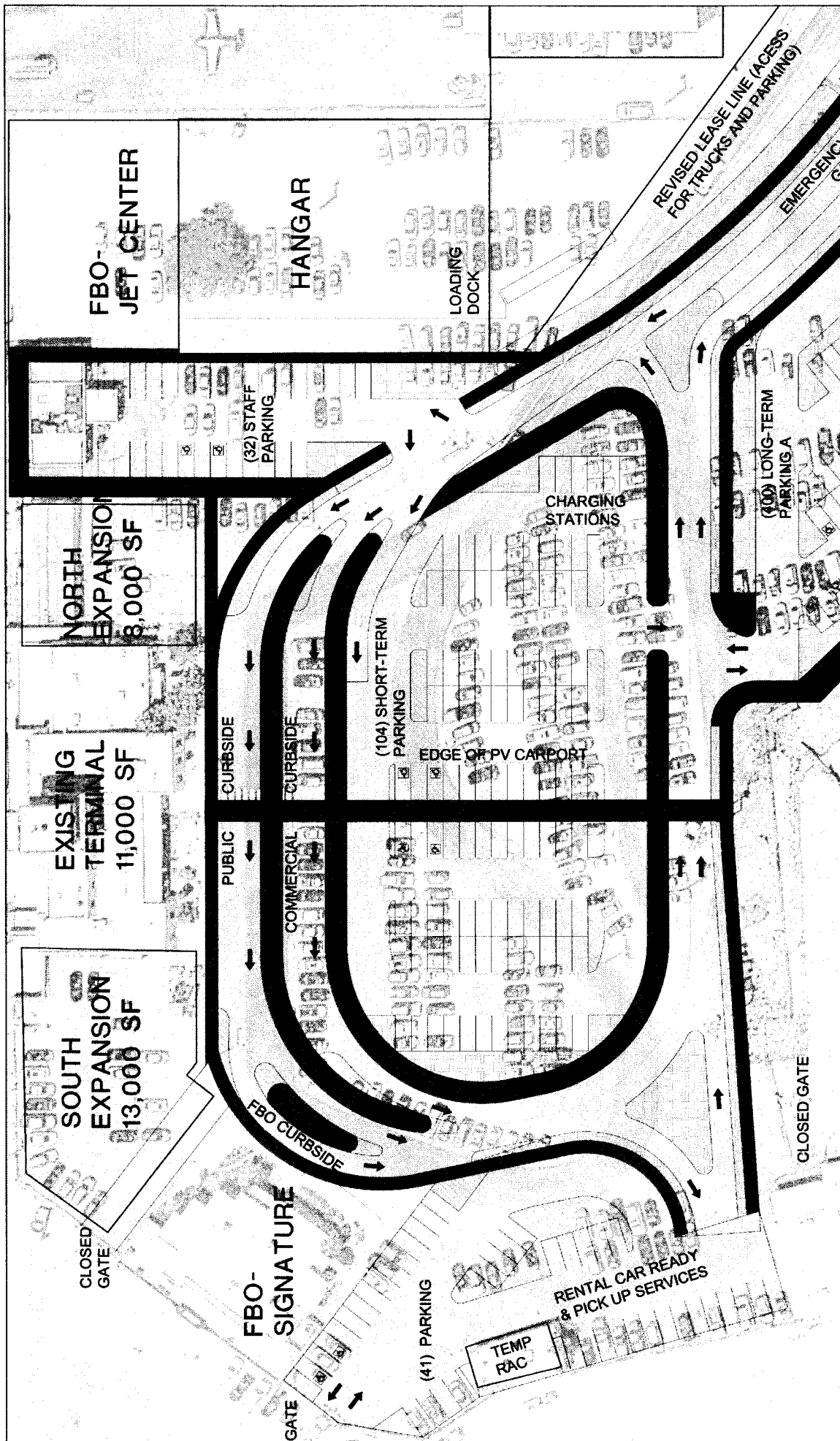
- Initiate Design task orders
- Integrate current feedback
- Preliminary Project Schedule
 - Parking Lot Design & Bidding mid 2020
 - Terminal Design & Bidding late 2020
 - Project construction through 2021
- Stakeholder input sessions coming soon
 - Comparison facilities & situations
 - Renderings & imagery



EXHIBIT 2



MOLZENCORBIN



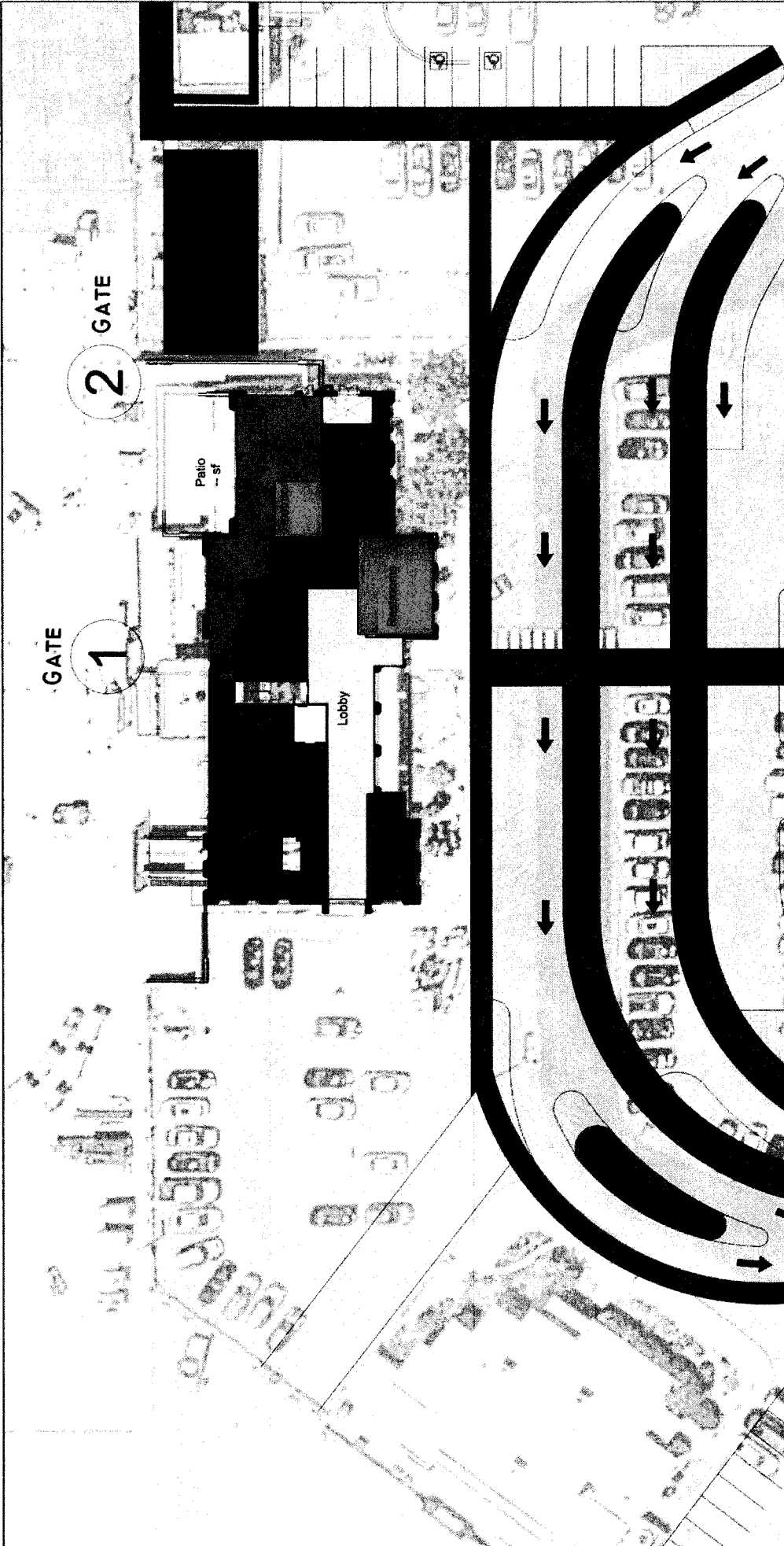
Parking Lots & Circulation - Santa Fe Regional Airport

Site Plan
Schematic Sketch Option

EXHIBIT 3



MOLZENCORBIN



- TOILETS/WALKWAY
- OPERATIONS
- RESTROOMS
- CONCESSIONS
- RENTAL CAR
- EXPANDED
- STREET PASSAGEWAY
- HOLDING
- PASSENGER
- CLAIM
- ADMINISTRATION
- SECURITY
- COLLATION

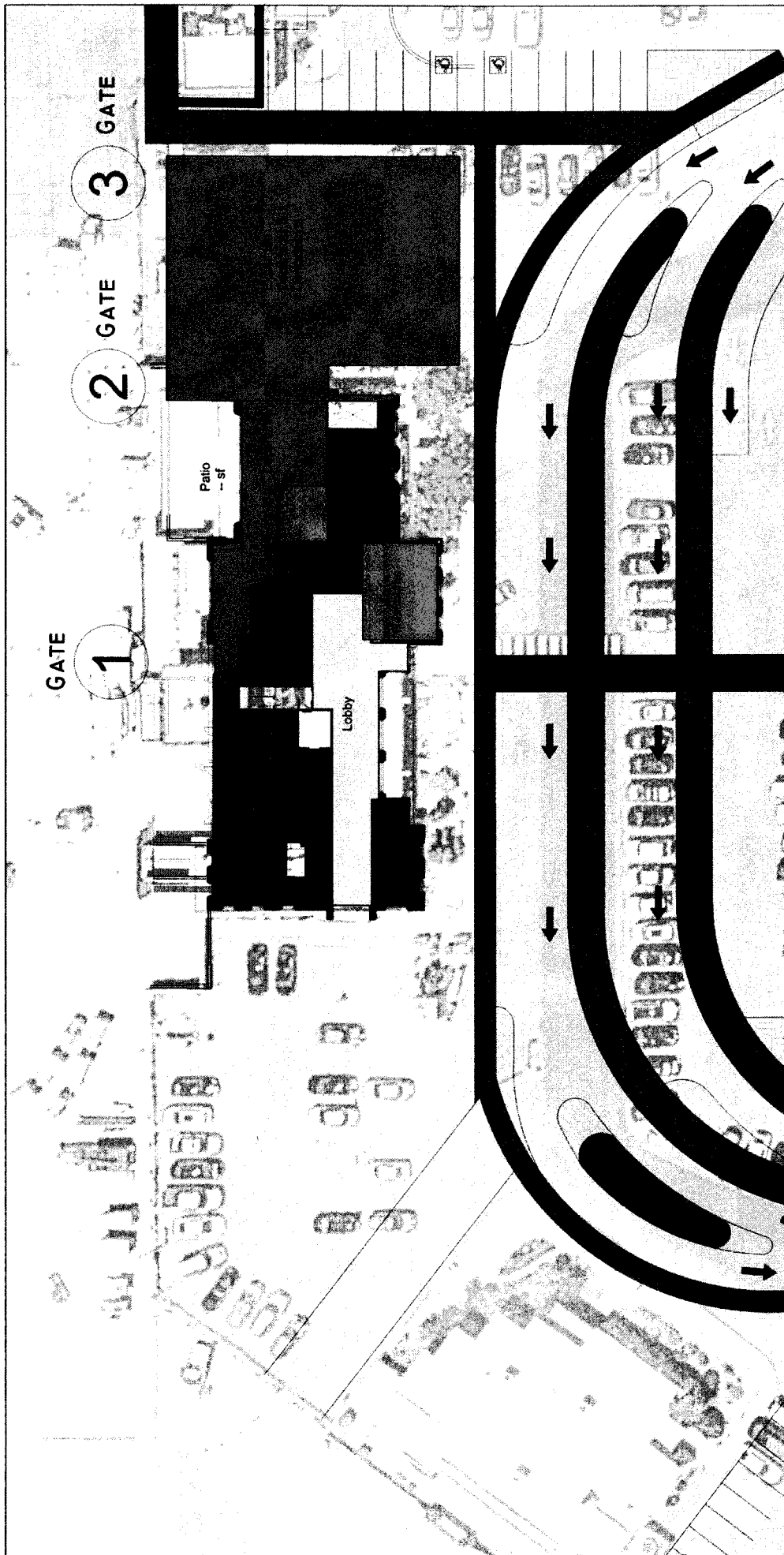
TERMINAL EXISTING 11,000 SF
ADMIN IS IN PORTABLE



EXHIBIT 4

Terminal Planning - Santa Fe Regional Airport
Terminal Plan w/Site
Schematic Sketch Existing Conditions

MOLZENCORBIN



- TICKETS/BOARDING
- RESTROOMS
- CONCESSIONS
- RENTAL CAR
- DUNGEON
- STREET PASSENGER
- HOLDING
- BAGGAGE CLAIM
- ADMINISTRATION
- SECURITY
- COLLATION

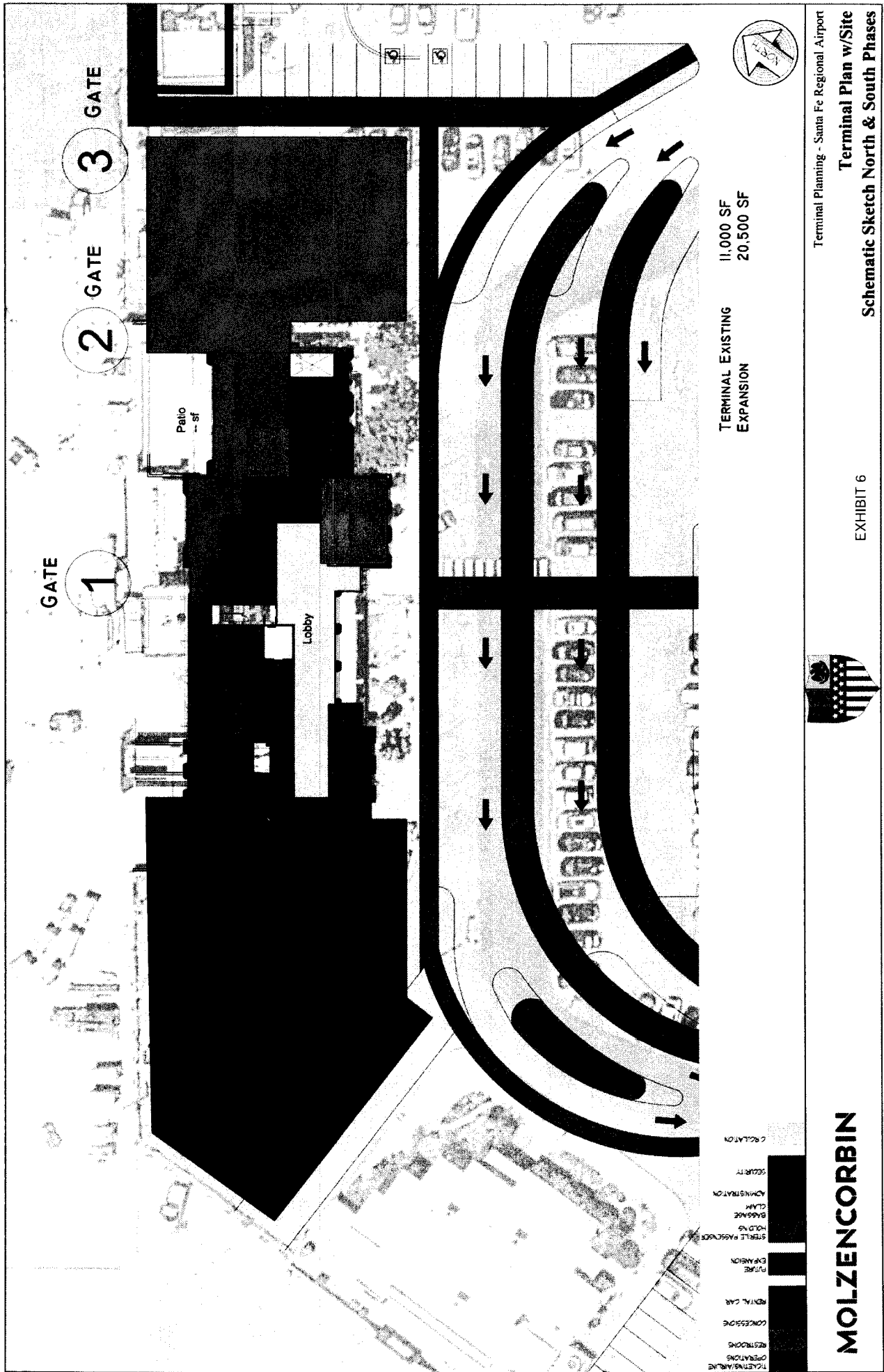
TERMINAL EXISTING 11,000 SF
 EXPANSION 7,500 SF
 ADMIN IS IN PORTABLE RELOCATED
 SOUTH OF FBO

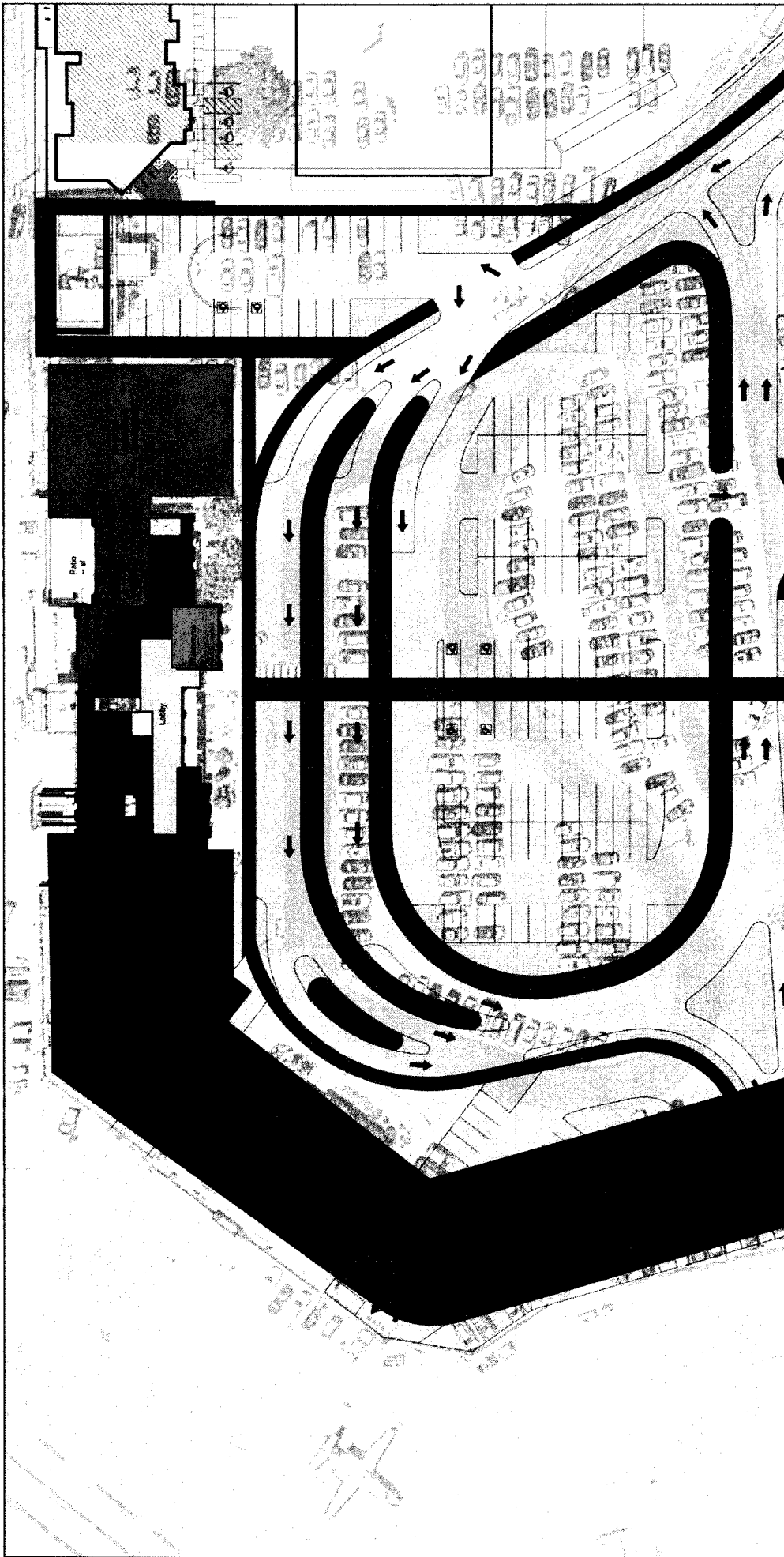


Terminal Planning - Santa Fe Regional Airport
Terminal Plan w/Site
Schematic Sketch North Phase

EXHIBIT 5

MOLZENCORBIN





LAST MODIFIED: Nov 14, 2019 - E-Plan - BY USER: jillford
 DWG LOCATION: SANTA FE SAFED 13 Terminal Mod 2019 Design
 DWG NAME: ASF-RPXX.dwg



MOLZENCORBIN

EXHIBIT 7

Terminal Planning - Santa Fe Regional Airport
Terminal Plan w/Site
Schematic Sketch Future Phases



Rank	RO	ST	Locid	City	Airport Name	S/L	Hub	CY 18 Enplanements	CY 17 Enplanements	% Change
199	GL	OH	LCK	Columbus	Rickenbacker International	P	N	154,475	133,649	15.58%
200	SW	TX	GRK	Killeen	Robert Gray AAF	P	N	154,328	154,951	-0.40%
201	EA	PA	UNV	State College	University Park	P	N	153,571	138,423	10.94%
202	GL	MI	AZO	Kalamazoo	Kalamazoo/Battle Creek International	P	N	152,845	146,314	4.46%
203	SO	NC	OAJ	Jacksonville	Albert J Ellis	P	N	152,448	155,342	-1.86%
204	GL	IL	BLV	Belleville	Scott AFB/Midamerica	P	N	152,278	123,841	22.96%
205	EA	PA	LBE	Latrobe	Arnold Palmer Regional	P	N	151,410	151,207	0.13%
206	CE	NE	LNK	Lincoln	Lincoln	P	N	150,214	154,465	-2.75%
207	GL	ND	MOT	Minot	Minot International	P	N	149,865	141,161	6.17%
208	SO	NC	JQF	Concord	Concord-Padgett Regional	P	N	147,065	129,034	13.97%
209	SW	LA	AEX	Alexandria	Alexandria International	P	N	143,173	156,145	-8.31%
210	EA	NY	ELM	Elmira	Elmira/Corning Regional	P	N	141,075	126,472	11.55%
211	GL	MN	DLH	Duluth	Duluth International	P	N	136,806	122,726	11.47%
212	AL	AK	KTN	Ketchikan	Ketchikan International	P	N	135,389	131,144	3.24%
213	NM	CO	MTJ	Montrose	Montrose Regional	P	N	133,924	123,206	8.70%
214	WP	AZ	IFP	Bullhead City	Laughlin/Bullhead International	P	N	131,294	129,949	1.04%
215	GL	MI	MBS	Saginaw	MBS International	P	N	127,627	110,964	15.02%
216	NE	MA	ACK	Nantucket	Nantucket Memorial	P	N	126,610	113,009	12.04%
217	GL	WI	CWA	Mosinee	Central Wisconsin	P	N	124,632	116,404	7.07%
218	GL	OH	TOL	Toledo	Toledo Express	P	N	123,541	102,988	19.96%
219	NM	UT	SGU	St. George	St George Regional	P	N	123,060	103,569	18.82%
220	CE	MO	COU	Columbia	Columbia Regional	P	N	120,235	88,650	35.63%
221	EA	NY	PBG	Plattsburgh	Plattsburgh International	P	N	119,783	139,398	-14.07%
222	EA	NY	IAG	Niagara Falls	Niagara Falls International	P	N	119,182	142,605	-16.43%
223	SW	NM	SAP	Santa Fe	Santa Fe Municipal	P	N	115,747	102,479	11.86%
224	SW	TX	BRO	Brownsville	Brownsville/South Padre Island International	P	N	115,711	116,197	-0.42%
225	NM	MT	HLN	Helena	Helena Regional	P	N	115,438	103,773	11.24%
226	GL	ND	GFK	Grand Forks	Grand Forks International	P	N	114,578	117,520	-2.50%
227	SO	NC	EWN	New Bern	Coastal Carolina Regional	P	N	111,172	111,147	0.02%
228	GL	IL	CMI	Savoy	University of Illinois-Willard	P	N	109,878	100,133	9.73%
229	SW	LA	MLU	Monroe	Monroe Regional	P	N	107,107	103,547	3.44%
230	GL	IL	RFD	Rockford	Chicago/Rockford International	P	N	106,710	112,862	-5.45%
231	WP	CA	BFL	Bakersfield	Meadows Field	P	N	105,104	99,472	5.66%
232	EA	WV	HTS	Huntington	Tri-State/Milton J Ferguson Field	P	N	101,701	103,724	-1.95%
233	NM	CO	HDN	Hayden	Yampa Valley	P	N	100,079	96,403	3.81%
234	GL	WI	LSE	La Crosse	La Crosse Regional	P	N	99,651	92,101	8.20%
235	EA	NY	ITH	Ithaca	Ithaca Tompkins Regional	P	N	99,070	97,212	1.91%

Santa Fe Regional Airport

Terminal Expansion Planning



Enplanement vs. Facility Square Foot Comparisons

Airport	CY 18 Enplanements	Terminal SF	Enplanements/SF	Parking & Circulation SF	Parking/Terminal	Approx. Parking #	Public lanes	Commercial
Albuquerque	2,647,567							
Midland, TX	619,325	100,000	6.19	1,800,000	18	2,400	5	0
Medford, OR	492,217	50,000	9.84	1,200,000	24	1,600	4	2
Jackson Hole, WY	383,178	140,000	2.74	400,000	3	533	3	3
Aspen, CO	287,904	60,000	4.80	1,000,000	17	1,333	3	2
Grand Junction, CO	222,234	60,000	3.70	1,000,000	17	1,333	3	2
Durango, CO	189,225	50,000	3.78	900,000	18	1,200	2	2
Montrose, CO	134,241	40,000	3.36	500,000	13	667	4	0
Nantucket, MA	128,401	40,000	3.21	300,000	8	400	4	0
Toledo, OH	123,682	100,000	1.24	1,000,000	10	1,333	5	0
Columbia, MO	120,474	20,000	6.02	600,000	30	800	2	0
Niagara Falls, NY	119,182	60,000	1.99	500,000	8	667	3	0
Bullhead City, NV	116,884	30,000	3.90	300,000	10	400	3	1
Brownsville, CA	115,764	40,000	2.89	400,000	10	533	4	0
Helena, MT	115,438	120,000	0.96	1,600,000	13	2,133	4	0
Grand Forks, ND	114,578	35,000	3.27	900,000	26	1,200	3	2
Costal Carolina, SC	111,172	40,000	2.78	1,000,000	25	1,333	3	0
Bakersfield, CA	105,178	50,000	2.10	900,000	18	1,200	6	0
Casper, WY	87,031	70,000	1.24	600,000	9	800	5	0
Hobbs, NM	23,475	10,000	2.35	400,000	40	533	2	0
Average (10 most similar)	126,276	52,273	3.04	727,273	15	970	3.4	0.5
Average (all shown)	189,978	58,684	3.49	805,263	17	1,074	3.6	0.7
							Total	4.3
Santa Fe Airport - Existing	116,591	11,000	10.60	275,000	25	428	3	0
Santa Fe Airport - Current per Average	116,591	33,375	3.49	553,574	17	738	4	1
Santa Fe Masterplan - Long Term	120,000	28,000	4.29	450,000	16	600	2	2
Santa Fe Projection by 2030	140,000	46,104	3.04	714,116	15	952	2	2
Santa Fe Proposed 2019 Projects	116,591	31,312	3.72	630,000	20	763	2	2

Schematic Notes:
The Santa Fe Regional Airport is significantly undersized at current enplanement levels
Projections indicate continued enplanement growth

Santa Fe Regional Airport
Terminal Expansion Planning



Terminal Square Foot Analysis

	2013	Current	Master Plan		ACRP-LOS A		ACRP-LOS C		2030	2019	Proposed	Proposed %	
Terminal SF (ground Level)	Baseline	Existing	Long Term	Long term %	120 passengers	120 passengers	120 passengers	Projected	Projected	Proposed	Proposed %		
Airline Operations/Ticketing													Airline Operations/Ticketing
Counter Area	150	351	240	1%	240	240	240	363	363	514	2%	Counter Area	
Ticket Queue	350	275	480	2%	2328	2328	1812	725	725	893	3%	Ticket Queue	
Airline Operations/Makeup	1100	896	2200	8%	2200	2200	2044	3324	3324	2044	7%	Airline Operations/Makeup	
Subtotal	1600	1522	2920	10%	4768	4768	4252	4412	4412	3451	12%	Subtotal	
Counter Frontage	40	42	70					80	80	50		Counter Frontage	
Security Spaces												Security Spaces	
Checkpoint/Queue Area	600	906	2500	9%	1800	1800	1296	3778	3778	1630	6%	Checkpoint/Queue Area	
Office Space	0	403	400	1%	400	400	400	604	604	1151	4%	Office Space	
Subtotal	600	1309	2900	10%	2200	2200	1696	4382	4382	2781	9%	Subtotal	
Departure Facilities												Departure Facilities	
Hold room Area	620	1328	3000	11%	1812	1812	1296	4533	4533	3815	13%	Hold room Area	
Baggage Claim												Baggage Claim	
Makeup and Handling	0	120	900	3%	2580	2580	2064	1360	1360	0	0%	Makeup and Handling	
Claim Lobby Area	350	501	2600	9%	2600	2600	4664	3929	3929	2164	7%	Claim Lobby Area	
Subtotal	350	621	3500	12%	5180	5180	4664	5289	5289	2164	7%	Subtotal	
Rental Car Counters												Rental Car Counters	
Counter Office Area	510	515	720	3%	720	720	720	1088	1088	873	3%	Counter Office Area	
Counter Queue Area	120	245	230	1%	230	230	230	348	348	291	1%	Counter Queue Area	
Subtotal	630	760	950	3%	950	950	950	1436	1436	1164	4%	Subtotal	
Food and Beverage Concessions												Food and Beverage Concessions	
Total Concessions	2200	1337	3900	14%	3900	3900	3900	5893	5893	5985	20%	Total Concessions	
Public Waiting Lobby												Public Waiting Lobby	
Lobby Area	300	1111	1400	5%	3480	3480	2460	2116	2116	5400	18%	Lobby Area	
Restrooms												Restrooms	
Men's/Women's Restrooms	600	1004	900	3%	900	900	900	1360	1360	2166	7%	Men's/Women's Restrooms	
Administration Offices												Administration Offices	
Administration Space	700	0	900	3%	900	900	900	1360	1360	2582	9%	Administration Space	
Internal Facilities												Internal Facilities	
Circulation/Building Support (w/ tower)	2100	777	7700	27%	7700	7700	7700	11635	11635	1804	6%	Circulation/Building Support	
Total Terminal Building Space	9700	9769	28070	100%	31790	31790	28718	42416	42416	31312	100%	Total Terminal Building Space	
8% Building Tare (Walls/Structure/etc.)	760	1197	2246	8%	2543	2543	2297	3688	3688	2505		8% Building Tare (Walls/Structure/etc.)	
Grand Total Terminal Building	10460	10966	30316		34333	34333	31015	46104	46104	31312		Grand Total Terminal Building	
	Airport Master Plan	Drawings	Airport Masterplan	Percentages	Faa guidelines base	Faa guidelines base	Faa guidelines base	Current projections	Schematic Design	Percentages			
	Terminal SF per	Percent Construction	Projections		on Level Of Service	on Level Of Service	on Level Of Service	for 2030					

Airport Master Plan
 Drawings
 recent Construction
 Terminal SF per
 Airport Master Plan
 Airport Masterplan
 Projections
 Percentages
 FAA guidelines base
 on Level Of Service
 FAA guidelines base
 on Level Of Service
 Current projections
 for 2030
 Schematic Design
 Schematic
 Percentages

Santa Fe Regional Airport Terminal Expansion Planning



Parking Counts

Parking Counts / Current Use	Existing	Schematic Plans	Accessible spaces	Proposed - design*	SF of Lot	Acres
Staff / Signature-FBO	48	41	2	37	25,000	0.60
Staff / Jet Center-FBO	42	32	2	29	19,000	0.44
Rental Ready Lot	32	0	0	0	-	-
Short Term Lot	186	104	4	94	65,000	1.49
Long Term Lot A	120	400	12	380	260,000	5.97
Subtotals	428	577	20	539	370,000	8.49
Long Term Lot B (Future Phase)	0	235	8	223	140,000	3.21
Totals	428	812	28	763	510,000	11.71

Total curbside with crosswalk/angled parking approximately 200 LF.
Proposed is 200 LF public & 200' commercial = 400 total

Schematic Notes:

- Proposed design increases overall quantity of spaces
- Accessibility improvements
- Lot controls for security and payment improvements
- Lighting improvements
- Landscaping scope
- Art integration
- Drainage & water harvesting
- Accommodations for photovoltaic car ports and electric vehicle charging stations
- Signage and Wayfinding scope

Schematic Parking Scheme	SF of Lot	Acres
Total Parking Lots & Circulation	630,000	14.46
Add %	24%	
Loop Road	120,000	2.75
Related Infrastructure		
Aviation Road Realign	95,000	2.18
Gate Access Road	85,000	1.95
RAC Facility	120,000	2.75
Subtotal	300,000	6.89



Annual Enplanement Horizon	Available	Current Need 75,000	Short Term 85,000	Intermediate Term 95,000	Long Term 120,000
Airline Operations/Ticketing					
Counter Area (s.f.)	150	180	240	240	240
Ticket Queue (s.f.)	350	360	480	480	480
Airline Operations/Makeup (s.f.)	1,100	1,620	1,900	2,050	2,200
Subtotal (s.f.)	1,600	2,160	2,620	2,770	2,920
Counter Frontage (l.f.)	40	50	50	60	70
Security Spaces					
Checkpoint/Queue Area (s.f.)	600	1,000	1,500	1,800	2,500
Office Space (s.f.)	—	400	400	400	400
Subtotal (s.f.)	600	1,400	1,900	2,200	2,900
Departure Facilities					
Holdroom Area (s.f.)	620	2,000	2,300	2,500	3,000
Baggage Claim					
Makeup and Handling (s.f.)	—	500	600	700	900
Claim Lobby Area (s.f.)	350	1,700	2,000	2,200	2,600
Subtotal (s.f.)	350	2,200	2,600	2,900	3,500
Rental Car Counters					
Counter Office Area (s.f.)	510	600	640	680	720
Counter Queue Area (s.f.)	120	180	200	210	230
Subtotal (s.f.)	630	780	840	890	950
Food and Beverage Concessions					
Total Concessions (s.f.)	2,200	2,600	3,100	3,400	3,900
Public Waiting Lobby					
Lobby Area (s.f.)	300	900	1,100	1,200	1,400
Restrooms					
Men's/Women's Restrooms (s.f.)	600	600	650	700	900
Administration Offices					
Administration Space (s.f.)	700	700	750	800	900
Internal Facilities					
Circulation/Building Support (s.f.)	2,100	5,300	6,400	6,800	7,700
Total Terminal Building Space (s.f.)	9,700	18,640	22,260	24,160	28,070

tors (FBOs) in close proximity to the passenger terminal complex. This even further constrains the existing vehicle parking needs at the airport. It should be noted, however, that additional parking is available in unpaved areas east of the existing paved parking lots. Future consideration will be given to providing additional vehicle parking areas to support the passenger terminal area.

TABLE 3J
Airline Terminal Vehicle Requirements
Santa Fe Municipal Airport

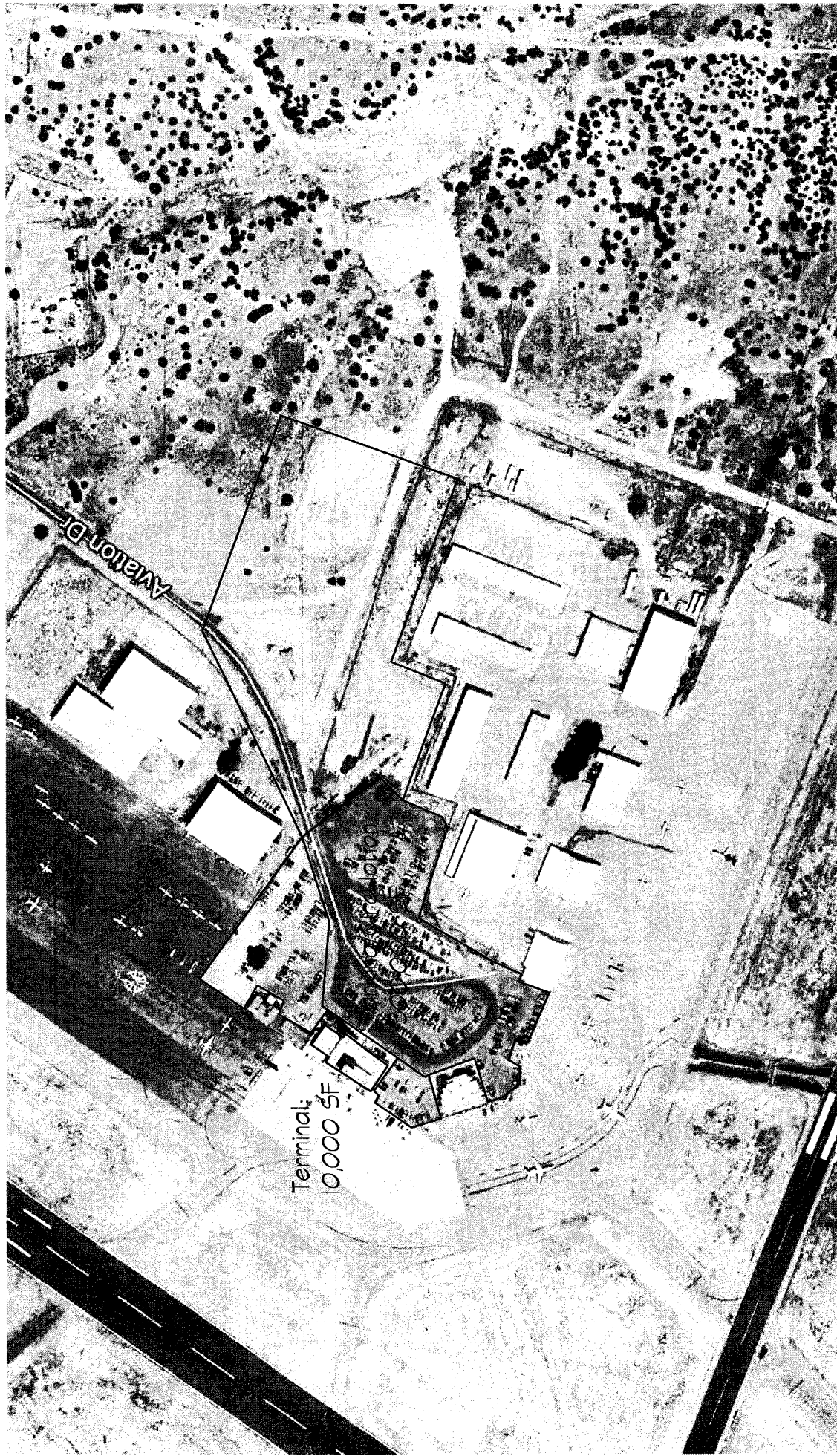
	Existing	Short Term	Intermediate Term	Long Term
Terminal Curb				
Enplane Curb (ft)	--	111	122	143
Deplane Curb (ft)	--	127	139	163
Total Curb (ft)	100	239	261	300
Auto Parking				
Total Public Parking	205	347	387	476
Rental car	30	102	114	144
Total All Parking	235	449	501	620

Rental car parking needs depend upon the operational requirements of the rental car agencies. If available, the rental car companies will utilize extra spaces for storage. Analysis indicates that additional rental car parking spaces are needed through the planning period. As a result, this study will also consider rental car parking needs in the alternatives analysis.

GENERAL AVIATION TERMINAL FACILITIES

The general aviation facilities at the airport are often the first impression of the community that corporate officials and other visitors will encounter. General aviation terminal facilities at an airport provide space for passenger waiting, pilots' lounge, pilot flight planning, concessions, management, storage, and various other needs. This space is not necessarily limited to a single, separate terminal building, but can include space offered by FBOs and other specialty operators for these functions and services. At Santa Fe Municipal Airport, general aviation terminal services are primarily provided by the two FBOs located adjacent to the terminal area.

The methodology used in estimating general aviation terminal facility needs was based upon the number of airport users expected to utilize general aviation facilities during the design hour. Space requirements for terminal facilities were based on providing 125 square feet per design hour itinerant passenger. A multiplier of 2.6 in the short term, increasing to 3.0 in the long term, was also applied to terminal facility needs in order to better determine the number of passengers associated with each itinerant aircraft operation. This increasing multiplier indicates an expected increase in business and recreational operations through the long term. These operations often support larger turboprop and jet aircraft which accommodate an increasing passenger load factor. Such is the case at Santa Fe Municipal Airport, as the



Terminal:
10,000 SF

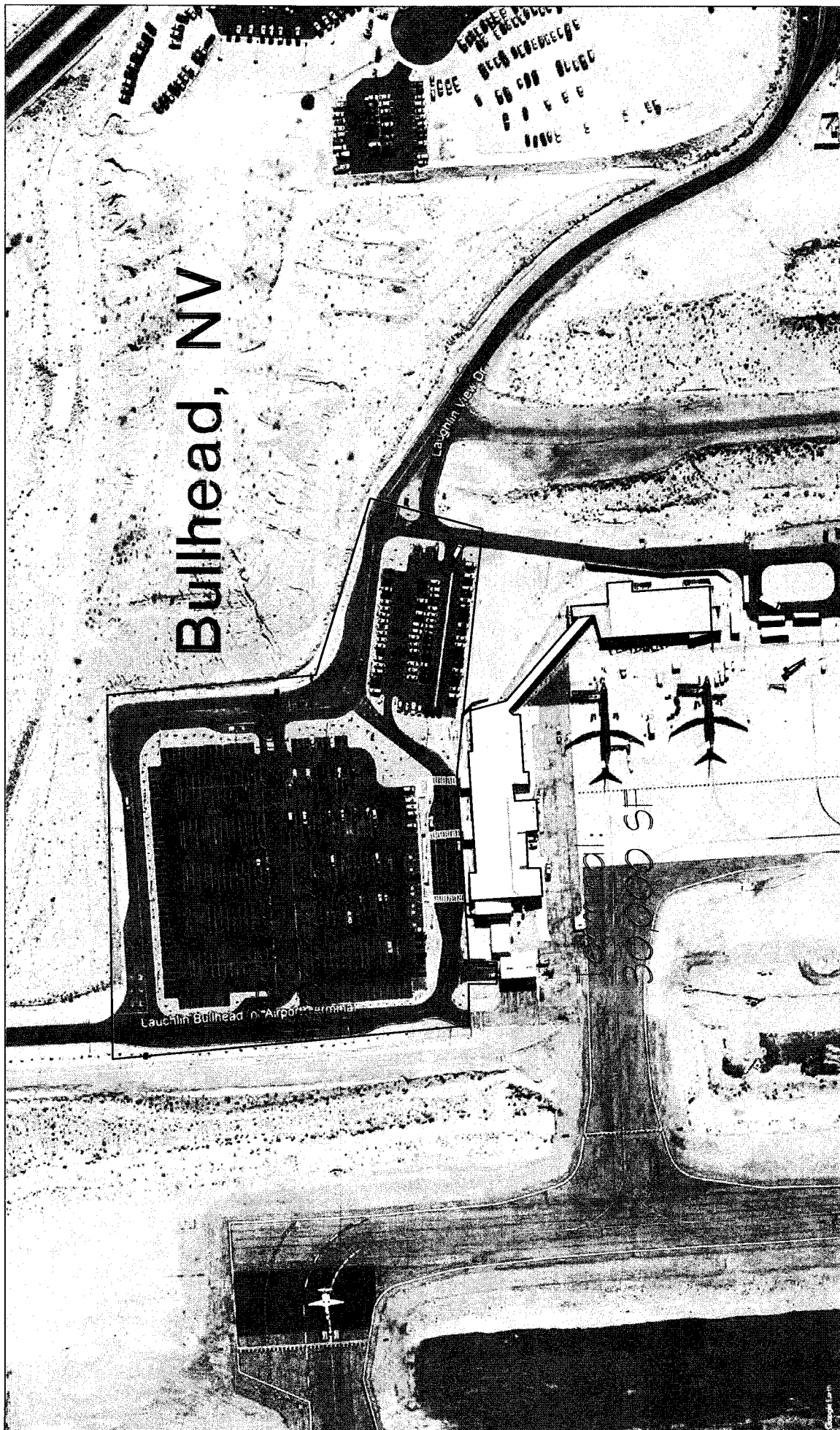
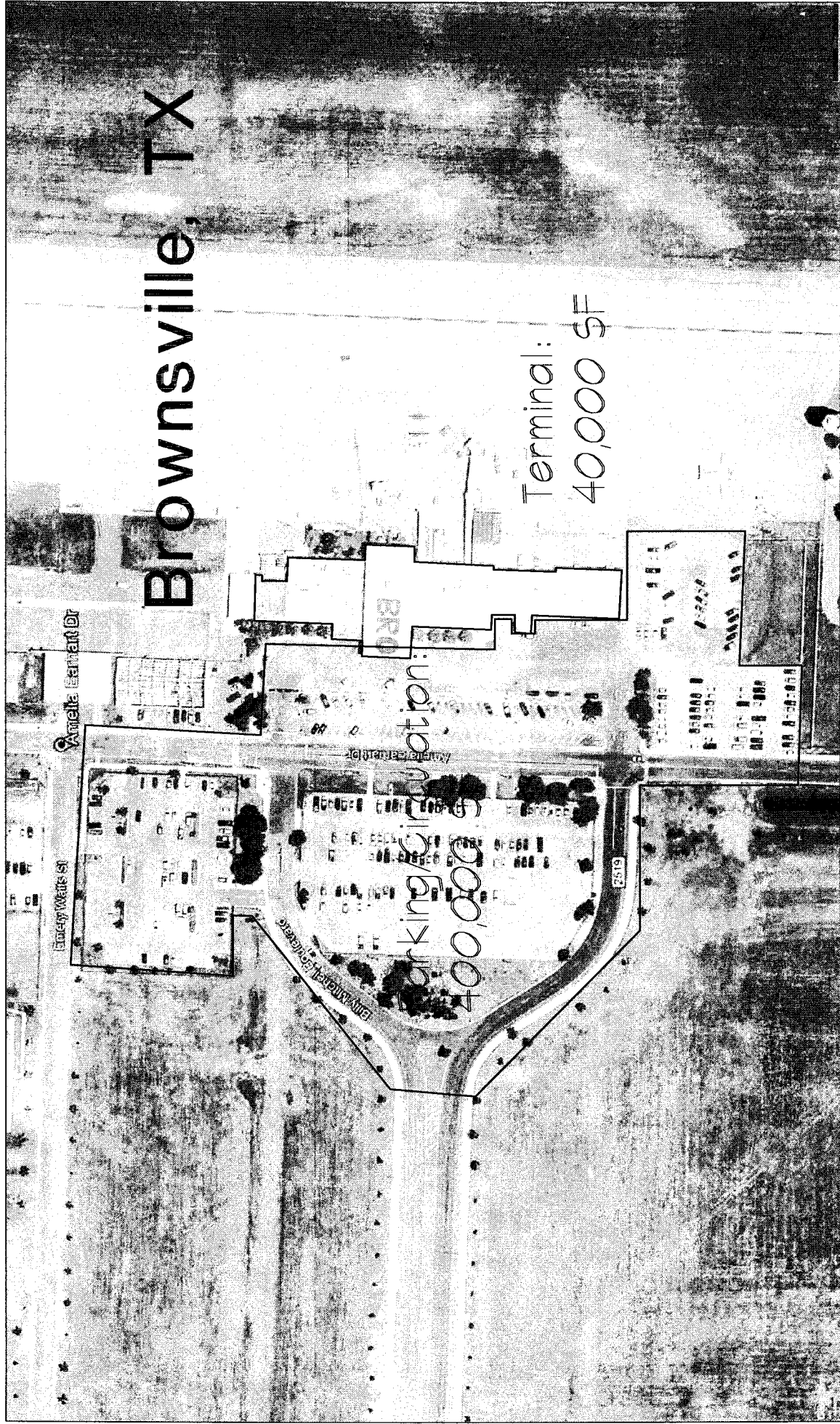


EXHIBIT 16

Brownsville, TX





State of New Mexico

Office of the Governor

Bill Richardson
Governor

EXECUTIVE ORDER 2006-001

STATE OF NEW MEXICO ENERGY EFFICIENT GREEN BUILDING STANDARDS FOR STATE BUILDINGS

WHEREAS, the State of New Mexico is committed to improving the health of its employees and its citizens, increasing the production and use of clean energy sources, reducing waste, conserving water, and reducing greenhouse gas emissions, and desires to empower sustainable economic development;

WHEREAS, the Federal Government through programs fostered within many of its key agencies, numerous State governments as well as municipalities across the U.S. have adopted high performance green building principles through the incorporation of the U.S. Green Building Council (USGBC) Leadership in Energy and Environmental Design (LEED) rating system into their building services;

WHEREAS, a recent study by the Lawrence Berkley National Laboratory completed the most definitive cost-benefit analysis of green buildings ever conducted and concluded that the financial benefits of green design are between \$50 and \$70 per square foot in a LEED building, more than 10 times the additional cost associated with building green. Additionally, the large positive impact on employee productivity and health gains suggests that green building has a cost-effective impact beyond just the utility bill savings;

WHEREAS, studies have indicated that student attendance and performance is higher in green school buildings;

WHEREAS, recognizing that a building's initial construction costs represents only 20-30 percent of the building's entire costs over its 30 to 40 year life, emphasis should be placed on the "life cycle costs" of a public building rather than solely on its initial capital costs; and

WHEREAS, the construction industry in the State of New Mexico represents a significant portion of our economy and a significant portion of the building industry is represented by small business and an increase in sustainable building practices will encourage and promote new and innovative small business development throughout the State.

NOW, THEREFORE, I, Bill Richardson, Governor of the State of New Mexico, declare that the state adopt specific standards to implement and facilitate the use of high performance energy efficient green building practices for all state-funded existing and new buildings throughout the State of New Mexico.

IT IS THEREFORE ORDERED that all Executive Branch state agencies, including the Higher Education Department, adopt the U.S. Green Building Council's LEED™ rating system consistent with all applicable laws to achieve the following:

- New construction of public buildings in excess of 15,000 square feet and/or using over 50 kW peak electrical demand shall build to and achieve a minimum rating of "LEED™ Silver." In achieving its LEED™ rating, the project must achieve a minimum delivered energy performance standard of one half the U.S. energy consumption for that building type as defined by the U.S. Department of Energy.
- New construction and renovation projects of public buildings between 5,000-15,000 square feet in size shall achieve a minimum delivered energy performance standard of one half the U.S. energy consumption for that building type as defined by the U.S. Department of Energy.
- Renovations of public buildings in excess of 15,000 square feet and/or using over 50 kW peak electrical demand and comprising upgrades or replacement of two of the three major systems (HVAC, lighting, and plumbing), shall achieve a minimum rating of "LEED Silver" and a minimum delivered energy performance standard of one half the U.S. energy consumption for that building type as defined by the U.S. Department of Energy.
- All other new construction, renovations, repairs, and replacements of state buildings shall employ cost-effective, energy-efficient, green building practices to the maximum extent possible; and

IT IS FURTHER ORDERED, that the General Services Department, in coordination with the Energy, Minerals and Natural Resources Department, the Construction Industries Division, and the New Mexico Chapter of the U.S. Green Building Council, shall develop criteria and a workable process for implementing this system; and

IT IS FURTHER ORDERED, that the General Services Department encourage private-sector building owners that lease to State agencies to comply with the same energy-efficiency performance standards required of State agencies in this Executive Order by offering preference points as determined by the Evaluation Committee for each lease RFP conducted under jurisdiction of the General Services Department; and

IT IS FURTHER ORDERED, that the Energy, Minerals, and Natural Resources Department (EMNRD) convene a "Public Schools Clean Energy Task Force" that shall be advisory in nature and shall make recommendations to implement aggressive energy efficiency measures in all existing school buildings and in the construction of all new schools and school renovations, including adopting the same energy efficiency standards established for executive branch agencies in this order. The Task Force shall also address the public schools' implementation of Executive Order 05-049, *Requiring the Increased Use of Renewable Fuels in New Mexico State Government*. The Task Force shall consist of representatives from EMNRD, Public Education Department, New Mexico Coalition of School Administrators, New Mexico School Boards Association, Public School Facilities Authority, Public Schools Capitol Outlay Task Force, and other members as appropriate. The Task Force shall report to the Governor by August 1, 2006 on its findings and recommendations; and

IT IS FURTHER ORDERED, that the Local Government Division of the Department of Finance and Administration, evaluate and develop recommendations to ensure that the siting of public buildings, including schools, minimizes transportation-related energy usage; and

IT IS FURTHER ORDERED, that the Construction Industries Division (CID) and the Construction Industries Commission (CIC) pursue updating residential and commercial building codes to promote and encourage consumers to develop state-of-the-art cost-effective energy efficient buildings and, in cooperation with EMNRD, engage the active support and participation from the CID and CIC on green building outreach, training, and technical assistance efforts; and

IT IS FURTHER ORDERED, that all State agencies are encouraged to work cooperatively with one another to achieve the goals outlined in this executive order.

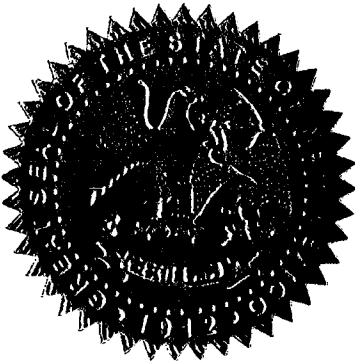
THIS ORDER supersedes any other previous orders, proclamations, or directives in conflict. This Executive Order shall take effect immediately and shall remain in effect until such time as the Governor rescinds it.

ATTEST:


REBECCA VIGIL-GIRON
SECRETARY OF STATE

DONE AT THE EXECUTIVE OFFICE THIS 16TH
DAY OF JANUARY, 2006

WITNESS MY HAND AND THE GREAT SEAL
OF THE STATE OF NEW MEXICO




BILL RICHARDSON
GOVERNOR