CITY OF SANTA FE, NEW MEXICO

RESOLUTION NO. 2006-118

INTRODUCED BY:

[Signature]

A RESOLUTION

REPEALING RESOLUTION NO. 2003-92 AND READOPTING PROCEDURES FOR
THE ASPHALT PAVING PROGRAM.

WHEREAS, on October 8, 2003, the governing body adopted Resolution No. 2003-92 establishing procedures for the asphalt paving program; and

WHEREAS, the governing body wishes to repeal and replace the procedures for the asphalt paving program because more clarification to interpretations and procedures are needed, as well as the need to address grant-funded paving projects; and

WHEREAS, each year the city public works department implements a street repaving program whereby existing, paved streets with cracked or otherwise distressed asphalt are milled and repaved; and

WHEREAS, the asphalt (cold) millings so generated are then stored and reprocessed, and made available for other purposes including laying on unpaved city streets through the city’s recycled asphalt program; and

WHEREAS, during an average year 4000 cubic yards of cold millings are produced
through the city’s repaving program which in turn can pave approximately 2.5 miles of roadway
through the city’s recycled asphalt paving program; and

WHEREAS, the public demand for participating in the city’s asphalt paving program is
especially high due to the drought because paved roads decrease dust; and

WHEREAS, the city occasionally receives grant or other funding to pave dirt roads; and

WHEREAS, the governing body desires to create an efficient and fair process for the
asphalt paving program.

NOW, THEREFORE, BE IT RESOLVED BY THE GOVERNING BODY OF THE
CITY OF SANTA FE that the following process is adopted for the asphalt paving program:

1. Neighborhood advocate approaches the public works department requesting that
their existing dirt roadway be paved. Only sections of roadway that will be contiguous with an
existing paved road will be considered.

2. Public works department distributes a ballot including probable costs to property
owners whose property either abuts the street, directly accesses the street, or who have no other
choice in getting to their property other than via the street being considered for paving. Property
owners who may own more than one lot shall receive one ballot for each lot owned.

3. Property owners who respond in the affirmative to the paving ballot are
responsible for one third of the costs of paving the road. If at least eighty percent of the property
owners respond to the ballot in the affirmative agreeing to participate in the program, the public
works department meets with the property owners to confirm support and to detail how the
paving will be implemented. In addition, property owners must have functional driveway
culverts, as determined by the public works department, or must provide them at their own
expense.

4. Ballots not returned to the city, or ballots not returned by the established deadline
shall be considered “no” votes.
5. Neighborhoods who participate in this program and who desire traffic calming to be implemented, such as but not limited to speed humps, shall apply separately to the city under the adopted traffic calming program procedures.

6. The public works department is then responsible for the following:

   (a) Developing plans for paving;

   (b) Collecting one third of the costs of the recycled paving from any combination of the property owners who voted in the affirmative to the ballot (the 1/3 funding shall be provided to the city prior to initiating procurement of a paving contractor);

   (c) In the event the paving project is grant (or other) funded, collecting 1/3 of paving costs above and beyond the grant amount, which shall be borne by any combination of the property owners who voted in the affirmative to the ballot (and which shall be provided to the city prior to initiating procurement of a paving contractor);

   (d) Ensuring that the project complies with the city’s procurement code including committee/governing body approval and establishment of the budget as needed; and

   (e) Contracting with a paving contractor through a state price agreement if practical to complete the work.

7. The asphalt paving program shall apply on a first come, first serve basis as neighborhoods obtain 80% approval and asphalt millings are available, subject to the city’s Recycled Asphalt Paving Program funding availability.

PASSED, APPROVED, and ADOPTED this 27th day of September 2006.

DAVID COSS, MAYOR
ATTEST:

YOLANDA Y. VIGIL, CITY CLERK

APPROVED AS TO FORM:

FRANK KATZ, CITY ATTORNEY