

**MINUTES OF THE
CITY OF SANTA FE / SANTA FE COUNTY
REGIONAL PLANNING AUTHORITY
Regular Meeting**

**Tuesday, May 17, 2011
4:00 PM
Santa Fe, New Mexico**

This Regular Meeting of the City of Santa Fe / Santa Fe County Regional Planning Authority (RPA) was called to order by Chair Kathy Holian at approximately 4:07 PM on the above-cited date in the Santa Fe County Commission Chambers in the County Administration Building.

ROLL CALL

County Commissioners Present:

Robert Anaya (*arrived at 4:15*)
Kathy Holian, Chair
Daniel Mayfield
Virginia Vigil

City Councilors Present:

Patti Bushee
Chris Calvert, Vice Chair
Rosemary Romero
Rebecca Wurzburger

Santa Fe County Staff Members:

Penny Ellis-Green, Assistant County Manager
Robert Griego, Planning Manager
Andrew Jandáček, Transportation Planner
Teresa Martinez, Finance
Craig O'Hare, Energy Specialist
Steve Ross, Attorney

Santa Fe City Staff Members:

Jon Bulthuis, Santa Fe Trails
Sevastian Gurule, Interim Parking Div. Dir.
Reed Liming, Long Range Planning Dir.



Others Present:

Keith Wilson, Senior Planner, SF MPO
NCRTD
Linda Trujillo
Jack Valencia
Colin Messer, Citizen
John Whitbeck, Eldorado resident

COUNTY OF SANTA FE
STATE OF NEW MEXICO) ss
RPA MINUTES
PAGES: 14
I Hereby Certify That This Instrument Was Filed for
Record On The 19TH Day Of August, 2011 at 12:20:44 PM
And Was Duly Recorded as Instrument # 1643046
Of The Records Of Santa Fe County
Witness My Hand And Seal Of Office
Valerie Espinoza
County Clerk, Santa Fe, NM
Deputy *Marcella*

APPROVAL OF AGENDA

Chair Holian suggested that the order of Items VI A, Resolution, and B, FY 2012 Transit Plan Presentation and Possible Action, be reversed because she felt that the transit plan should be discussed before addressing the resolution.

She also requested putting Item VI C, Draft RPA JPA Amendments, off until the next meeting after the transit plan is decided.

Councilor Calvert moved to approve the agenda, as amended, seconded by Councilor Romero, voted on and approved unanimously.

APPROVAL OF MINUTES

- **Minutes from March 15, 2011, Regular Meeting**

Councilor Bushee moved to approve the minutes of the March 15, 2011, Regular Meeting, seconded by Councilor Wurzbarger, voted on and approved unanimously.

- **Summary Transcript from April 11, 2011, Special Meeting**

Councilor Bushee referred to page 21, the second large paragraph where Councilor Romero was speaking. She requested adding the word 'property' to the fourth line, to read, "... Councilor, signed on for was a 'property' tax that ..." Without being specific as to property tax, the meaning of the conversation was not captured.

Councilor Romero agreed to adding the word 'property' to describe the tax.

Councilor Romero moved to approve the summary transcript of the April 11, 2011, Special Meeting, as amended, seconded by Commissioner Mayfield, voted on and approved unanimously.

[All items in the Board packet for all agenda items are incorporated herewith to these minutes by reference. The original Board packet is on file in the Regional Planning Authority office.]

COMMUNICATIONS FROM THE PUBLIC

Verbatim – My name is John Whitbeck, and I live at 5 Alcalde Loop, Santa Fe, New Mexico. Thank you for letting me come here and speak today. In 2008, NCRTD initiated a marketing campaign using the 2008 for the NCRTD, I think it was Resolution 2008-11, and it went before the county, it was 2008-240 or something like that. They initiated a marketing campaign using these agreements that the RPA would retain control over how gross receipts would be used for the common good of the taxpayer. I think people refer to that as 86/14 agreement, commonly.

And today you're gathered here today – I had a chance to look at your agenda – today you're gathered here to relinquish those promises made to those who elected you to public office. You're taking this action in spite of the facts that the media have published. These facts clearly show the NCRTD still has not managed with the fiduciary duties the public has a right to expect from any publicly funded government body.

Based on the past and current lack of performance, if the concept of fiduciary duties were important, NCRTD would be recruiting the most qualified skilled candidate for an executive director, not spending \$10,000 dollars for a succession plan for a failing organization.

If NCRTD had nothing to hide, and therefore demonstrated a commitment to transparency that is sorely lacking, they would not have spent nearly all of their legal budget, according to their current board chair, on using their attorney to obscure the facts that clearly show a lack of willingness and ability to earn the trust of the public. The distrust the public now has for NCRTD is well earned. Your actions today will continue to prove that distrust is well earned.

Thank you for your time, John Whitbeck, private citizen

DISCUSSION AND POSSIBLE ACTION ITEMS

- **FY 2012 Transit Plan Presentation and Possible Action**

Chair Holian began the discussion by noting that transit planning is very important. It also has been and still is contentious in Santa Fe County. Everyone should keep in mind that they all want the same thing – the best use of resources and providing the best service possible. Insofar as possible, the whole county would be covered by transit. While there may not be at present enough resources to cover the whole county, this goal should always be kept in mind.

Over the two-and-a-half years that she has been on the RPA, Chair Holian has found transit planning very confusing. A purpose for today is to provide clarity over what needs to be decided. There are two questions. First, given the available resources, what are the region routes that should be provided in Santa Fe County. Second, how should analysis of the current routes and planning to provide new routes in the future be handled going forward.

Chair Holian requested from the Authority a motion and approval on the list of routes, and then a motion and approval on how to move forward with planning in the future.

Mr. Robert Griego, County Planning Director, referred to his memorandum that includes background on the transit issue. The RPA held a special transit meeting in March and a discussion on this issue in April. Since that time, county staff has met with city and NCRTD staffs to develop the regional transit plan for RPA consideration and approval. NCRTD provided information on routes and costs associated with them, based on the FY 11 transit plan. At its March meeting, the RPA approved a motion to consider two additional routes – Edgewood to Eldorado and the route along SR 14 to Golden.

Mr. Griego pointed out that the board packet contains information regarding these two routes, and a memo from the NCRTD indicating the routes based on the FY 12 budget for NCRTD that indicates the NCRTD would continue to provide the existing services for FY 12, which would be all the existing routes and existing services that are currently provided by Santa Fe Trails, based on the 3% cost increase from the FY 11 budget.

The memo from NCRTD also indicates that any changes to the budget from last year that included additional routes would need to consider similar reductions to meet the budget.

Mr. Andrew Jandáček, Transportation Planner, referred to Exhibit A listing the proposed FY 12 transit plan that included existing services in Santa Fe County and regional services provided by Santa Fe Trails. Exhibit B is a spreadsheet outlining costs of these routes for FY 12 and the percent increase from FY 11, average ridership and percent of that increase. In addition, there are also various scenarios for consideration for services to the southern portion of the county and the costs that would be included to have a driver. RTD provided an alternative to that in which one of the passengers could possibly be the driver, subject to the requirements that the RTD places on all of their drivers. Also addressed is a Golden to Santa Fe Place route, with a connection to the 599 Rail Runner and Madrid to Santa Fe Place, also with connection to 599 Rail Runner.

Mr. Jack Valencia, NCRTD Transit Project Manager, referred to his memorandum marked as Exhibit C and explained that the budget scenario was predicated upon no cost reductions and trying to provide the same amount of service under the present budget scenario. This is something that the NCRTD board of directors charged staff with. In doing so, there has been a slight increase of approximately 3% within the budget for Santa Fe Trails from \$952,775 for the last fiscal year, to the recommendation of \$990,000 of service based upon anticipated revenues.

One other matter that needs to be considered futuristically is that the Los Alamos partnership contribution is being discontinued in FY 13. They have been paying approximately \$600,000 a year to their \$5.5 million five-year commitment that provided local matches and was available to all the entities.

He also reviewed the second page of the memorandum and the FY 12 budget synopsis. The cost allocation method and apportioning certain budgetary amounts to specific organizations was passed at the NCRTD board meeting.

Councilor Bushee asked what will happen to the Los Alamos County routes when the yearly contribution is discontinued.

Mr. Valencia explained that Los Alamos County will continue to participate in the transit plan, but will not be contributing its voluntary annual amount of funding starting in FY 13. The county was in total support for passage of this funding.

Chair Holian pointed out that the amount of GRT that will be collected in Los Alamos is highly dependent on whether the CMRR building will be built. Right now it is forecast to be a \$5 billion project.

Councilor Bushee said it appears the NCRTD is expecting the economy to rebound and is using reserves in the interim to make up any shortfalls.

Mr. Valencia stated that, although the NCRTD has been adding to its reserves in order to meet DFA requirements, it has been difficult to do so in the short time it has been in service. They are

creating 10-year financial plan so they can make the appropriate forecast assumptions and adjustments as time goes on.

Councilor Bushee asked how the NCRTD intends to stay within the DFA requirements using reserves but also reducing expenses. She also asked if increased contributions from the partners would be required.

Councilor Romero stated that the budget is based on the GRT that was passed and has a sunset of 13 additional years. All grants, including federal grant 5311, are part of the picture. The initial contribution from Los Alamos and the counties and municipalities that participated were part of the budget. The piece that will be discontinued in FY 13 is Los Alamos's extra contribution. The percentage of the 1/8 % of GRT was already allocated and is set by state law.

Councilor Wurzbarger asked if there is a contingency plan related to Los Alamos, since their voluntary contribution will end and if indeed the building does not happen, which would mean that GRT from Los Alamos would not be as expected.

Councilor Romero referred to the April 29 memorandum from Anthony Mortillaro, the consultant hired to do the finance projections, which states that the CMRR building is not a given. The NCRTD will not base any of its service routes on potential revenue. The money that is coming in is only based on GRTs and grants.

Following further requests for clarification by Councilor Bushee, Mr. Valencia added that the DFA cash reserve requirement is 25% of the operating budget, which would be a \$2.5 million cash reserve to an approximately \$10 million budget. He highlighted the caution in the budgeting. It was during the height of the recession when the NCRTD received the taxing authority and started to acquire the collections of the money. Many of the governmental entities have suffered budgetary concerns, reductions and re-budgeting nightmares during the last two budget years. The NCRTD fortunately did not have that experience because it is a new startup and had new monies. As a result of the experiences of the governments, the NCRTD was cautious in the manner it budgeted, which was 90%-95% of conservative estimates of revenues. Therefore, the NCRTD has been in a position to have cash reserves built up in trying to meet the DFA requirements.

Chair Holian said she would like to talk about the routes so that the RPA can make a recommendation. She noted that Santa Fe County, City of Santa Fe and NCRTD staff have communicated and met with each other before bringing the recommendations to the RPA. An important point to make is, in using the NCRTD's cost allocation method, it appears the routes are all considerably more expensive. In Chair Holian's opinion, this is probably a more accurate picture that the NCRTD has been able to work out over having a couple of years' worth of experience.

If the existing routes are approved, the NCRTD will be able to provide all of them, even with the apparent increased costs, without taking any current service away. NCRTD also will be able to continue the contribution to Santa Fe Trails at the current level, plus 3%. That is an important point as well.

If new routes are added, service somewhere else will have to be reduced. She noted that there is a low cost option for service to Edgewood that is around \$22,500.

Referring to the Edgewood-Eldorado route, Councilor Wurzburger asked for clarification of how one has a service without a driver. She said it is important to understand that collectively and to further understand the associated insurance implications.

Mr. Valencia stated that an individual or individuals who would be presently a rider on that route would be utilized. The NCRTD has checked with the New Mexico Self-Insurance Fund for liability purposes in order to insure this can be done. Additionally, all of the training that current drivers have to undertake in order to drive the routes will be done. The driver can be paid as a casual driver for the time in which they drive to and from Santa Fe. They are also looking for alternate or substitute drivers within that same route to insure consistency in services. The driver would go from Santa Fe down to Edgewood to pick up people in the morning and drive them from Edgewood to Santa Fe. In the evening, the driver would collect the riders in Santa Fe, drive to Edgewood and return alone to Santa Fe with the vehicle. There are a couple of people who have already expressed interest in being a driver. Those people would originate in Edgewood to Santa Fe and then drive back, which is two trips instead of four trips. The cost for fuel and insurance has been absorbed by the RTD. The \$22,481 figure includes costs for minor maintenance, and the RTD would be furnishing a vehicle for this route at no lease cost.

Councilor Wurzburger asked if there is a staff recommendation.

Mr. Griego pointed out that in the packet staff recommended the RPA consider the least cost option to provide service to Edgewood. There is no recommendation with respect to the tradeoffs.

Commissioner Anaya asked for background and routes for the Specials and Santa Fe Pickup.

Mr. Sevastian Gurule, Interim Parking Division Director and Supervisor of Santa Fe Pickup, explained the routes for Santa Fe Pickup that commence at the Rail Yard. He said it is primarily within the Paseo de Peralta loop.

Mr. Valencia explained that part of the fiduciary responsibility of the NCRTD with its partners is to confirm that the level of services being funded are running in the same manner in which they were funded. He did a site visit/audit of Santa Fe Pickup, and they appear to have good ridership. Their primary focus is taking people to and from the Rail Runner and addressing the needs of the riding public. He sees it as a benefit of getting the bigger buses out of the downtown area, which is what the City Council considered when it decided to pursue the Pickup.

Councilor Calvert commented that obviously this whole plan was centered around the Rail Runner, and the Santa Fe Pickup is integral to that plan of getting people to their actual destination within the downtown area. If they get to the depot, but have no way to get to their destination, then they may not use the Rail Runner.

Councilor Romero added that staff from Santa Fe Trails, RTD staff, and Los Alamos County came together to come up with the definition of what was local versus what was regional. The RTD board approved the definition. As long as a route connects folks from the Rail Runner, that is considered regional. The definition actually helped lay a foundation for what the RTD would then consider and approve on those kinds of routes. She reaffirmed that it was not just the connectivity, but the definition that led the RTD board to approve at the RTD level the routes that were centered within the RPA.

Councilor Wurzbarger said she appreciated that definition, which she had not previously heard. She said this goes to the fact that there were several surprises for the Rail Runner. One was that what is reflected in this budget would have to be paid. And two is that there was no plan whatsoever to take care of people arriving on the Rail Runner in Santa Fe. Very quickly, the city responded to put together the Pickup so that wherever the people were going, they would not get off the train with no way to get around.

Commissioner Anaya asked for information on the Specials.

Mr. Bulthuis explained that the majority of the Specials occur during the summer season for all the major festival events, including Indian Market, Folk Art Market, Spanish Market, and extra service for Zozobra. There are other Specials throughout the year.

Commissioner Anaya said he felt that the primary focus for the system would be as a commuter service to get people to and from work. While he could appreciate there are special events that require transit, there are a lot of different communities that should have the opportunity for primary service first, before talking about the more specialized issues. He then asked for information on the school demand response.

Ms. Trujillo explained that there are students that are cross-districting and attend Pojoaque high school that live in Rio Arriba County, and the school bus will not pick them up because it does not cross the county line. The students have to call on a subscription service that is renewed each week. The bus will pick them up at their home and take them to the closest bus stop in Santa Fe County where the school bus stops. It does not take them all the way to Pojoaque High School. On the reverse side of the coin, there are students that for whatever reason attend Española High School that are Santa Fe County residents. There are five dedicated vehicles that do these runs on a regular daily basis, and the actual cost is approximately \$166,000. Last year RPA put a cap of \$40,000 on the service. Since then the RTD, its grants and Rio Arriba County have been picking up the difference.

Commissioner Anaya pointed out that the southern part of Santa Fe County, and northern Torrance County, is one of the poorest counties in the State of New Mexico. Understanding this particular aspect of transit broadens the opportunity for the rural area that he represents in that part of his district to talk to the schools and the school district about what it is that can be done as an entity to keep kids in school, if that means taking a student from one part of a district to another. Generally, transit is thought of as getting people to Santa Fe from outside of Santa Fe and getting people in Santa Fe to their location. But the general scope is broader than that. The

system is presently dealing with students in the northern part of the district and also dealing with inner city transportation.

He noted that this is a very substantial budget and the route from Edgewood to Santa Fe should not be looked at in that context. There is opportunity to get students on the buses. He said he was not suggesting an on demand service in the southern part of the county, but a marketing effort and outreach associated with the route that goes beyond commuters. There is no alternative school system in the Moriarty-Edgewood area, which encompasses all of southern Santa Fe County, part of Bernalillo and Torrance counties.

Councilor Bushee pointed to the hourly costs for the Santa Fe Specials breakdown. She said it is hard to discern actual ridership in the spreadsheets. She has always viewed the Specials as economic development of sorts and asked if they bring people to the markets from the county.

Mr. Bulthuis replied that the hourly rate is consistent for all the Specials. The number of hours provided for the Folk Art Market is significant, because it is on a route that could not accommodate the demand and it had to be contracted out. An excess of 25,000 people were carried and there were shuttles from two parking lot locations for both market days. An evening was added as well.

Councilor Bushee asked if consideration had been given to a minimal fare.

Mr. Bulthuis said he has spoken to the Folk Art Market staff and they took their perspective to the Council in terms of revenues that the GRT brings in from the event.

Councilor Bushee said she would be interested in the concept of a fare box, mostly because ridership can be better tracked. As far as economic development for both the city and the county, someone should do that analysis and how this participates in that equation. She suggested that riders would not flinch at a \$1 fare or even change their mind about riding the shuttle.

Commissioner Vigil asked about a shuttle to the ski basin.

Mr. Bulthuis replied that the RPA has discussed it, but given the existing budget it could not be afforded. He has talked with Ski New Mexico and done the preliminary work.

Commissioner Vigil said there was not sufficient information to make a judgment call as to whether or not any of the Special activities should be changed because she has not been in on the hearings with the sponsors of the events. It is a consideration, but those events go through the city process with regard to what the needs are. The Folk Art Market, Indian Market and Spanish Market are events that bring in huge amounts of GRT and should be encouraged.

Councilor Romero said that what makes it difficult is everyone has an attachment to each route from a particular perspective, whether economic development or youth. She said she was intrigued with the possibility of young people being able to go beyond and below the lines of a county when the lines are blurred, where kids from Moriarty or Española might be able to get to Santa Fe Community College. From a historical perspective, young people from Española were

able to go to Los Alamos High School because of the connectivity. It may not be economic development at this moment, but it is a kind of economic development for the future.

Some of the routes are expensive in a different way. The costs for Santa Fe Trails and Los Alamos are based on reimbursement submitted to the RTD and they are more expensive. Ms. Ellis-Green suggested to the RTD board that some of these routes could be contracted out. Some routes might be looked at to see if they can be done less expensively by someone else.

Councilor Romero stressed the importance of deciding on a plan at this meeting because the NCRTD has a special board meeting on Friday, May 27, and it is critical that the board have a plan to act on, along with Los Alamos and the rest of the RTD routes. The bottom line is that the NCRTD cannot be put behind in producing its budget to the DFA in a timely manner.

Councilor Romero asked about the ridership from Edgewood.

Ms. Trujillo said there were approximately 6 to 8 people on a regular basis. This route goes from Edgewood to Eldorado and connects with the existing Eldorado route to Santa Fe, which is the other way to cut costs to make it as affordable as possible. They have always looked at the different aspects of public transportation beyond the commuter and the jobs, such as getting students to education and people to medical facilities. There are many people that need dialysis on a regular basis, and there would be no other way for them to get there except for the NCRTD's blue buses. The Hispanic elderly have the greatest shut in rate in the state and do not ask for help regularly. They prefer to be shut ins, therefore cutting off their mortality rate. There are students that come in from Peñasco and Española to Santa Fe to attend college that would not be able to have that opportunity otherwise. She said she rides the buses on a regular daily basis and observes firsthand what mobility means to the citizens.

Councilor Wurzbarger said she was supportive of using the system expansively for education. She is still concerned about the cross-district issue. While she personally would like to do something for people from Edgewood, she pointed out that the Folk Art Market would simply be a failure if that service were not provided, because there would be close to 30,000 people that could not get up to Market. Unlike the other markets, Folk Art comes to City Council and shows the check that is paid into the GRT that they collected.

Mr. Valencia noted that the City of Santa Fe is receiving an increase from \$952,000 to \$990,000, which is a \$38,000 increase. A recommendation for consideration might be to fund Edgewood at \$22,000 from those proceeds and still increase the city's share by \$16,000.

Councilor Calvert wondered what the exercise was about if the monies are not allocated and people are not getting reimbursed on that basis.

Mr. Valencia replied that, at the direction of the City of Santa Fe and Los Alamos County, the RTD was directed by its board of directors to do the cost allocation. He referred to the May 11 memo that explained the effect to the budget.

Commissioner Anaya asked why an entity or an area like the southern part of the county has to struggle with having to find their driver and those accommodations. He pointed out there are communities, such as Edgewood, Stanley, Cedar Grove, San Pedro, Golden, Madrid, Lamy, Galisteo, Cerrillos and Turquoise Trail that need access to get to Santa Fe for work or any other reason. In his estimation, the request for Edgewood to Eldorado and the request for Golden to Santa Fe could be accommodated with \$44,000. He asked Mr. Valencia if there were vans available for both routes.

Mr. Valencia said they have a van that they would be able to allocate for the Edgewood to Santa Fe route. He added that presently the NCRTD is having to retire many vehicles because of the mileage in the fleet. The assessment will need to be made whether there is a possibility for more vehicles to be put on the road that are safe and reliable.

Councilor Calvert asked if there might be overlap in the Santa Fe Trail routes and the NCRTD routes that run to 599. If that is so, he suggested resources could be used to do some of those other things.

Mr. Valencia replied that the NCRTD and Santa Fe Trails have coordinated efforts in order to insure there is no duplication.

Mr. Bulthuis concurred. He said he would have to look at the routes and come back to see if there is any possibility of combining the routes.

Ms. Trujillo added that Santa Fe Trail's types of vehicles, their fuel costs, and their operational costs per hour and per mile are higher than the NCRTD.

Chair Holian requested that a motion be made to decide on a plan for the NCRTD.

Commissioner Vigil said she would move that the RPA approve the recommended transit routes as proposed in Exhibit B to include the Edgewood to Eldorado without a driver route; this is based on today's discussion and knowing there is a fixed budget, but that there is a possibility of creating that route. The motion was seconded by Councilor Romero.

Councilor Bushee asked where the \$22,000 or more come from.

Commissioner Vigil replied that, as part of her motion, two options were discussed. One was from savings that may come from Specials, where there is up to possibly \$20,000. She asked Mr. Valencia to restate the other proposal.

Mr. Valencia added that \$38,000 could come from the increase for the City of Santa Fe from \$952,000 to \$990,000. He would then split the \$22,000 to Santa Fe County for the Edgewood run and \$16,000 to the City of Santa Fe for their allocation. That would go to their total budget. The City's Specials budget and all of their routes totaled \$952,000 from last year's allocation.

Commissioner Vigil stated that her motion would advocate for staff to look at what is available and can be most expeditiously brought forth for this transit route.

Mr. Valencia stated that, to maintain sustainability, his recommendation would be from the \$38,000 segment, which he believed futuristically is going to continue.

Councilor Bushee recalled that the RPA cut the Edgewood service because the ridership was minimal.

Mr. Valencia stated that the ridership numbers were as high as 12 on a consistent basis. He added that a reason the route was cut from a staff perspective is that All Aboard America was the contractor of the route and it was running approximately \$350,000 in total to have a motor coach transport people from Edgewood.

Councilor Bushee asked how the NCRTD would propose to grow that ridership beyond 12 people.

Mr. Valencia expected that community meetings would be held. He added that Commissioner Anaya has the desire to expand the efforts and the outreach would partner in that effort. He expressed the hope that they could eventually go from a 15-passenger vehicle to another vehicle.

Councilor Bushee asked as an amendment to Commissioner Vigil's motion that the ridership and needs be verified in a year. She said she brought up past history because it was on staff's recommendation that the RPA cut that route. She understands the need and that Commissioner Anaya wants to see that part of his district is served.

Councilor Romero stated that Councilor Bushee's amendment is not friendly to the seconder because the NCRTD staff looks at the numbers on a monthly basis.

Councilor Bushee moved to amend the motion on the floor to include that the ridership and needs be verified in a year, seconded by Councilor Wurzbarger.

Councilor Wurzbarger said that she seconded the amendment because, even though the monthly review is done, the feedback does not come back to the RPA. She would ask to get the report next year on all of the drops one by one so that the RPA can review it.

Commissioner Anaya asked that the NCRTD, City and County staff seriously evaluate the Golden to Santa Fe route as an item for future possibility, given the fact that several additional communities could potentially be serviced.

Chair Holian asked if that was an amendment to the motion or direction to staff. Commissioner Anaya replied that was direction to staff. He reiterated that this route rises above the Special and extraordinary services that are provided as a transit district. He did not think the information satisfies the primary basis to provide the Special transit services.

Commissioner Mayfield stated that he asked at the last meeting of the RPA how the referendum to the voters was worded for the GRT. From the information he has seen, the question specifically stated to the voters that two routes would be afforded to Edgewood.

Mr. Valencia explained that the question to the voters was simple – do the residents of this county want to support a regional transit tax. He believed that Commissioner Mayfield was referring to the educational materials that went out. At that point in time, Santa Fe County and the City of Santa Fe had left the district, then come back into the district, and the RTD was in charge of putting together a service plan to take to the voters for passage. The RPA and/or the City and County never put together a service plan until it was adopted by the RPA in 2009. The NCRTD, as the independent entity that was charged with the planning and the transit plan at that time, moved forward with the plan as established by the RPA. Subsequent to the adoption and the way the plan was put together, the RPA altered the transit plan with regard to delivery of services being considered today for passage.

Commissioner Mayfield asked the RPA to take into consideration the information that was put forth to the voters, indicating in the packet of material that was distributed by the NCRTD that they were going to establish two routes for the Edgewood area.

Commissioner Vigil said she wanted to support the motion with the amendment, but clarified that her understanding as to why it is not necessary is because staff would be bringing information up to the RPA on a regular basis. The RPA may change the direction before a year, but she did not want this motion to preclude staff from coming forward about this route.

Councilor Wurzbarger stated her recollection is that she does not remember ever receiving the information from staff.

Chair Holian commented that the questions illustrate perfectly why doing transit planning is tortuous and detailed. It should not be taken lightly and should be addressed throughout the year. She pointed out there was a motion by Councilor Bushee on the floor and a second by Councilor Wurzbarger.

Councilor Bushee's motion was voted on and passed 7 to 1, with a nay vote cast by Commissioner Mayfield.

Commissioner Vigil then called for the question on the motion she had made that was seconded by Councilor Romero. In response to comments for clarification from Councilors Wurzbarger and Calvert, she stated that staff had reported that the \$38,000 alternative would be a sustainable source from year to year. The other option was savings from Special routes, which is not sustainable. She stated that her motion would include the pot of money that comes from the \$38,000 alternative.

Mr. Valencia spelled out the preliminary increase that was provided to the city of \$38,000 is now being reduced by \$22,000 for the Edgewood to Santa Fe route. Therefore, there is a \$16,000 differential to the city and a \$22,000 differential to the county.

Councilor Wurzburger said that was fine with her if it is fine with staff.

Commissioner Vigil's motion was voted on, as amended, and approved 7 to 1, with a nay vote cast by Commissioner Mayfield.

Councilor Bushee moved to request staff to bring more information for consideration of a fare box for the Specials and on other routes as well, to track and determine cost effectiveness for the future, seconded by Councilor Wurzburger. The motion was voted on and approved 7 to 1, with a nay vote cast by Councilor Romero.

Councilor Romero moved to delay discussion of Item VI A, Resolution for Transit Planning, to the next RPA meeting, seconded by Councilor Wurzburger, voted on and passed unanimously.

Councilor Bushee stated she will not be in town on July 19 when the next meeting is scheduled and that she would like to be present for the discussion.

Chair Holian said that she will bring forward different options for discussion, and she will endeavor to schedule a meeting at which the whole RPA can attend.

Commissioner Anaya moved to table the rest of the items on the agenda to the next RPA meeting, seconded by Councilor Calvert, voted on and passed unanimously.

The following items were tabled to the next RPA meeting scheduled for July 19, 2011:

- **A RESOLUTION RECOMMENDING THAT THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT (NCRTD) UNDERTAKE TRANSIT PLANNING INSTEAD OF THE REGIONAL PLANNING AUTHORITY, THAT ALLOCATION OF REVENUE FROM THE COUNTY REGIONAL GROSS RECEIPTS TAX FOR ROUTES FUNDED BY THE COUNTY REGIONAL TRANSIT GROSS RECEIPTS TAX SHALL BE UNDERTAKEN BY THE NCRTD INSTEAD OF THE REGIONAL PLANNING AUTHORITY, THAT RESOLUTION NUMBER 2008-125 BE RESCINDED BY THE BOARD OF COUNTY COMMISSIONERS AND RESOLUTION NUMBER 2008-11 BE RESCINDED BY THE NORTH CENTRAL REGIONAL TRANSIT DISTRICT, AND THAT THE REGIONAL PLANNING AUTHORITY JOINT POWERS AGREEMENT BE AMENDED BY THE BOARD OF COUNTY COMMISSIONERS AND THE SANTA FE CITY COUNCIL TO REMOVE TRANSIT PLANNING FROM THE RPA'S DUTIES.**

- **Draft RPA JPA Amendments**

INFORMATION ITEMS

- **County Capital Outlay GRT Financial Report**
- **Energy Task Force Update**
- **Economic Development Task Force Update**
- **Affordable Housing Task Force Update**

DATE AND TIME FOR NEXT RPA MEETING

The next Regular Meeting of the Regional Planning Authority will be held at 4 PM, Tuesday, July 19, 2011, in the County Commission Chambers.

ADJOURNMENT

This Regular Meeting of the RPA was adjourned at approximately 6:00 PM.

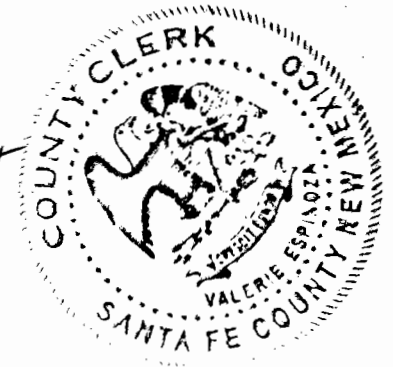
Approved by:

Kathy Holian
Chair, Regional Planning Authority
Kathy Holian, Santa Fe County Commissioner

Minutes transcribed and drafted by Kay Carlson

ATTEST:

Valerie Espinoza *ly vt*
VALERIE ESPINOZA
COUNTY CLERK



SFC CLERK RECORDED 08/19/2011