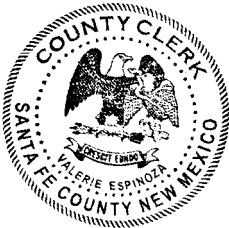


**SANTA FE COUNTY**  
**BOARD OF COUNTY COMMISSIONERS**

**SPECIAL PRESENTATIONS**

**November 13, 2007**



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**SANTA FE COUNTY**  
**SPECIAL PRESENTATION MEETING**  
**BOARD OF COUNTY COMMISSIONERS**

**November 13, 2007**

This special presentation meeting of the Santa Fe Board of County Commissioners was called to order at approximately 1:07 p.m. by Chair Virginia Vigil, in the Santa Fe County Commission Chambers, Santa Fe, New Mexico.

Roll was called by Deputy County Clerk Vicki Trujillo and indicated the presence of a quorum as follows:

**Members Present:**

Commissioner Virginia Vigil, Chair  
Commissioner Jack Sullivan, Vice Chairman  
Commissioner Paul Campos [1:25 arrival]  
Commissioner Mike Anaya  
Commissioner Harry Montoya

**Members Absent:**

[None]

Colors were posted by the Española Military Academy and VFW Post 2951 Honor Guard, followed by the Pledge of Allegiance and State Pledge.

**V. INVOCATION**

Invocations were given by Chaplains Robert Ortiz and Jose Villegas.

**VI. APPROVAL OF THE AGENDA**

The agenda was approved by consensus.

## **VII. PRESENTATIONS**

### **A. Proclamation and Military Recognition**

Chair Vigil read a proclamation honoring all veterans and distributed certificates of recognition to members of the armed forces and their relatives: Pvt. Ernesto A. Archuleta, grandson of Priscilla Vigil; Sgt. Alfio S. Artino, son of Esther Artino; Pvt. Justin Bradshaw, son of Maria Sanchez; Christopher Bustos, employee for SFCADF; Philip Chavez, employee for SFCADF; SSgt. Wade Ellis, employee for SFCADF; Pvt. Michelle Gomez, daughter of Maria Sanchez; SSgt. Julian Gonzales son of Julian, Sr. and Yolanda Gonzales; Lance Cpl. Matthew Gurule, Cousin of Lynette Gallegos; Pvt. Ron Jaramillo, brother of John Michael Salazar; Airman Brittany Martinez, cousin of Frank Sanchez; Major Harold Montoya, brother of Commissioner Harry Montoya; Edward Moreno, employee for SFCADF; Pvt. Manuel Paquin Naranjo, son of Isabel Naranjo; Capt. Pete Orvalle, brother-in-law of Sammy Montoya; Lance Cpl. Joey Romero, employee for SFCADF; Pvt. Nick Salazar, brother of John Michael Salazar; Pvt. Jeremiah Thomas, son of Ardis Thomas; MSgt. David Trujillo, warden at SFCADF; TSgt. Richard Varela, employee of the Clerk's office; MSgt. Ruben Vigil, Uncle of Jayla Ortiz; and Petty Officer 1 Roy Williams, son of Rebecca Montoya.

Chair Vigil thanked all the members of the military for their service. A bugler played taps and as the flag was folded Chaplain Jose Villegas recited a prayer.

The following additional County veterans came forward: Gilbert Romero, Andre Romero, Dennis Lees, Manuel Montoya, Steve Aguirre, A.J. Salazar, Jerry R. Martinez, Maria Sanchez, and Jeff Urioste.

Chair Vigil invited the veterans and their families to attend a reception being held in their honor in the Legal Conference Room. She noted that the Blue Star Mothers are collecting items to be sent to the servicemen overseas. Each of the Commissioners added their congratulations and appreciation to those who are serving and have served in the past.

### **VII. B. Retirements**

Sheriff Greg Solano honored Caroline Montoya, a 25-year employee from the Sheriff's Department, and Capt. Rex Doerfer, with the Sheriff's Department for 27 years. He characterized both employees as humble and reliable.

Ish Lovato from the Administrative Services Department announced the retirement of Teodoro Romero, after 26 years of service.

The retirement of Mario Gonzales from the Clerk's office was recognized by Denise Lamb.

Ted Peperas, deputy with the Corrections Department, honored Margaret Brander's retirement.

**VII. C. Patrick Torres, Santa Fe County Extension Director and Agriculture Agent was recently presented the 2007 County-based Water Program Award by the Southern Regional Water Program**

Patrick Torres explained the water programs and was presented with a certificate by the Commissioners.

**VII. D. Employee of the Fourth Quarter**

Phillip Weston recognized the contributions of Michael Vigil for his work operating the Jacona transfer station and noted his rapport with the users of the transfer station, who nominated him for this award.

**VII. E. Actions or Deeds of Santa Fe County Employees Being Exceptional – Santa Fe County's First ADOBE Award Presented to Isaac Romero**

Brian Baca from the Treasurer's office recounted the complaint made by a citizen who did not receive her solid waste permit and how Isaac Romero saw to and paid for the permit being sent to the citizen by Federal Express. He said Isaac Romero is always ready to help citizens and as an exemplary employee was the recipient of the first ADOBE award.

**VII. F. Recognition of Santa Fe County Fire Department and Regional Emergency Communications Center Employees and Volunteers**

Fire Chief Stan Holden was joined by Ken Martinez, RECC Manager. He thanked the Commissioners for recognizing exemplary workers. Ramos Tsosie was honored as the Paramedic of the Year for EMS District I. Jean Moya was named EMT Basic of the Year. Barbara Parke-Wolff was named the statewide Paramedic of the Year. Valedictorian of the 103<sup>rd</sup> Certified Public Safety Telecommunicator Class was Daniel Espy.

**VII. G. Recognition of Santa Fe County Housing Authority's Valle Vista Resident Council**

**H. Recognition of Santa Fe County Housing Authority's Santa Cruz Resident Council**

**J. Recognition of Santa Fe County Housing Authority's Jacob D. Martinez Resident Council**

Dodi Salazar from the Housing Department stated the resident councils work closely with staff in coordinating neighborhood activities, such as cleanup days and holiday festivities. From the Jacob D. Martinez site president Brenda Saenz, vice president Frances Ong, treasurer Lara Curtis and secretary Rebecca Alboth were honored.

The resident council of Valle Vista - Turquoise Trail consists of president Judy Pena, vice president Michelle Morelas, treasurer Carl Shafer and secretary Maria Nava.

For Santa Cruz, Valle de Esperanza, president Tommy War, vice president Wilbert Garcia, treasurer Prescilla Martinez and secretary Debbie Pena were honored for their work in the neighborhood.

**VII. K. Proposed Athletic Fields in Edgewood**

Roger Holden from the Edgewood Parks and Recreation Department spoke of the "Fields of Dreams" athletic complex that is being proposed. He said 12 of the 82 acres have been purchased and 42 are being leased. He said they are requesting a resolution from the Commission in support of the project. Commissioner Anaya noted there was a resolution up for adoption and the regular meeting.

**VII. L. PNM "Challenge of the Changing Energy Era"**

*[Exhibit 1: Presentation on Challenges; Exhibit 2: Efficiency Brochure]*

Art Hull from PNM introduced Rhonda Mitchell and Robert Castillo and gave a presentation on the potential for higher energy prices. He pointed out Americans are using more energy and the industry needs to double its investment in infrastructure. Contributing to the need for more energy are larger houses and the fact that five new businesses alone will use 560,000-megawatt hours.

Mr. Hull said a new rate case was filed in 2007 since electricity costs have stayed low as other costs increased substantially. Two billion dollars in investment is required and a 20 percent increase in energy bills is contemplated. A further challenge arises from regulatory uncertainty. Efforts are in place to help customers manage their bills. Alternative and sustainable energy are being looked at. In spite of the cost increases being requested New Mexico will still have energy costs 29 percent lower than the national average.

Commissioner Campos asked what the prospects for nuclear energy generation were, and Mr. Hull stated building new plants is prohibitively expensive and no new facilities are anticipated in New Mexico.

Commissioner Sullivan asked about the differential between costs and income, and

asked whether the current rate-payers would be required to pay the entire cost. Mr. Hull said it was a complex question. Increased demand does not come from new customers alone. He noted the slide was not an accurate reflection of the situation. Commissioner Sullivan said he wanted to see new growth pay its way.

## VII. Growth management Study Session

*[Exhibit 3: Packet Materials; Exhibit 4: Memo]*

LIZ TRAVIS (Strategic Planner): Thank you, Madam Chair. Actually, that was going to be my first question for you. The work session is anticipated to require an hour, and given the timing, we are wondering what the Board's pleasure is at this time.

CHAIR VIGIL: Well, once I get a Board up here I'll tell you. Please get started and let's tread along as much as we can with this. We do have an amended agenda that's eliminated some of the cases in the land use component of our agenda, so I think we can move on with this.

MS. TRAVIS: Thank you, Madam Chair. While we wait for the power point to come up, basically, we've got an easel with us today and we'll be taking a lot of notes. This is work session number two for the growth management plan and today we are starting the transition into our more concrete analysis point for the growth management plan. Our primary goal in today's work session is going to be gathering data related specifically to road issues and concerns across each of the individual Commission districts. As I said, we desire to begin a more concrete analysis and we have selected roads issues and the interrelations that come into the examination of roads issues, because we believe this provides a model for the complex problem solving that's required in the development of the growth management plan and the decision strategies.

What we're hoping is that for each component of the growth management plan that we will be providing a similar analysis to that which we want to come back with in December and then integrate all of them into a unified decision-making strategy.

Today's outline, we are briefly going to look at new updates to our as-is conditions map. Judy will lead that and these are some new as-is condition maps that we did not have in the last work session, and work on these as-is condition maps is continuing. As I mentioned, the focus session is the main part of why we're here today, and during that session, Jack will be leading us and we hope that you'll help identify roads issues within each of your districts and discuss generally what each of you see as a goal for a road strategy - what should result from our planning efforts. And then we will wrap up very quickly with a recap of where we would like to be for the December meeting and verification of that date in terms of you all's calendars. If I can turn this over to Judy now -

JUDY MCGOWAN (Planning Director): Chair Vigil, Commissioners, I'll be your tour guide again today, going through the maps. As Liz pointed out, a lot of these are updates or amended maps. We're starting to put them together in different layers for analysis. We're all finding this - the map geeks are finding this very exciting because - I don't know

if you've all noticed but this is the first time much of this information has all been put together on one map, and we're beginning to see a lot of ways to combine different layers for different kinds of analysis. The issues start to pop out and we're hoping to be able to follow up on some of those issues in December and then thereafter.

So the first map – and I'm going to go through these pretty briefly. We'll have big-size copies of this in the Growth management planning area so that we're collecting them so that we can look at them in some more detail later on. The first map is a follow-on to the water and wastewater maps that we presented to you last time which was the location of existing systems. This map is showing funded or proposed wastewater systems. Very cartoony but very effective on the power point that way.

In the north we have a combination of funded and proposed wastewater systems. The Sombrillo system has – a study to determine the feasibility of wastewater in that area has been funded. In Pojoaque there is the wastewater system on the Pojoaque Pueblo and there is the potential for that to go regional, especially under the auspices of the Aamodt settlement.

El Centro, obviously, once again where most of the people are and most of the development is, has the most systems, and they are primarily under existing systems and under differing jurisdictions. So there on the map you can see the Las Campanas system, the City of Santa Fe of course, this is the Rancho Viejo system. Here is Valle Vista, and then the state pen in this area. And the green dots are just generally existing systems, many of which are small developments or commercial developments.

COMMISSIONER ANAYA: Madam Chair.

CHAIR VIGIL: Commissioner Anaya.

COMMISSIONER ANAYA: I'm wondering if we could get a list of those.

MS. MCGOWAN: Certainly we can bring that to you.

COMMISSIONER ANAYA: List them on each – because there's some in here that I didn't know there were wastewater systems. But I'd like to –

MS. MCGOWAN: Yes. We can provide that to you. We're planning for the December work session on giving you a binder that has what we're presenting here plus backup information. We can do that. And then we put a dotted line around the Eldorado Water and Sanitation District because that has a potential for regional wastewater, even though they're not pursuing it at the moment.

In the Galisteo growth management area there are no regional systems. So they're small systems. And then in Estancia, also at this point no regional system, but there is funding for a regional wastewater system in Edgewood that would start small and then would have the potential to expand.

Water systems: Once again, the green triangles on here is what has been labeled existing public water supply systems, and that includes the mutual domestic systems, plus small systems, cluster well systems that are serving subdivisions, etc. So in the north the yellow is existing and proposed service areas. So in the north, this is the proposed Aamodt service area for water systems. It's hard to see but I believe Sombrillo is on there and Chimayo. Sombrillo – it's Cuatro Villas not Cuarto Villas. A little typo there.

In the central, we have once again the City of Santa Fe. We have Santa Fe County's water service area. This is Las Campanas up in this area and the City also serves quite a few subdivisions up in this area. The black and white dotted lines are proposed regional water supply lines, some of which are pretty much green-lighted, such as the Buckman Diversion, others which are potential but not funded yet, such as the line to Canoncito. And then once again you can see that in the Galisteo area and the Estancia area there are no major water systems, just small ones.

CHAIR VIGIL: Judy, have you looked at where there is infrastructure and considered that a layer for this mapping?

MS. MCGOWAN: Chair Vigil, what do you mean?

CHAIR VIGIL: Water lines.

MS. MCGOWAN: Water lines? Yes. It doesn't display at this scale. So I believe Karen Torres produced this map and I believe she has as much as you can figure out where water lines are. We don't have all of that, but as much as she could find out. It just doesn't display at this level.

CHAIR VIGIL: Okay.

MS. MCGOWAN: So if we zoomed in to look at a larger scale we could see them. This map is a little hard to see, but this map represents a lot of the other County assets that we need to be paying attention to. The location and the status of them and who needs improvements and who doesn't, and what's covered and what isn't covered. It's really kind of a cute map if you can get up close and look. There's little trees for the parks and things like that. It includes administrative buildings, senior centers, community centers, fire stations, locations of buildings and projects that are owned and managed by the Housing Authority, libraries. It has some County open space on there. Park locations, many of which preceded the open space program, and transfer stations.

What is not on here which we'll bring to you at a later time is County trails and a better open space map. We'll try to bring that you in December. But once again, the idea behind this map is to see exactly where these assets that we own and manage and need to keep up with over time are located physically in place, and then at some point to analyze where they're located relative to population and to where we think future growth is going to happen.

COMMISSIONER ANAYA: Madam Chair.

CHAIR VIGIL: Commissioner Anaya.

COMMISSIONER ANAYA: Maybe we want to include our new satellite offices. Thank you, Madam Chair.

MS. MCGOWAN: The next part of the tour is an analysis point and one of the staff members, Andrea spent a long time on time on this one. It was a real challenge. What we were interested in looking at was what are the real lot sizes relative to our zoning scheme. Because when you start to look at just where the parcels are on the map, some things jump out at you as looking much more developed than what would be potentially allowed under our zoning. So this map is an analysis by hydro-zone, so it excludes the traditional communities and things like the Community College District right now. They're not shown on there - of what



lot sizes there are in the county that are lower than what our hydro-zoning on the face of it would allow.

Now, the reasons for these different lots really vary, and they're done by coding here. The pink is the lots less than 2.5 acres in the Basin Fringe. The green up in here is lots – the green is lots that are smaller than 2.5 acres in the Basin area. The bright pink is lots that are less than 12.5 acres in the Basin Fringe area. The blue over here are lots that are smaller than 20 acres in the Mountain Zone, which is this green color, and this light orange, almost red, are lots that are less than 40 acres that are in the Homestead Zone. And then it gets repeated down here for these Basin and Basin Fringe areas. You can see in Edgewood where the traditional community has been pulled out, so that is vacant in there.

We intend to do some more analysis of lot size and look at, say, the traditional communities and see what's going on there. We just wanted to get a picture of what's going on for lot sizes. Now the reason why these lot sizes are smaller is kind of all over the place. Part of it is some of these lots existed prior to the Code in 1980. Part of it is that our Code has lots of ways of developing at lot sizes smaller than our so-called minimum for different performance standards, such as if you bring water rights to the table you can go down to 2.5 acres no matter where you are in the county. So such things like Las Campanas is showing up here for that reason, because they're on a water system.

The next slide shows the same information but what we've added to this is a layer showing the parcels in the county that are assessed at agricultural rates. So this bright green layer came from County Assessor data. So it's primarily grazing. It gets a little hard to see up in here. There are parcels in these valleys but at this scale it's a little hard to see. But what we're showing is in the north – this is a typo – in the north there's about 3300 acres of land that are assessed at agricultural rates. In El Centro it's 54,000 not 454,000 acres that are assessed at agricultural rates. Galisteo is about 175,000 acres, and Estancia is over 206,000 acres.

And of course the things to note here is that where there seems to be agriculture as an economic use of the land, the hydro-zoning seems to be functioning well and lot sizes are not being broken off at smaller rates for the most part. The other thing to notice which I think is better on the next slide is this is the same agricultural assessed properties overlaid on the map which we showed you last time showing where development is. So these bright pink dots are generally – it's the location of housing units under the 2000 Census plus the building permits that have been issued since then. And what you see quite dramatically is that the lands that where grazing is happening in particular are really acting as growth barriers and open space, however, they're privately owned – around the development areas and creating separation between them.

The County open space lands are also shown here on this darker green. And what you can see there is although we've spent quite a bit of money and think we've accumulated quite a bit of acreage, County-purchased open space is not there yet as being able to provide any kind of growth boundary, around or between the developed areas.

The next two slides have to do with projections. You'll notice they're kind of big areas

but the projections that we had done in 2003 are developed up by using sub-areas that correlate with census tract boundaries and the growth boundaries and projection boundaries we used in the 90s. So they don't correspond exactly to our growth areas but we have done some calculations for that. So this is just a ramp of colors with the darkest being the fastest growing sub-areas and the lightest being the slowest growing. And some of it's pretty obvious. The Community College District is projected to be the fastest growing in terms of rate. It's not in terms of absolute numbers. This from La Cienega wrapping around up here to Camino La Tierra is projected to be the next fastest growing area.

This corresponds to the information we showed you last time where those were the areas that have been growing fastest in the last – since the year 2000. One cautionary note is this urban area around the City of Santa Fe is partly the slowest growing because there's a lot of build-out in there already but I believe it's partly the slowest growing also because it's kind of on an on-hold pattern. Unless they can get City utilities and/or annexation, property sits there and doesn't develop. But just in general, El Norte has a generally slower rate of growth, but the fastest growth is happening on pueblo lands, and that has implications for the County and how it handles infrastructure and what partnerships we might need to consider. El Centro is where the most growth is expected and the fastest rates of growth in certain areas. The growth rate and the persons per house vary pretty extremely in that area. In other words, down here we know from the 2000 Census, which is really the best data we have – nothing more recent, we know that more persons per dwelling unit are congregated in this area in El Centro and this has to do with that's simply where more families with kids can afford to live. Some of these other areas barely have an average of two persons per house.

In the Galisteo area the growth rate is generally slow. The population is very diverse and is also widely scattered. There's some accumulation in the San Marcos area, Galisteo over here, and some down here outside of Madrid, which was a big area where there's a lot of development that no one ever planned for. And in this area as in Estancia, if the larger ranches break up, if property owners make development decisions under our current Code those projections could change radically. Or at least the development potential could change radically.

Estancia also has a fairly low growth rate, about the average for the county, and the growth in this area is once again dependent on the actions of the Town of Edgewood and individual ranchers who may come forward with development plans.

The housing projection map shows the same general pattern and the only reason for showing you this separately is to make a couple of points. One is that countywide, housing growth rates are faster than the population growth and what that means is that in 1960, say, you might have three houses, or between two and three houses might house ten people. Now is trending toward taking five houses to house ten people. And that has implications for infrastructure and services because it means that there's more garbage pickup, there's more miles of road, there's more miles of pipe, there's more miles of power lines, to serve the same number of people. And that's probably also a national trend so it's not unique to Santa Fe.

The other little point to make here is the Brookings Institute recently issued a study and they're citing among smaller metro areas that Santa Fe is a center for rapid growth for pre-

seniors, which is ages 55 to 64. So a lot of our in-migrants are in that age group. I don't know exactly what implications that has but we should be aware of how that affects us. The best information we have on demographics, that is, age groups, how many kids? Are they retired or are they working? etc., is still the 2000 Census. So we're behind times on having that kind of information.

The final map is our segue into the discussion part of the meeting. This map – the last time we brought you a map – and the road maps are very hard to see at this scale also, because it's linear data and it's just really hard to read, so we'll have to work on getting you some bigger copies of the maps. But the last session we brought you a map that showed the road in the county categorized by which ones were County-maintained, which ones were private roads, which ones were other state or federal roads, major roads. This map goes a step further and this illustrates the Public Works five-year roads plan. So it shows in the red color – you can see along in here in places – roads where improvements were budgeted and contracted for or done and they are now completed as part of their five-year plan.

The green roads, which I'm having a little trouble seeing on this map are roads that funding is available to do improvements but it has not been scheduled. The brown roads are roads that funding has been set up and available and the improvements need to start. The blue category down here is roads where no road improvements are currently planned, so you can see things like – I forget the number. This is the road that comes up from Ojo de la Vaca, across the plateau up there and comes out in the White Lakes area. So for the next session on roads we will bring you a lot more detail on roads, including some analysis maps but we intend to bring you maps showing the future roads and transit plans that have been adopted, and I can tell you right now they're in our high-growth areas. That's where we've adopted those kinds of plans. Consideration of the road maintenance plan and status, completed miles, miles in work, actual costs of what it's costing as opposed to what we're budgeting to maintain and build roads, and proposed roads that are without funds and we want to really dig into that kind of analysis and look at some strategies in December.

CHAIR VIGIL: Commissioner Anaya.

COMMISSIONER ANAYA: Madam Chair, you have here on this last map in red, roads complete. What does that mean?

MS. MCGOWAN: Those are roads that I believe the Road Advisory Committee had on the five-year plan for improvements and those improvements have been completed in the last year or so.

COMMISSIONER ANAYA: It doesn't make sense to me, because I've got a lot of roads in my district and they're not completed. They're roads, they're dirt roads, but they don't have basecourse on them all the way. So that we need to check on.

MS. MCGOWAN: Okay. We can do that.

CHAIR VIGIL: Judy, I have a question. Are you done, Commissioner?

COMMISSIONER ANAYA: Yes.

CHAIR VIGIL: The TAP community plan, actually is in the northwest areas, and that's one of the high-growth areas. Where is the eastern-most boundary of that plan? Is it

inclusive of the high-growth area that we're experiencing?

MS. MCGOWAN: I think the high growth is being experienced on that side right now in two locations. One is in the TAP area, which still has considerable area of built-out. It's unbuilt yet, so it can continue growing at a fairly fast rate, and the other area is this whole SNAC area up in here which is everything from 285 over to Buckman Road, up, not including the Jacona Land Grant, and then Las Campanas North. So that's quite a sizable area and there is - it's been growing fairly rapidly and there is also still a pretty good amount of undeveloped lots or lots that are platted and not yet built in that area.

CHAIR VIGIL: In your analysis on identifying the SNAC area, are you including those developments that the City has annexed and built out? Or are you just including county?

MS. MCGOWAN: Just county.

CHAIR VIGIL: Okay. I have no further -

MS. MCGOWAN: We have some information that we'll bring you in December and put in your book that talks about some of those areas in more detail too.

CHAIR VIGIL: Okay. Liz. It's yours.

MS. TRAVIS: Madam Chair, actually Jack will be facilitating the focus session and most of the rest of us will be diligently taking notes as fast as we can.

CHAIR VIGIL: Okay. Jack, does that mean you're going to go into the questionnaire that you provided for us on roads? Is that what you're here for?

JACK KOLKMEYER (Land Use Administrator): Thank you. Good afternoon, Madam Chair and Commissioners. Before we jump into this - are we okay on time? Can we go for a while yet?

CHAIR VIGIL: If we can limit it to another half hour I think we'll be okay.

MR. KOLKMEYER: I think we can make that. Thank you. To pick up where Judy left off I would like to just kind of reiterate what we would like to do for the study session that we have now set for Tuesday, December 11<sup>th</sup>. We'd actually, to facilitate this so we can bring things together fairly quickly with you, because we know that one of your concerns is that this will drag on forever if we don't find out a way to focus what we want to do here. So what we would like to do for the December 11<sup>th</sup> session with you is to really focus on some actual strategies regarding roads, to make it real, real specific, so that what should our road strategies be for the next five years?

And what we'd like to do, after we go through the next little half-hour question and answer session with you, then to put that into the context of the mapping that we've done for you, is to actually come up with a couple of scenarios that we can devise as your staff, lay them out. We can discuss them, see if they work for you, or if you'd like to suggest alternative ones that we might think of, because if we can home in on one, and roads should be a really good one to start on because there's a lot of really good things here. We know that some of the growth is following roads, so we thought we'd start with this one because there's probably about four major categories involved in the strategies that we're going to all need to devise together. The basic infrastructure ones of roads, water and wastewater, for sure. Public

services, environmental and natural resources and economic development related ones also.

But we're hoping that we can use today's session as kind of an exercise to allow us as your staff to go back and then formulate some strategy options that we can bring back together for you. So to do that, in your packet there we've laid out for you a series, a matrix of questions that we'd like to fairly rapidly and without too much debate here this afternoon since we're going to try to limit this to a half an hour, but to get feedback from you on six very, very specific questions that we have seen raised as we've put the maps together and pulled together the information that we've presented to you on the maps. So I'd to just jump in and I think probably the best way to do this is let me go over the question and then if you would, just respond to it from concerns that you have from your own district, first of all, and then countywide as you see some of the importance of these questions.

First of all we know that a lot of places that come before us, particularly for subdivisions and lot splits and things frequently come back to issues of safety. Can fire and public safety get to these places? Are the roads adequate for that? There's also recently been a lot more concern about bicycle, pedestrian and equestrian safety issues as we have begun to improve or add new roads in the county. So the question is what are some of the safety issues related to general and emergency access in your districts? Are the road networks right now, are they adequate in your district?

CHAIR VIGIL: Question is posed. Anyone like to respond? Commissioner Anaya.

COMMISSIONER ANAYA: Madam Chair, Jack, I know that the roads in my district, the majority of them are dirt. They're not graveled. I think that those roads, those County roads need to be brought up to County standards, graveled or paved, or even maintained more often than they are, especially in the time of dry seasons where we don't get any moisture and the roads become washboards. Those become a safety issue. Not only are the public traveling on them but our officers, Fire Department, are traveling on these roads. The solid waste trucks, and we need to somehow bring those roads up to standards. That's all I have for now, Madam Chair.

MR. KOLKMEYER: Commissioner Anaya, if I may ask a question on that. How would you proceed on improvements to these roads, whether they be basecoursed or paved? How would they be prioritized? Is the Road Advisory Committee the appropriate way to do that? Are some more in need than others? How would you suggest that we look at including prioritization within the growth management strategy?

COMMISSIONER ANAYA: Madam Chair, Jack, I think that the Road Advisory Committee is a good starting point. We have selected those people to sit on those boards to advise this Commission. So I think it's important that various representatives from those areas have a say-so in which roads would get funded or basecoursed or more attention than what we're getting today.

MR. KOLKMEYER: Okay. Thank you.

COMMISSIONER SULLIVAN: Commissioner Campos, anything from your district?

COMMISSIONER CAMPOS: Nothing specific. My concern is do we really have road-building criteria? Do we have a plan to fund any of these things? We're talking about growth management roads. I'm not sure where you really want us to go with this, Jack, but if that's what we're talking about, road investment, decisions as to where roads are going to be are going to depend on where the growth areas are. We're going to have to find resources. As far as the Road Advisory, I think they're mostly involved with maintenance and not really planning new roads. I think new roads would be something we would do at this level, in your division or at the BCC level. I'm not exactly sure where you want us to go.

MR. KOLKMEYER: Our question, Commissioner, are the safety issues. The first question is one of safety. Are you perceiving from your constituents and from your district, are there safety issues that are concerned with the existing road network that's there?

COMMISSIONER CAMPOS: Any time you have inadequate roads that are built with too little money they're going to be unsafe and that can happen a lot in the mountain area. We have roads that are too narrow, roads that don't have shoulders. But is that what we want to do today?

MR. KOLKMEYER: Well, we just want feedback on that. We have six questions we're going to go through. We're going to hit a lot of stuff here. But the first question is if there are safety issues, specific safety issues that we should be concerned about.

COMMISSIONER CAMPOS: Specific like what roads? What mile markers? I can't tell you that, Jack.

MR. KOLKMEYER: Well, access issues. Do the roads in your area have issues with fire and public safety access, for example? Do you know of any? Is that a concern with your constituents?

COMMISSIONER CAMPOS: I have the mountain areas. The roads are narrow. They don't have shoulders. They don't have good drainage. They're very narrow.

MR. KOLKMEYER: That's a good response.

COMMISSIONER CAMPOS: We have mountain roads that started off as narrow private roads that are really so narrow and the population keeps growing, adding new houses on roads that are inadequate. We have Forest Service roads. We have conflicts with the feds. We don't know who owns the roads. Are they cattle roads? Are they for timber? I don't know where you want us to go.

MR. KOLKMEYER: I think you've gone to the point. In certain areas we have different roads and they present problems for safety issues. So I think that's precisely what we wanted to hear on that question.

COMMISSIONER SULLIVAN: I think in District 5, Jack, we have a number of road issues and I think some of them are better categorized down in some of your other questions, but in terms of safety ones, we've got, first of all, issues with regard to the Community College District standards and those standards, particularly in terms of right-of-way are inadequate. We've seen that already on Dinosaur Trail where the 50-foot right-of-way is inadequate for the bicycle lanes that are required by AASHTO. And we've also seen it in terms of issues on Richards Avenue where we've received numerous complaints of bicycle safety or

lack there of, particularly at the roundabouts that are under construction. We don't have any criteria for roundabouts.

We also have Code problems in the respect that we can – and this is not so much the Community College District, this is in the more rural areas or in the smaller subdivisions, where we can approve the driveways that are really roads. And we have a category that's called driveways and lanes and so the way an applicant can get around building a safe road is by saying I'm going to put one house here or two houses here, and they're going to be accessed by a driveway. As soon as that driveway is put in, then the third, the fourth, the fifth, the sixth, the seventh, the eighth, the ninth and the tenth house is put in. And now the driveway, which is only 12 feet wide, becomes totally inadequate to allow fire and emergency vehicles to get to those houses and in particular to turn around once they get there. So we have a big Code problem to deal with.

Another safety issue in District 5, is on a larger scale, a larger thinking scale, is the fact that we have both a jail and our emergency communications center located on Route 14. Now, what do we do if there is a disruption on Route 14? Let's say somewhere between the RECC, the Regional Emergency Communications Center, and the Allsup, or the interchange at 599? What if there's a disruption there? A waste spill, a fire, some police action or closing the road due to escaped prisoners? Whatever the law enforcement issue might be. Suppose that road is closed. How do we get the fire and emergency vehicles out of that station into the most likely place they're going to be going, which is somewhere towards Santa Fe.

Now, there's other fire stations, of course. There's sub-stations located around, but the main number of vehicles, the bulk of them are located there at the RECC, the big guys, except the big ladder truck they have in Eldorado. So that essentially is a dead-end road, Route 14. There's no other way to get to the RECC from the east or from the west, other than Route 14. So once Route 14 is cut off on either end, for any reason, for an emergency situation, we can't get in or out of the RECC. Or the jail, but the RECC is my main concern. So those are some safety concerns that are incumbent and need to be dealt with in District 5.

CHAIR VIGIL: Let me just address a couple of issues with regard to the county in general. We do have an excellent plan called the Arterial Roads Task Force recommendations. There's some really important recommendations within that document that I think we need to use as a reference, particularly in District 2 where some of the new road networks have been identified. In District 2, probably the most glaring safety issue that I see is some of the approvals that are in the mountainous areas and the kinds of roads that actually do get developed and whether or not after we've made an approval for those roads if we actually follow through and identify if the road is safe. I think we have a good in-house process for making requirements for what we need to do for the roads for safety access for the Fire Department through our Public Works, but oftentimes we do have a problem accessing some of these areas. I don't know if it's because we never followed through with what was recommended or required in the process of approving some of the developments.

I think in general in District 2, particularly north of 599, we don't have a well planned road network. So the roads are actually being identified as the piecemeal development is going

on there. We do have a development that will go through a sub-development approval process and that's La Suerte and when we have that kind of development we can actually look at the road network and identify it. One of the problems that most recently came to my attention was the placement of post office boxes. The post office had worked out an arrangement with our Public Works to identify a specific site that the County had easements for. We don't usually have that problem within sub-developments because that is part of the sub-development proposal, but what's happening north of 599 is there are a lot of four-acre plots being sold off in developments occurring within those four, five acres, four lots splits happening quite a bit. And I don't think there's any planning going on for a significant road network based on that. Also within the road network, the ability to work closely with the post office in locating post boxes. I think that's important because right now, there's a post office cluster located where there are safety issues for the residents. I think it would behoove us to consider all of that

Huge, huge problem with truck traffic in those areas that we've prohibited truck trafficking. That would be a safety problem. It would be an access problem for emergency vehicles. Some of the truck trafficking that goes through Agua Fria and Camino Carlos Rael, and areas that we have prohibited truck trafficking. If an emergency vehicle had to access it and come in contact with some of the garbage trucks that actually go there it would create an impediment to accessing any kind of emergency situation.

I'm not too sure in terms of access, but arroyo crossings in the northwest quadrant. What happens is when there's runoff. If our safety vehicles had to access those arroyo crossings, some of them just get washed out. So those need to be considered when looking at improving our road situation. The river crossings is a huge issue in District 2 because the Santa Fe River is strictly within that district until it reaches District 1, Commissioner Anaya's. But the river crossings are actually being used as high traffic connector roads now. I know that the City is working very closely on getting the river crossing for Siler Road. I supported that project. I think it will create a huge benefit. We need to move fast on the South Meadows crossing also. One of the safety issues with some of those river crossing is if our safety vehicles needed to cross, say, through Camino Carlos Rael. I'm not even sure if they have or will or would even consider it. If they did, it would be a huge problem for them, because that is not designed for a crossing. And that's it for now.

MR. KOLKMEYER: Thank you, Commissioners. I think Chair Vigil, you actually reiterated Commissioner Campos' point that it's the geography of a lot of these places that set things up in a certain way that frequently caused some of the safety issues of access that we have. Those are really good comments and will be really helpful for us to continue to investigate that question. The second question that we would ask of you and your constituents that you communicate with, is can the road networks within your district handle current traffic volume for residential and commercial uses? Are there immediate needs? And has the County planned and secured funding for these immediate needs? Regarding again, this is about traffic volumes on those roads. Can the current network of roads handle population or development growth in the area? In other words, can the roads in your area, can they handle projected growth as we've seen how the projected growth is moving on the map that we showed you.



And added to that, are there places within your district that should be connected that aren't? So that would be our second question to the Commission, Madam Chair.

CHAIR VIGIL: Any Commissioners would like to take that question?

Commissioner Sullivan.

COMMISSIONER SULLIVAN: Well, again, to answer those questions as best I can with regard to District 5, since the Community College District is in District 5 we are of course seeing a lot of those growth pressures. The developer pressures for intersections in District 5, particularly at Richards Avenue, and these pressures are coming from developers not only in the county but developers in the city, as well as train stations, is going to leave the County with the cost of expensive feeder roads and infrastructure. Once these interchanges are in and the traffic is increased and rail stations are built or whatever, it's suddenly going to be up to the County to provide all of the other road network facilities that that developer doesn't build under that particular land use application.

We haven't even begun to think of that, in terms of traffic volumes and the costs of doing that. Can the current network of roads handle development growth in the area? I think that it can if we ensure that development growth pays its way for roads. And that's something that we haven't done. And harking back years ago to the Community College District economic impact study, the big area that we were way in the red on was road construction. Property taxes and gross receipts taxes and all of the taxes that the County receives as a result of development occurring, that study showed it didn't come close to paying the costs of building and maintaining roads to serve those developments beyond those that the developer was required to do.

So we've got to, through this growth management plan, we've got to determine not only where would we like to have roads, but we've got to determine who's going to pay for the roads and in what format are they going to be paid for. Is it going to be special districts? Is it going to be impact fees? Is it going to be all left to the developer to do, in which case it will only be within the boundaries of their development. How do we assess pro rata shares of traffic lights, traffic circles? All of those urban and semi-urban issues that are impacting District 5, right now we don't have answers for. We take them on a one by one basis and we do the best we can, but we don't have unified policy for that.

So I think that the immediate – you ask about are there immediate needs and is there secured funding for these immediate needs? There will be needs coming up as a result of these growth pressures and we don't have funding, other than our annual trek to the legislature, and saying please fund this and please fund that. We don't have a mechanism for funding. I know you'll be looking at things like TIFs and so forth as mechanisms to do that, which in the case of the Community College District it may be almost too late for that, but in more rural areas that might work. But we really have to look at – we're so far behind the eight ball on roads that it's just now beginning to peek it's head and we're beginning to see what the true costs of grading and maintaining these roads are. Thanks.

CHAIR VIGIL: Commissioner Anaya.

COMMISSIONER ANAYA: What was the question again? You said by

connecting?

MR. KOLKMEYER: Well, yes. That was one that's not there. But I think this may be particularly relevant to your district. Are there places that are not connected now that should be? Are the road connections adequate?

COMMISSIONER ANAYA: That's a tough question. I know the roads aren't adequate. We're trying our darnedest with the monies we have. Now, when you say connection, are you saying connection by pavement? By gravel?

MR. KOLKMEYER: Well, by roads in general. Are there areas where your constituents feel that they aren't, let's say adequately served. It's too long to get somewhere. It's too short. Do they have to go too far around or is there a better way to connect one area to another? Is that an issue for constituents in your district?

COMMISSIONER ANAYA: That I've heard, no, but if I hear from people or if I think of something I'd be happy to tell you at a different time.

CHAIR VIGIL: Anyone else on this? I will tell you, Jack, that in my districts there are connections that shouldn't be there.

MR. KOLKMEYER: Okay. Good. That's good too.

CHAIR VIGIL: The Agua Fria, the traditional Agua Fria Village in general, that road was not designed to deal with the traffic that it does. There are several school districts in that area too, particularly at the intersection of Lopez and Rufina and that's one of those joint jurisdictional areas where the City owns Rufina and we own Lopez Lane. When people are taking their children to Thomas Ramirez School they cannot turn to the left from Lopez Lane onto Rufina, because there's no light, there's no traffic direction for them to turn left, so that traffic gets backed up. The traffic is hugely backed up at Agua Fria Elementary School for peak school drop-off and pickup times. And beyond that a lot of the development that has been developed adjacent to that village involves commercial development and that again is impacting that road.

That road is narrow. It has been paved not to handle the traffic that it does. Because of the volume of traffic I get conflicting requests. People wanting speed humps, people not wanting speed humps, lots more warning traffic signals there. Curve signals. It gets so highly trafficked now that the residents there don't know quite how to do it. There's a resident that drives her car from across the street to two houses down to visit her brother just because she's afraid of walking there.

In my district and I think in general for the county, when we design and look at this road strategy we should incorporate – and I know it's been referenced before but it's an issue that has come up in my district – bicycle and walking trail. And in my district, the new San Ysidro River Park is also used as an equestrian trail, and in the northwest part of my district, north of 599, there are equestrian trails there. Those should be a part of planning for our road network. And that is it for me. Any other comments?

MR. KOLKMEYER: Thank you, Commissioners. The third question is a question about process, which is always a concern for staff. The question is does the County address your constituent concerns regarding road issues adequately? Have constituents identified

areas that we should improve or allocate more resources to? Are there any specific issues that come up regarding that?

CHAIR VIGIL: Commissioner Sullivan.

COMMISSIONER SULLIVAN: In District 5 there's a couple of specific areas that the constituents have identified. One of course is the northeast connector from Richards Avenue to connect to St. Francis. That is a part of a current developer's plan but that is only in essence the first phase of it that has to be further modified to eventually tie into Dinosaur Trail. So a second area that's been identified is the need for a parallel road to access the Community College District, that parallels Richards Avenue. And that's been discussed for some years. The major cost item being of course going across the Arroyo Hondo, but nonetheless we've had it in our thinking plans for some time and that is to access the Community College from the other side, as it were, from the east side rather than relying on everybody to come in Richards Avenue and access it from the north and from the west. That's an area that we need to pursue as an arterial and find a way to pay for it and to assess future developments for that.

Another area is South Fork. We have continued problems in the South Fork area and I use that generic for that whole area where prior subdivision approvals left us with inadequate roads to start with, and then to top that, we've done lots splits on top of that. So that's exacerbated the whole situation.

And then the third issue of course is the majority of these roads are private, so we don't have a homeowners association that has any capability of maintaining them. We have some County roads. Most of them are dirt. A few of them are paved and then on a few that have been paved in that area we have speed problems and lack of law enforcement. So we get back to the chair's question of as soon as we improve something then we have to build speed humps. So that's not good planning at all.

So we need to come up with a strategy in that entire, I'll call it south Route 14 area, where we address these inadequate subdivisions. And it comes up. We hear it in Pinon Hills. We hear the same issues, and that is prior development has only left us with one access and one egress. Now we can anticipate a second one coming in as a result eventually of the Suerte development. But again, that's not good planning to wait 20 years until a development happens to have a good emergency fire and EMT access to a community.

I don't have an answer, obviously, for the south 14 issue or the South Fork problem, but we really have to give a lot of thought to it because our maintenance people spend a horrendous amount of time out there. And if we had a plan, and whether it was a district to improve that area district-wide, or whether it was some plan of acquiring lands to consolidate some of these roads. I just don't know what it would be at this point because we're dealing with so many different things. But we need to think of something that better addresses that than the way we're doing it now, which is running out and grading roads and then stopping halfway down the road and saying that's private; we can't grade anymore. And then when the emergency vehicles come in they have to get there whether it's private or public.

So those are the areas that I think are some needs that have been expressed to me by constituents, particularly those three.

CHAIR VIGIL: Anyone else?

COMMISSIONER MONTROYA: Madam Chair, I just wanted to first of all apologize for my absence over the last couple of minutes, but I wanted to just say I want to address and work, Jack, at a later time to sit down and go over some of the ones that are in my district as well. So I don't want to take the time now but we can do that. I'll set up a time to meet with you.

MR. KOLKMEYER: Thank you, Commissioner. We're not trying to get too detailed here but just get a rough idea of what some of the general categories of issues are. So in terms of if they're really detailed we'll be happy to go into more detail with you. But what are the general concerns that we're seeing regarding this question?

CHAIR VIGIL: I know we're going to probably stop this particular process. I know we're going to lose one Commissioner and then we'll have to come back. So I will suggest that if there are follow-up questions that you meet with us individually, and in general, with regard to constituency services I think our Public Works Department does an excellent job given the resources that they have in responding to the issues. But I will also tell you that there is probably no other issue that I receive more phone calls for from constituents than road issues, except for oil and gas drilling, lately. And that's just the status quo.

What is really particular to my district, and I'll just restate, is for us to put more resources in identifying river crossings again. That's a huge issue there and it's a huge connector issue; it's a huge safety issue. It meets all the criteria for us to create a focus for it. And that is it. Is there anything glaring that any of the Commissioners want to let staff know on the remaining questions on cross-jurisdictional issues. Do the networks of roads impact the district's natural environment in a positive or negative manner? Are road issues in your district issues that you'd like to bring to staff's attention with regard to short-term and long-term priorities? Commissioner Sullivan.

COMMISSIONER SULLIVAN: Madam Chair, just to add a few more items in those categories. In cross-jurisdictional issues, particularly in District 5, we are having problems with the New Mexico Department of Transportation approving driveways onto Route 14 and major highways where those driveways may or may not be in the best interest of the land use that we are charged with approving. And we're having applicants come here and say, well, the Highway Department has approved a driveway so you should approve a driveway to allow us access to Route 14. When they construct a driveway or a turnout for a driveway they simply do that because there was one there before and they're obligated to do that. It has nothing to do with whether that's a good place for the driveway, but it should, because if you have 15 or 20 driveways between 599 and the Cerrillos interchange, you have a dangerous situation on Route 14.

So there's a jurisdictional issue where DOT is approving driveways and we shouldn't have driveways there. There shouldn't be driveways there. We should have a master plan that says this is how you get into that area. This is how everybody gets into that area. And they all come out this way. And then we can have some traffic control that properly addresses that and is safe. So that's a jurisdictional issue that I've certainly seen crop up.

We know in terms of impacting question 5 that roads engender development, so I think, and I'm restating I think what you stated here is that we want those roads to be built where we want the development to occur. So what's been happening is the other way around. The development occurs where the development community wants it to occur and then we figure out how to get road there. And that's just bassackwards. We need to do it the other way.

In terms of longer-range issues, one of the areas we've had problems in is that we have no long-range master plan for Rancho Viejo. And what happens in Rancho Viejo, which goes for miles and miles, as you know, or could potentially, each phase of that major subdivision, the largest one in Santa Fe County in terms of homes sold right now, each phase comes to us separately without any indication of what's going to happen in the phase after. I believe they do that for solid marketing reasons, because they want to market to the constituents that are buying that particular brand of homes, but that doesn't tell us where roads are going and where they should go and what's going to happen in the future and where the larger lots are going to be and the smaller lots. So we've been missing that in every Rancho Viejo submittal, a master plan of the whole area. Something that we attach roads to.

The other and the last controversial issues that someday we're going to have to address, and that tacks onto Rancho Viejo, and that is, should there ever be a connector between Route 14 and 285? We have these two major highways that go essentially north-south. We have a tremendous amount of development programmed to occur between those two highways on past Rancho Viejo and on down until it reaches South Fork. There is a large body of opinion that never wants a road to connect those two and then there's another body of opinion that says we need schools, we need connecting points and there should be some form of connector roads. In our plans we've left them as dotted lines and said it may happen in the future. We don't know. But the time now is to say, should it happen in the future? And if so, where should it happen? Where should it connect?

And I don't mind admitting that's controversial. And the first places that it will pop up will be of course in the Eldorado Subdivision. That's where something would have to connect. But it could also connect in the Commonweal Subdivision. There's other alternatives where it could connect. We need to think about that. Are we going to continue to rely on County Road 42 and 44 to be our only connections between Cerrillos and Galisteo? Or east and west, as it were. Just some food for thought.

MR. KOLKMEYER: Thank you, Commissioner.

CHAIR VIGIL: On that I would just add, I'm concerned about the state highway corridor studies, Highway 599 and I-25. Constituents have come to me and been very concerned about the at-grade crossings. And as that study moves forward those at-grade crossings are a safety issue. It seems like they - I'm not sure what you call it, but when they're not at-grade.

COMMISSIONER SULLIVAN: Grade-separated.

CHAIR VIGIL: Grade-separated crossings create far more safety and security and confidence in a driver's ability to cross that interstate. So I think that needs to be a part of our discussion for District 2. And I'm not sure what the issues are with I-25 but I would think

that the issues would be similar.

MR. KOLKMEYER: Thank you, Commissioners. These are really good comments for us, so what we will do for the next meeting which will be December 11<sup>th</sup>, we'll use these comments to help us forge some goals for the strategy options that we can come forward with and we'll also begin to have some more discussions with you on issues surrounding water and wastewater at the next meeting. Hopefully we'll be able to do it where we won't be rushed at the end too so we can take a little bit more time to go through these things so it's comfortable for the Commissioners. Thank you.

CHAIR VIGIL: Thank you very much.

**VIII. ADJOURNMENT**

Chair Vigil ended this special meeting and immediately convened the regularly scheduled meeting.



*Valerie Espinoza*  
VALERIE ESPINOZA  
SANTA FE COUNTY CLERK

Approved by:

*Virginia Vigil*  
Board of County Commissioners  
Virginia Vigil, Chair

Respectfully submitted:

*Karen Farrell*  
Karen Farrell, Wordswork  
227 E. Palace Avenue  
Santa Fe, NM 87501



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## Challenges of the Changing Energy Era

Santa Fe County Board of County Commissions

November 13, 2007

Art Hull, PNM Governmental Affairs



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# Challenges of the Changing Energy Era

- **Past**
  - Lower cost energy
- **Present**
  - Increasing energy demand
  - Cleaner energy
  - Higher operating & construction costs
  - Increasing fuel costs
  - Capital investment to meet demand
- **Future**
  - Higher prices for NM consumers



# Increased Customer Demand

## ➤ Present State of the Electric Utility

### Industry

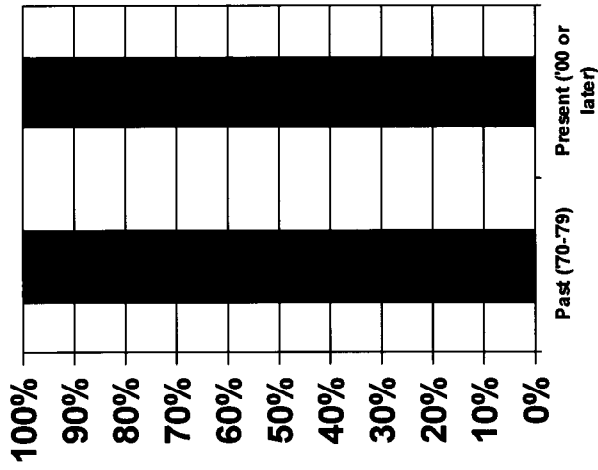
- Americans use 21% more electricity than they did in 1978
- Electricity consumption is expected to increase by at least 45% by 2030
- Industry will spend approximately \$750 billion to meet increased demand
  - Building cycle for new generation, transmission and distribution



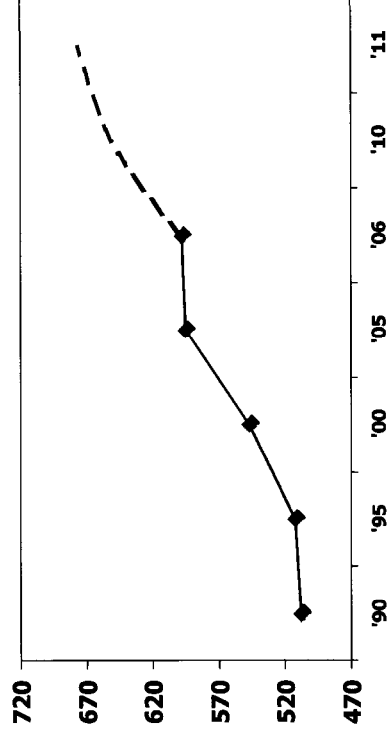
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# Changes in Customer Lifestyle

## PNM Customer Usage Increasing



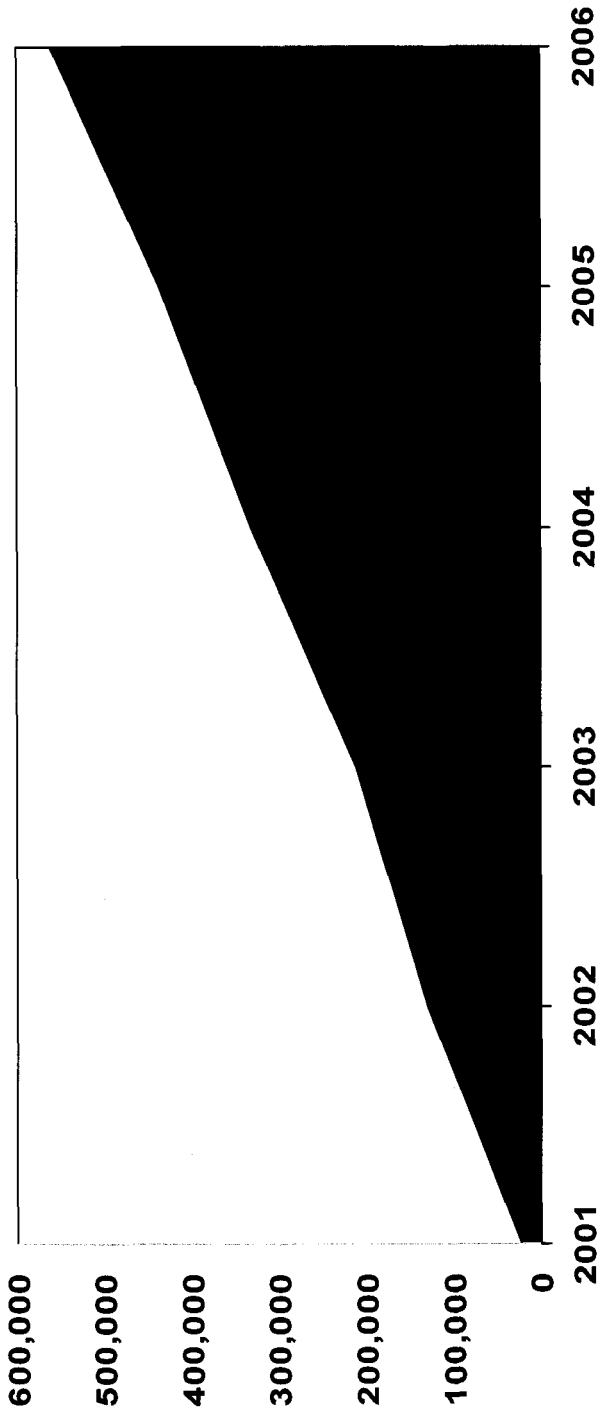
- Large houses (2401 sq ft or more)
- Mid size houses (1801 - 2400 sq ft)
- Small houses (1200 sq ft or less)





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# Supporting Business Development



➤ **New businesses & industries used about 560,000 megawatt hours in 2006**

▪ Gap, Merillat, Santa Ana Star Center, Advent Solar

➤ **Recruitment & expansion of more than 10,000 new jobs in 5 years**



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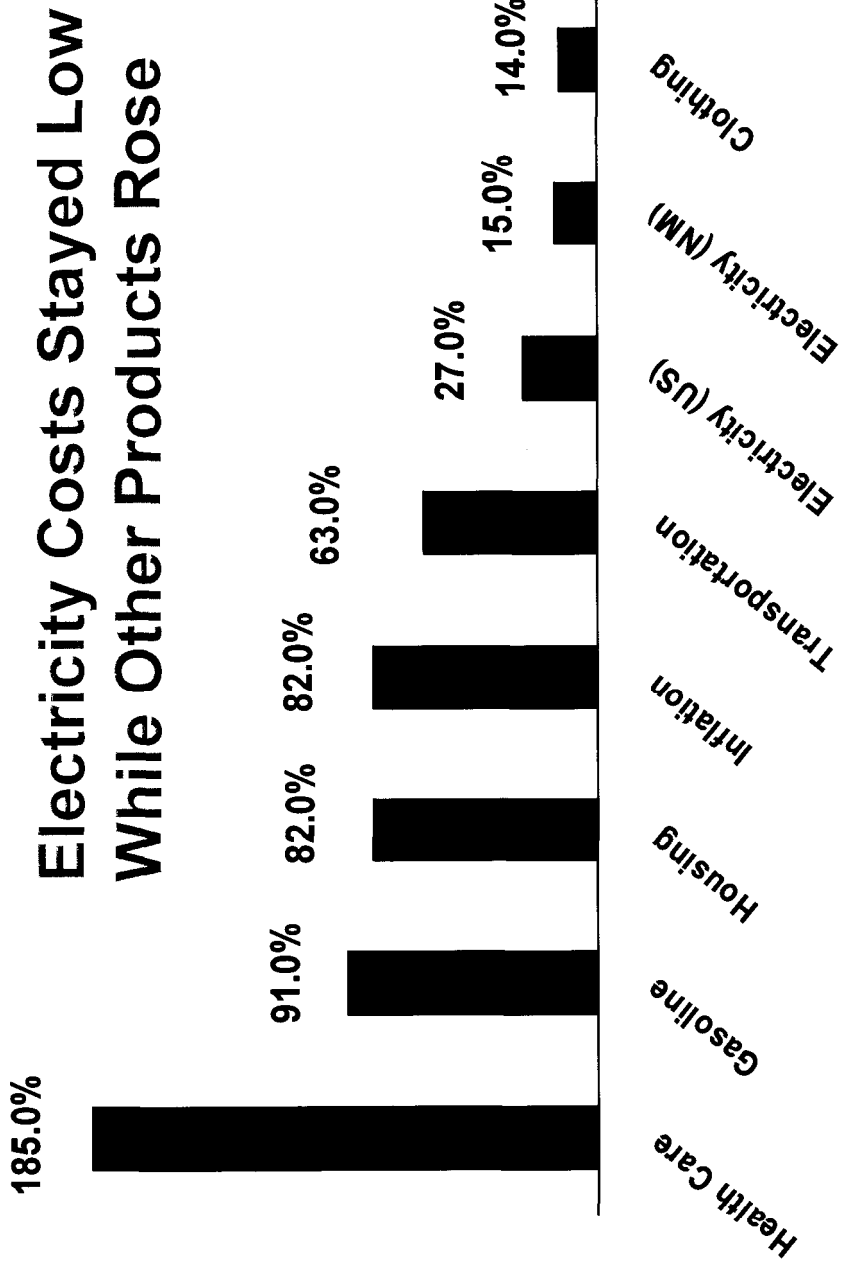
# Electric Prices

- **PNM Electric Rates**
  - 29% below the regional average
  - 22% below the national average
  - Rates frozen until '08 regardless of the cost of producing power
  - Residential rates same as they were in '82
  - New rate case filed in early 2007



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# A Past Perspective

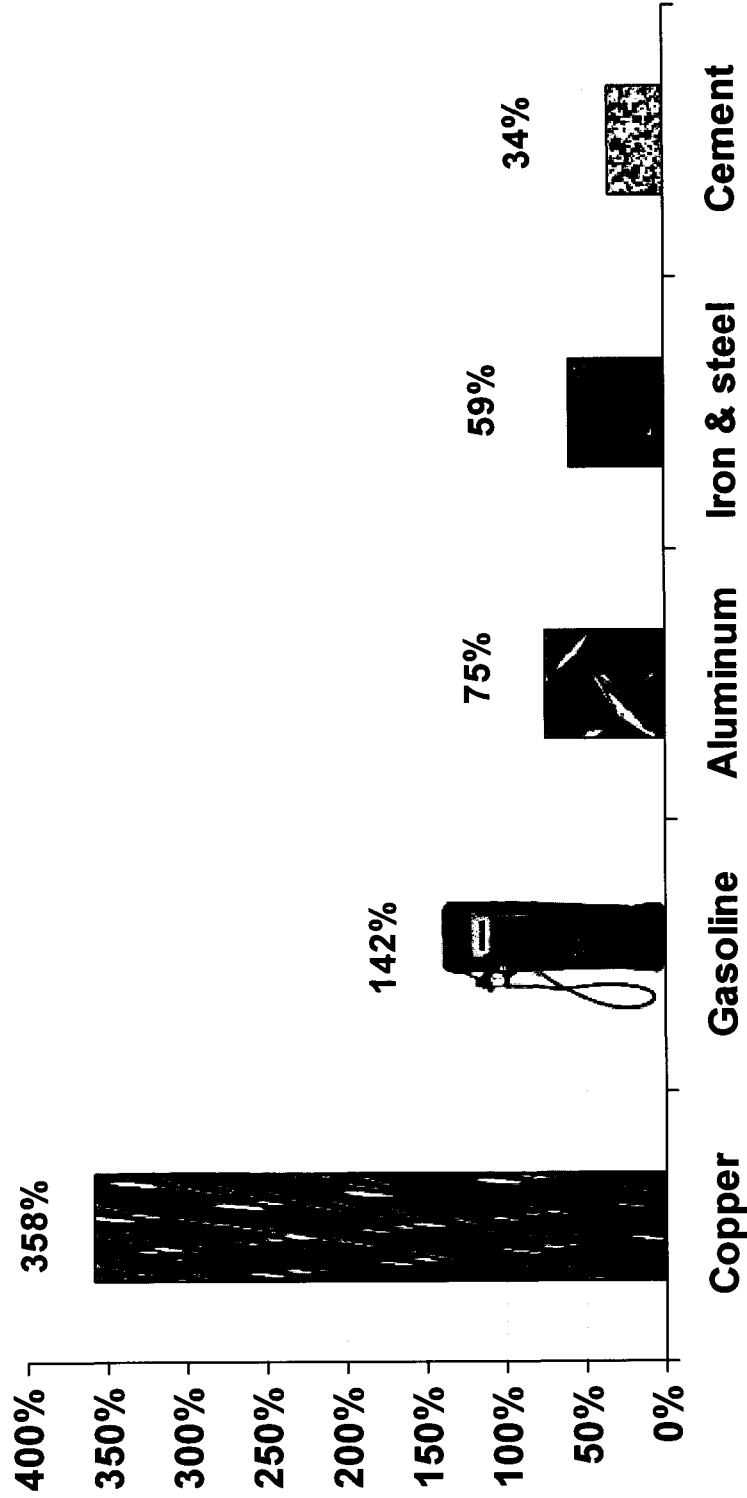


Increase in cost of consumer goods from '85 - '90 (nominal dollars)



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# Basic Utility Building Blocks on the Rise



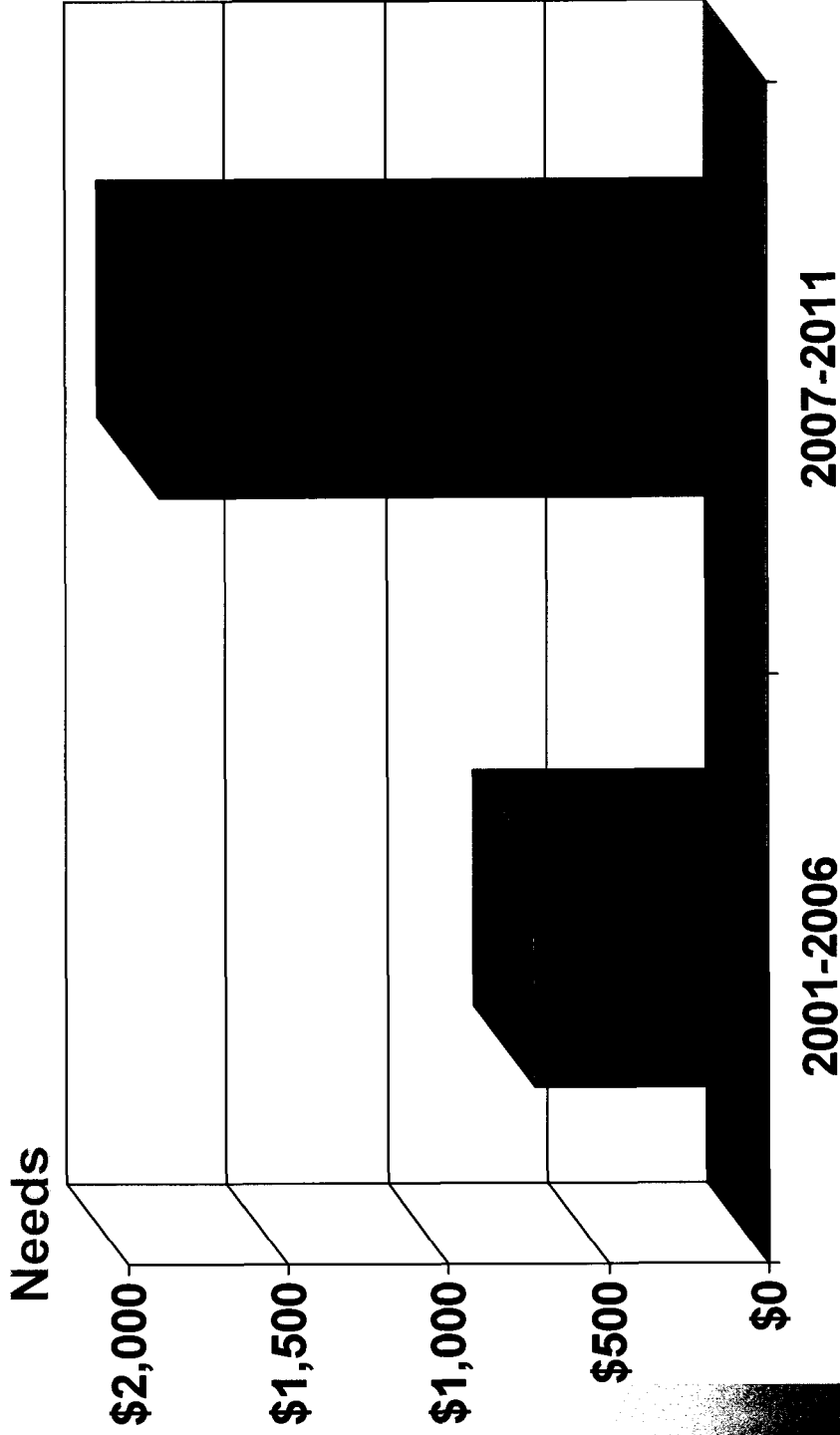
U.S. Department of Labor --  
Comparison of 2002 costs to 2006



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# Future Capital Investment

## \$2 Billion Investment Required to Meet These Energy Needs



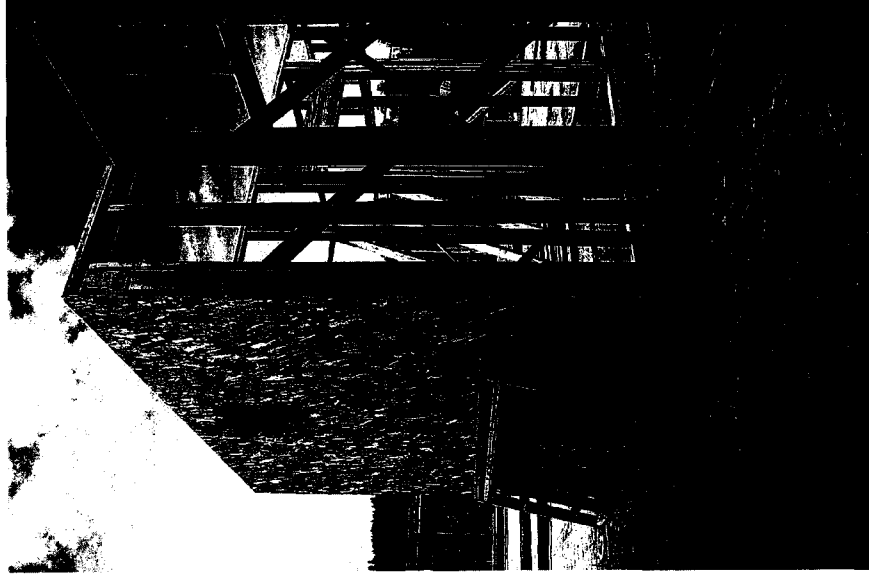
Capital investment required for construction and maintenance of power plants and electric and gas infrastructure



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# PNM's Current Cost Environment

- Annual revenue from new customers since '02: about **\$17 million**
- Annual cost to serve new customers: about **\$100 million**
- Net difference: about **\$83 million**



**Bottom Line: Costs to build exceeding revenues from customers**





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# Future Energy Prices

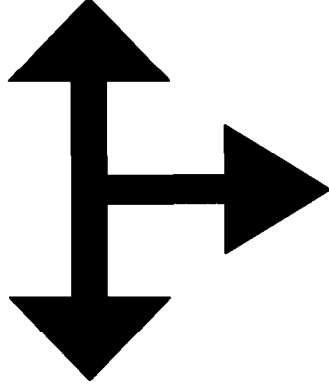
- **PNM's Proposal**
  - \$82.4 million increase in base rates
  - Adjustments for cost of fuel
  - Customers could see a 20% plus increase in their bills
  - Rate structure that encourages energy efficiency



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# Financial Challenge for Utilities

- Demand growth
- New build cycle
- Higher cost of materials
- Environmental improvements
- Fuel costs



- Difficulty attracting capital
- Higher borrowing costs

Higher Prices to Customers



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# Helping Customers Manage Bills

- Energy efficiency programs
- Extensive outreach on programs to assist low income customers including LIHEAP
- Good Neighbor Fund
- Payment extensions and payment plans
- Budget billing



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# Investment and Collaboration

- Concentrating solar initiative
- Electric Integrated Resource Plan
  - [www.pnm.com/irp](http://www.pnm.com/irp)
  - Low income working group, support for increased LIHEAP funding
  - Energy efficiency public advisory group
  - National leadership on climate change



# The Healthy Utility of the Future

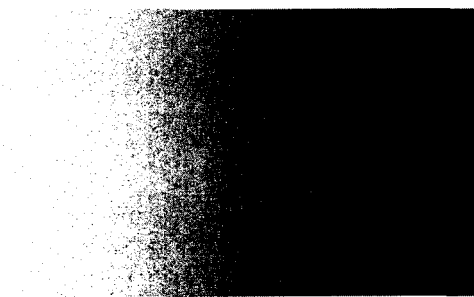
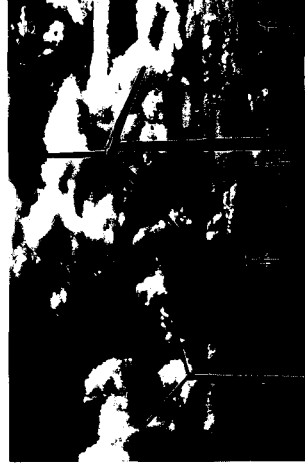
- Sustainable growth for future economic development
- Ability to manage costs while being environmentally responsible
- Reliable energy from diverse resources
- Regulatory certainty
- Competitive rates
- Good customer service



A personal commitment  
to New Mexico

# PNM's Energy Resources

- Ownership in two coal-fired plants
  - San Juan Generating Station
  - Four Corners Power Plant
- Own and operate gas-fired plants
  - Afton Generating Station
  - Reeves Generating Station
  - Lordsburg Generating Station
  - Luna Energy Facility
- Ownership in nuclear power
  - Palo Verde Nuclear Generating Station  
Units 1, 2, 3 (AZ)
- Purchased power
  - NM Wind Energy Center
  - Delta Station

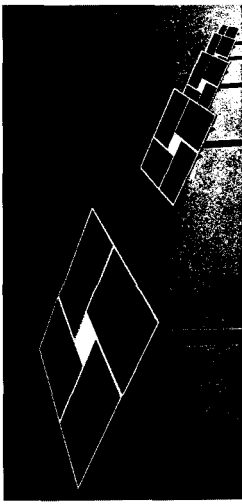


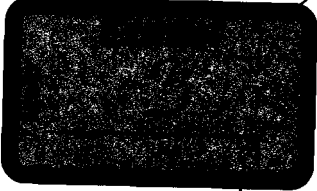


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to New Mexico

# PNM's Energy Resources

- PNM Clean Energy Resources
  - 204-megawatt NM Wind Energy Center
    - 25 kW solar photovoltaic generation
    - Incentives for customer-owned solar photovoltaic systems
    - Agreement for 32 megawatt biomass plant
    - Concentrating solar study in NM
    - Emissions upgrade at San Juan Generating Station





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# Growth Management Study

Work Session #2  
BCC Chambers  
November 13, 2007





# INTRODUCTION

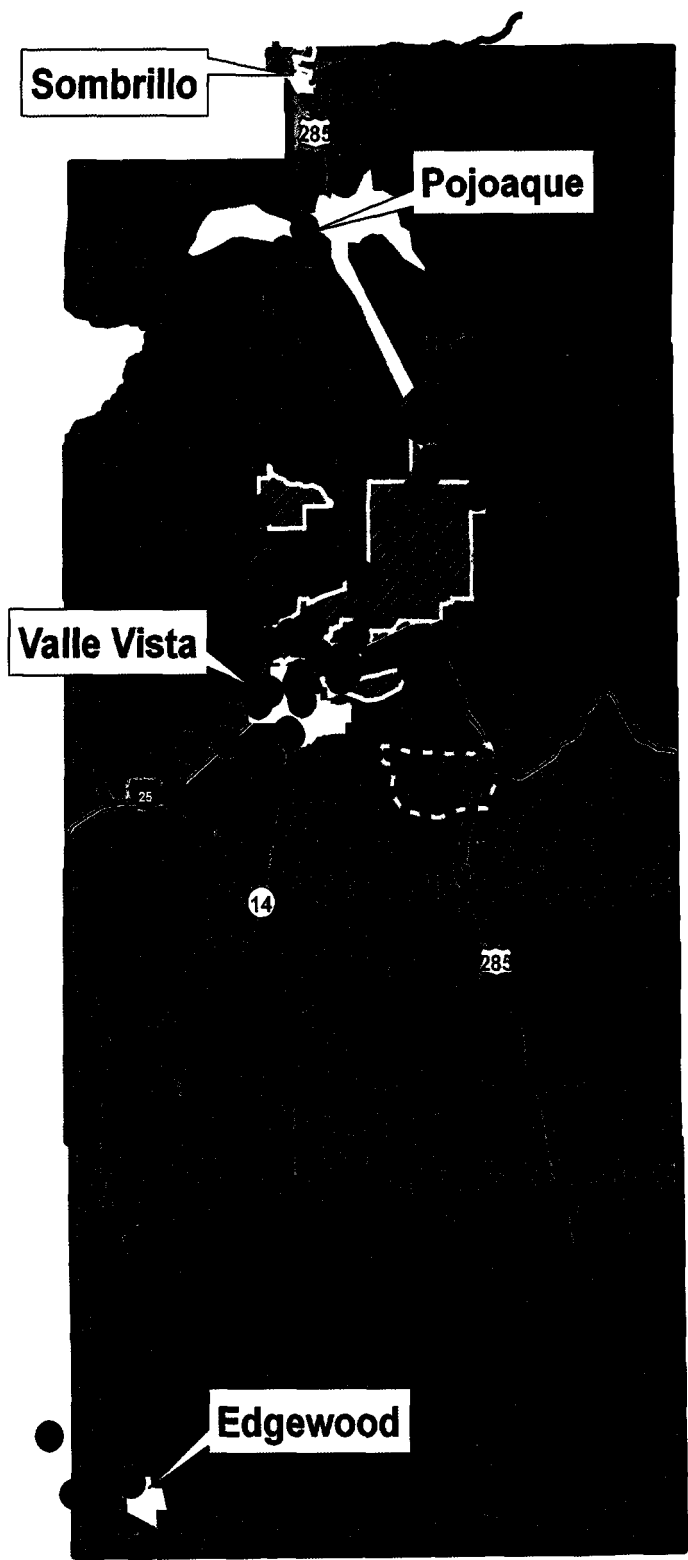
- Work-session Goal:

- Primary goal for today's work session is to gather data related specifically to Road issues and concerns for each Commission District.
  - Desire to begin a more concrete analysis of the components of the Growth Management Plan.
  - Roads issues and interrelations provide a model for the complex problem solving required
  - Each component to the Growth Management Plan will require similar analysis before a unified decision-making strategy can be developed

- Today's Outline:

- Updates to "as-is" conditions maps
- Focus Session: Identification of roads issues within each district and discussion of what the goal is for the plan – "What should result"
- December's Meeting

# WASTEWATER



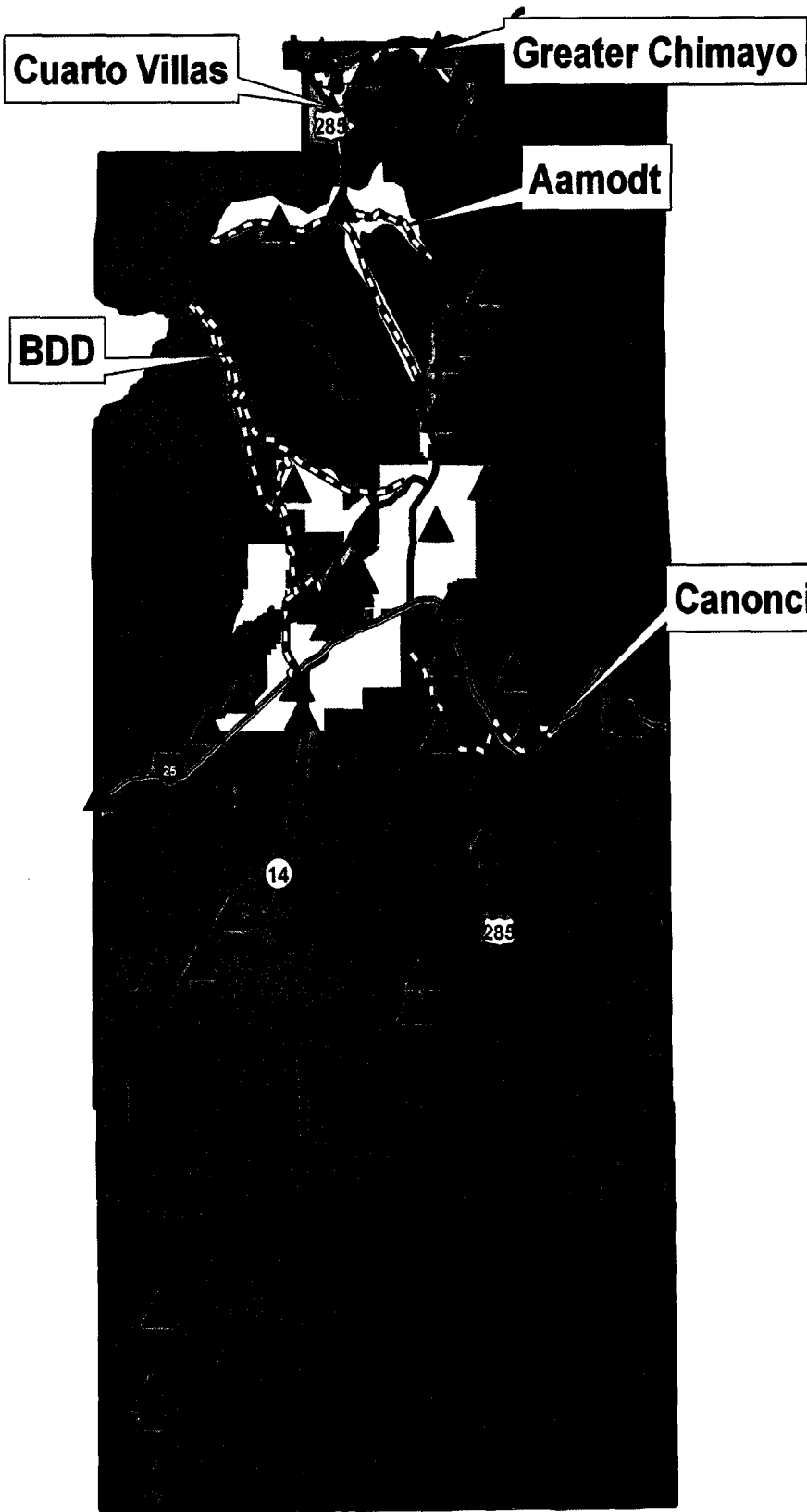
**El Norte:**  
Combination of funded and proposed regional wastewater systems

**El Centro:**  
Primarily existing systems under differing jurisdictions

**Galisteo:**  
No regional systems

**Estancia:**  
Single regional system initiated

# WATER SYSTEMS

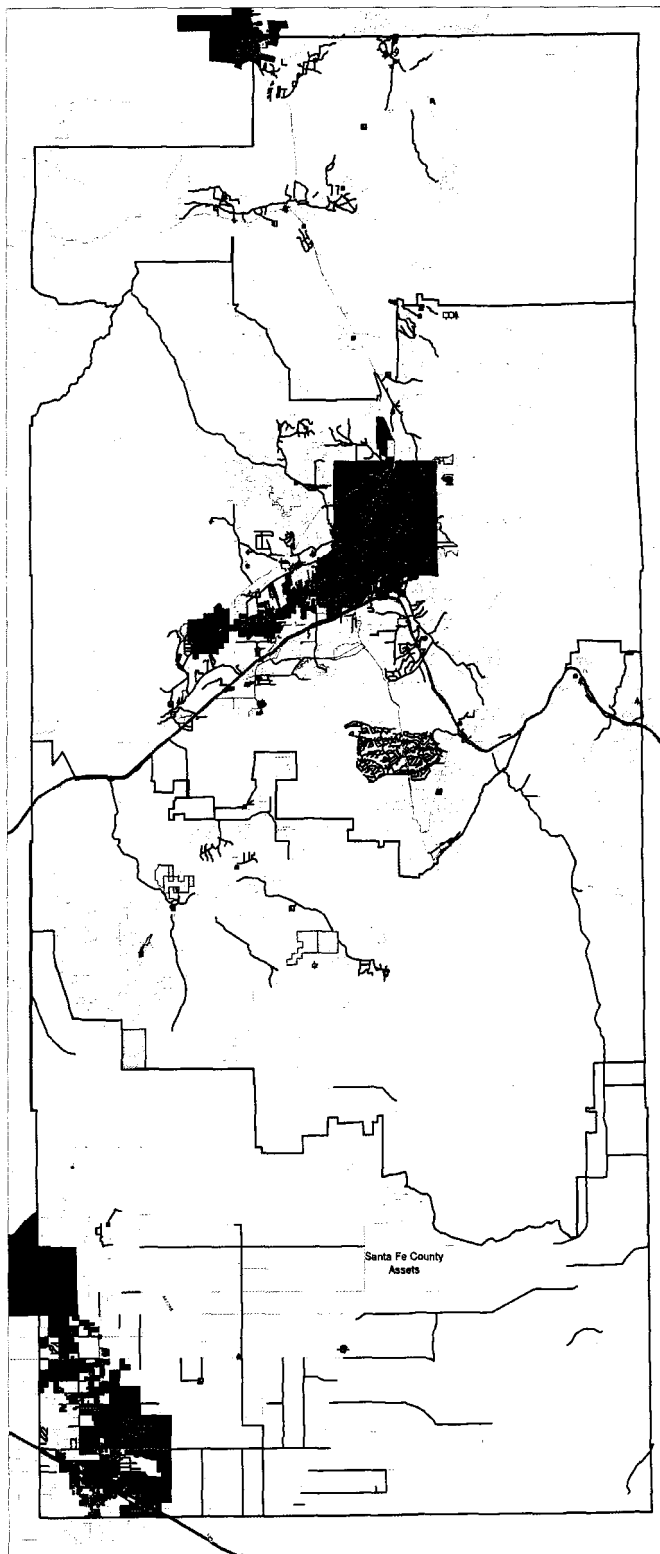


**Green:** Existing public water supply systems

**Yellow:** Existing and proposed service areas

**Black & White:** Proposed regional water supply lines

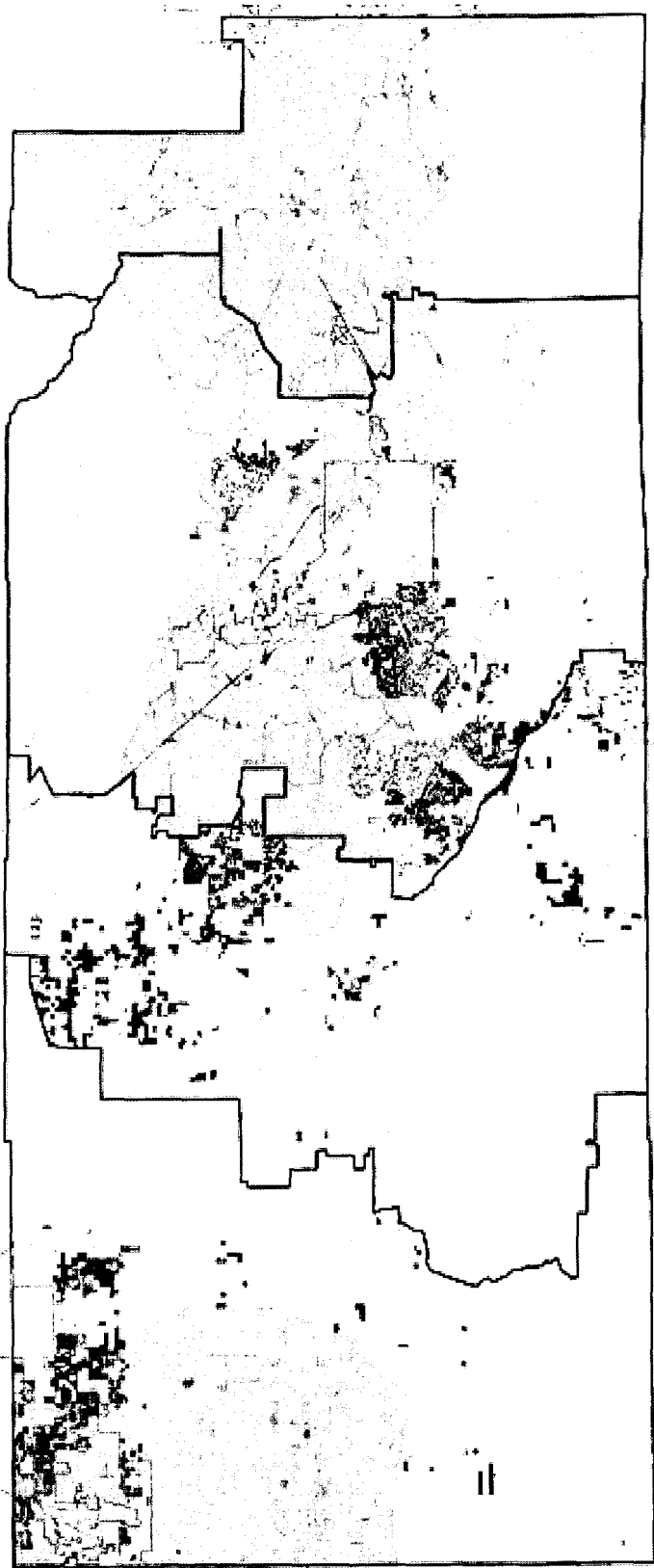
# COUNTY ASSET LOCATIONS



- County Assets include a myriad of infrastructures—Civil, Social, Natural Capital and Administrative—essential to the growth, viability and stability of community resources
- These assets should be integrated to achieve optimal functionalities and benefits
- Competing resources for different assets (infrastructures) is a challenge in planning for integrated strategies

	GrowthManagementAreas
	SFC Open Space
	ADMIN BUILDINGS
	COMMUNITY CENTER
	FIRE STATION
	HOUSING AUTHORITY
	JAILS AND PUBLIC SAFETY
	LANDFILL
	LIBRARY
	OPEN SPACE
	PARK
	RECREATION AREA
	SENIOR CENTER
	TRANSFER STATION
	OTHER
	County Water Lines
	County Trails
<b>Roads</b>	
	County-Maintained
	County-Owned, Maintained by Other
	Other
	cntybounds
	City Limits

### Lots Below the Minimum Allowable Lot Size by Hydrologic Zone in Santa Fe County



# PARCELS & EXISTING ZONING

Lot sizes reflect pre-code lots as well as exemptions from hydro-zoning provided by the County Codes.

### Next Steps:

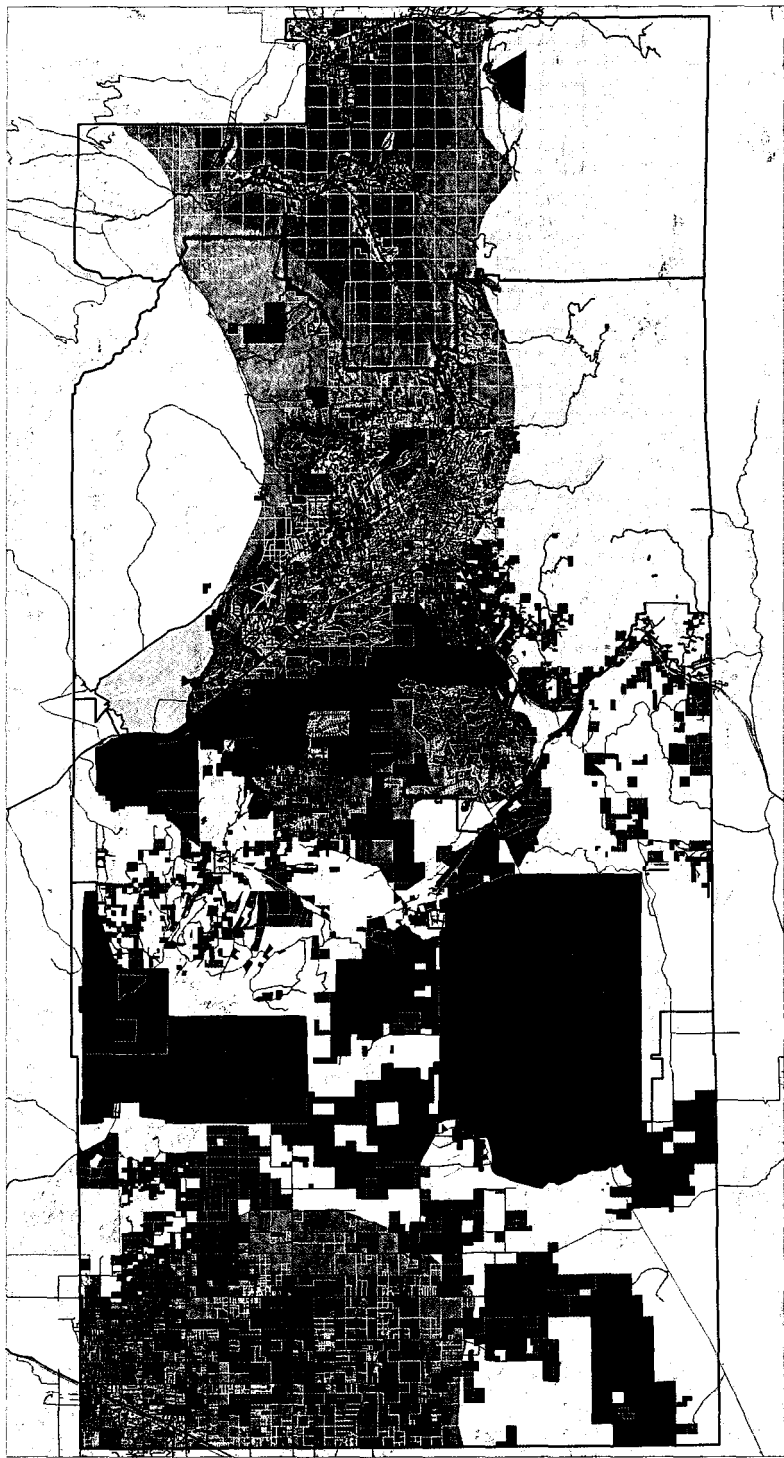
- Develop similar data for traditional zones
- Further analysis of lot sizes

### Legend

- lots < 2.5 acres in the Basin zone
- lots < 12.5 acres in the Basin Fringe zone
- lots < 40 acres in the Homestead zone
- lots < 20 acres in the Mountain zone
- BASIN
- BASIN FRINGE
- HOMESTEAD
- MOUNTAIN
- Traditional Communities
- Santa Fe Community College District

# PARCELS & AGRICULTURE

### Grazing and Agricultural Uses and Lots Below the Minimum Allowable Lot Size in Santa Fe County



- Legend**
- Grazing / Agriculture
  - lots < 2.5 acres in the Basin zone
  - lots < 12.5 acres in the Basin Fringe zone
  - lots < 20 acres in the Mountain zone
  - lots < 40 acres in the Homestead zone
  - BASIN
  - BASIN FRINGE
  - HOMESTEAD
  - MOUNTAIN
  - Santa Fe Community College District
  - Traditional Communities

Agricultural use seems to correspond to preservation of hydro-zone lot sizes

- **Ag Acreage**
- El Norte: 3,334
- El Centro: 54,785
- Galisteo: 174,986
- Estancia: 206,512








# PARCELS, AGRICULTURE & POPULATION

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- Grazing lands act as separators between developed areas
- Potential for Open Space to be a growth boundary

## Legend

-  GrowthManagementAreas
-  1 Dot = 1
-  07HUSTOTAL
-  Major Streams and Arroyos
-  grazing
-  SFC Open Space
-  Parcels

# POPULATION PROJECTIONS



## El Norte:

- Fastest growth on Pueblo lands

## El Centro:

- Most growth expected
- Growth rate & persons per house vary by area

## Galisteo:

- Slow growth
- Population is very diverse & scattered

## Estancia:

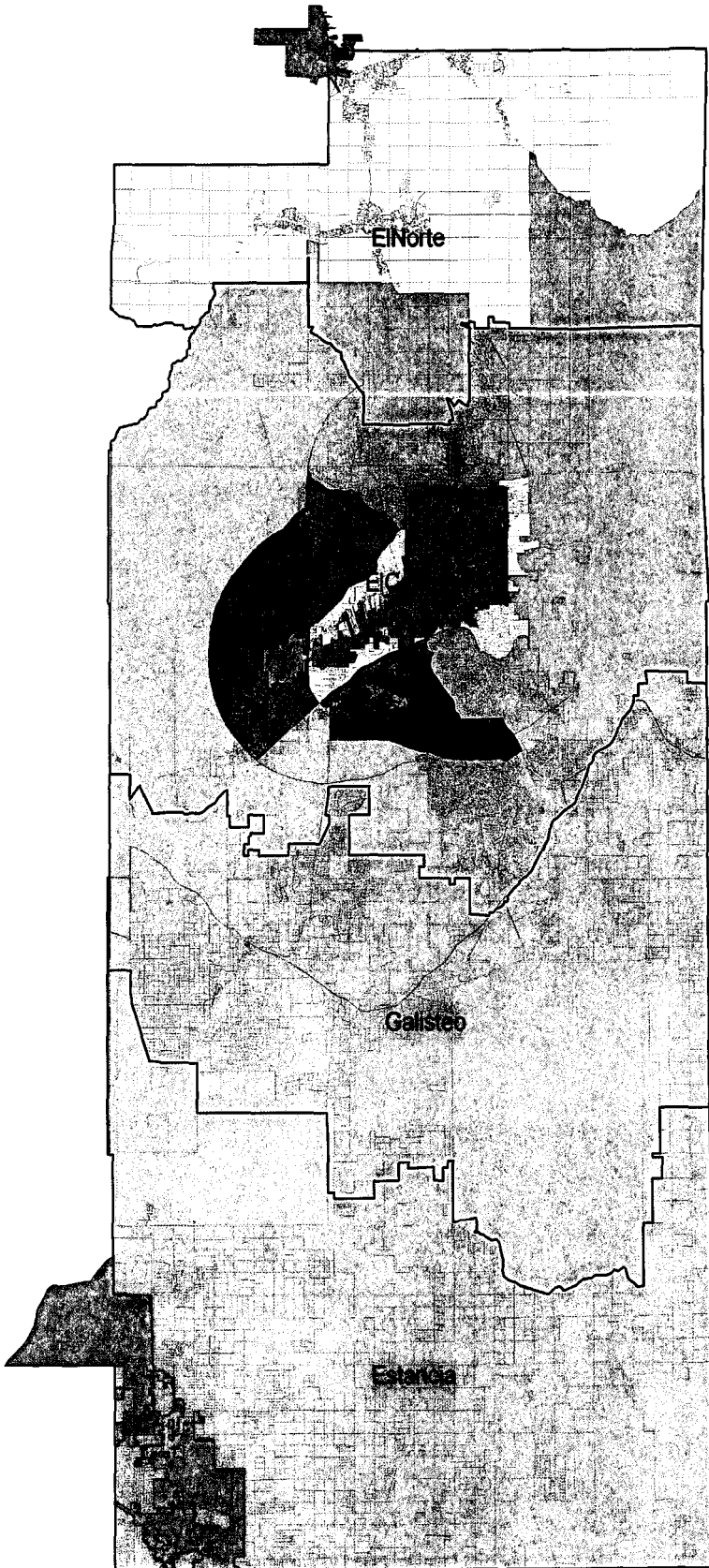
- Slow growth
- Growth depends on ranches & Edgewood

### Projected Population Growth 2000 - 2020

	Annual Rates
.87 % Growth	.5% - 1.1%
.87 - 2.06% Growth	.8% - 1.1%
2.1 - 6.9% Growth	1.8% - 2.8%
7 - 12.8% Growth	2.8% - 5%
12.9 - 63.9% Growth	7% - 21%








# HOUSING PROJECTIONS



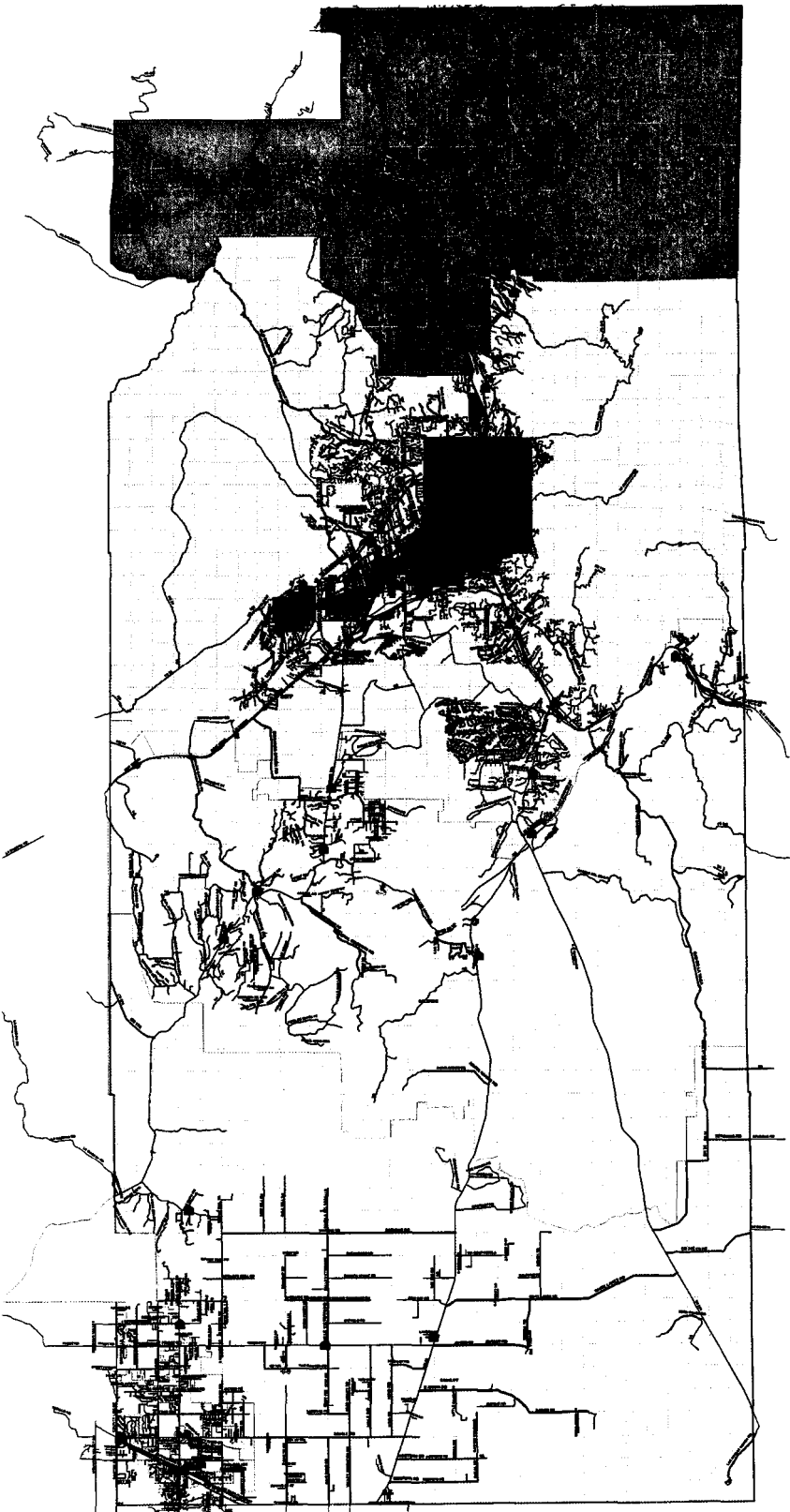
## County-wide:

- Housing growth is faster than population growth.
- The Brookings Institute: Santa Fe is a center of rapid growth for “pre-seniors”.

### Projected Housing Unit Growth 2000-2020

	Annual Rates
 1.3 % Growth	4 % - 1 %
 1.4 - 2.6% Growth	7 % - 1.8 %
 2.7 - 7.9% Growth	2.1 % - 3.2 %
 7.95 - 14.3% Growth	3.1 % - 3.5 %
 14.4 - 70% Growth	7.5 % - 22.7 %

# ROADS PROJECT MILEAGE



## For December:

- Analysis to include adopted future Road & Transit Plans
- Consideration of current Road Maintenance Plan & status by GMA
- Completed miles
- Miles in work
- Funded project miles
- Proposed roads w/o funds

-  roads no funding available
-  roads in progress
-  roads funding available awaiting scheduling
-  roads complete
-  Roads No Improvements Planned

# FOCUS SESSION DISCUSSION

For each of the Commission Districts, we are asking each Commissioner to identify key components and attributes that will assist in analysis and eventual decision making. Each Commissioner will have 5 minutes. The result of this session will be five data tables, such as the one seen below.

Santa Fe County District: \_\_\_\_\_

Issues	Minimum Standards or Applicability	Are Minimum Standards Met?						
1. Safety	<ul style="list-style-type: none"> <li>• Access</li> <li>• Emergency</li> </ul>							
2. Capacity	<ul style="list-style-type: none"> <li>• Residential Traffic</li> <li>• Commercial Traffic</li> <li>• Convenience and accessibility to social and health services and job centers and schools</li> </ul>							
3. Constituent Responses and Satisfaction	<ul style="list-style-type: none"> <li>• Rate of response</li> <li>• Community benefit</li> </ul>							
4. Cross-Jurisdiction	<ul style="list-style-type: none"> <li>• Regional partners</li> <li>• Shared resources</li> </ul>							
5. Environmental Impact	<ul style="list-style-type: none"> <li>• Carbon Footprint and Gas Emission</li> <li>• Potential for Sprawl</li> <li>• Open Space</li> </ul>							
6. Other (please specify):								

# December's Study Session

- The December study session is to be held on **Tuesday, December 11<sup>th</sup>**, prior to the scheduled BCC meeting.
- During this session the focus will be on the Roads portion of the Growth Management Plan.
- Roads issues provide a representative sample of the complex problem solving required for development of a unified strategy

**Jack Kolkmeier**

**From:** Elizabeth J. Travis  
**Sent:** Friday, November 09, 2007 4:11 PM  
**To:** Mike Anaya; Paul Campos; Virginia Vigil; Jack Sullivan; Harry B. Montoya  
**Cc:** Jack Kolkmeier; Roman A. Abeyta  
**Subject:** Growth Management Study Session #2 - 11/13/2007  
**Importance:** High

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Dear Commissioners:

In an attempt to analyze one of the County's basic civil infrastructures—Roads—we would like your help in identifying issues and challenges within each of the Commission Districts during the November 13, 2007 Growth Management Strategy Study Session.

The following are some basic issues we would like you to consider prior to this upcoming session. During the study session, each of you will be requested to provide the group with the issues relevant to your individual district. Each of you will have approximately five (5) minutes for this summary. Your responses will be noted during the meeting and will be analyzed by staff along with other collected Roads data. During the December session, staff will return with a broad analysis of the Roads infrastructure and supporting systems for your review.

Please consider the following as starting points for the upcoming conversations:

1. What are some of the "Safety" issues related to general and emergency access in your district? Are roads networks adequate in these areas?
2. Can the road networks within your district handle current traffic volume for residential and/or commercial use? Are there immediate needs and has the County planned and secured funding for these immediate needs? Can the current network of roads handle population or development growth in the area?
3. Does the County address constituent concerns regarding road issues adequately? Have the constituents identified areas we improve or allocate more resources to?
4. Are there cross-jurisdictional road issues that should be considered a priority?
5. Does the network of roads impact the District's natural environment in a positive or negative manner? For example, does it help address the issue of reducing gas emissions and/or the County's carbon footprint? How about the network's effect on sprawl?
6. Other road issues you would like to bring to Staff's attention. What do you see as appropriate short term and long term priorities related to Roads?

SFC CLERK RECORDED 12/26/2007

Thank you for your attention and assistance with this analysis. Your input and guidance are much appreciated.

Regards,

Liz Travis & Duncan Sill  
986-6266 992-6752