

## ECIA Road Committee Meeting Minutes

June 20, 2016

1. Call to Order: Chair Felicia Probert called the meeting to order at approximately 3:00 p.m. in the

Conference Room at the ECIA Community Center

2. Introductions/Attendees:

- Road Committee Members: Felicia Probert - Chair, Terry Reilly, John Reynolds, Russell Winslow

- ECIA Board Liaison: David Yard

- Excused absence: Rob Wickham, Karen Murry, Ken Kleiber, Fred Raznick

- Special Guest: Robert Martinez, Deputy Public Works Director, Santa Fe County

- Public:

- o Brad Stroman, Condesa Road

- o Ellen Stroman, Condesa Road

- o Charles Lamson, Condesa Court

- o Michael La Brie, Condesa Court

Felicia noted that there was not a quorum present of Committee members so no official business will

be transacted.

3. Public Comments

Several residents from Condesa Road attended the meeting to present materials on the Earthbind

100 product for dust control to Mr. Martinez. After discussion it was agreed that the Road Committee

would do some research on the product and look into the feasibility and cost of testing the product.

The information will be brought to the next meeting of the Road Committee to determine next steps.

4. Q&A with Mr. Robert Martinez, Deputy Public Works Director, Santa Fe County

Q. Where does the funding for the County Road Maintenance come from (e.g. Property taxes, GRT, gas tax?).

The road maintenance budget comes from the following sources:

County General Fund (Property Taxes) 72%

Gasoline Tax 20%

Motor Vehicle Tax 5%

Forest Service Reserve & Misc Permits 3%

The Road Division's budget for fiscal year 2016 was 5 million with 2.64 million coming from property

taxes, 1.9 million from gas tax, and .5 million from Federal payment in lieu of taxes funds.

Approximately 50% of the budget goes to salary and benefits. The budget has been flat since fiscal

year 2011. The average per mile cost for road maintenance is \$4600 per year. Maintenance tasks

include grading, snow removal, salt spreading, pot hole repair, striping, tree trimming, sign

repair,

equipment lease, and contractual services. Road maintenance funds are not divided up by road district but are used county-wide as needed.

Q. What are the primary sources of road improvement funds?

There are four primary sources of funds for improvements to County owned and maintained roads.

Each of the four is described below.

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1. County issued General Obligation Bonds: A countywide bond fund election in the amount of \$30 million has been approved for the November 2016 ballot. If approved by the voters \$20 million of the \$30 million is earmarked for road improvement projects. Post Meeting Note: Balsa Road has been identified for paving if the bond fund passes.

2. State Capital Outlay Funds: Much of the state's capital outlay is funded through three sources: general obligation bonds, severance tax bonds and nonrecurring general fund revenue.

Amounts vary from year to year depending on the economy. The State Legislature passes a capital outlay bill annually to allocate funds for a variety of capital improvements. The capital outlay bill for the last several years has included funds for road improvements in Eldorado in the following amounts:

2016 \$100,000

2015 \$100,000

2014 \$100,000

3. County Capital Outlay Funds - Derived from the gross receipts tax and managed by the County. These funds are generally used for building construction, not roads.

4. NM Department of Transportation Local Government Road Fund Grants (LGRF) - NM discretionary funding to local governments for projects where the local entity takes the lead in developing and contracting construction and maintenance projects. Funding may be used for project development, construction, reconstruction, improvement, maintenance or repair of public highways, streets and public school parking lots, acquisition of right-of-way, and in place material

for construction or improvement. Grants are typically 75% state funding and 25% local entity match.

Q. What is the formula used by SF County in determining maintenance budgets for their maintenance divisions? Further is the budget based upon types of roads i.e. dirt, base course, county roads, state roads, interstate roads?

The County does not use a specific formula for determining distribution of the road maintenance budget within the 5 districts. Funds are held at the County level and distributed based on need/priorities. Approximately \$4600 per mile is allocated annually but that is distributed based on

need and not by district or road surface type. The County uses the Pavement Surface Evaluation

and Rating (PASER) system to identify and prioritize paved roads needing maintenance treatments

or surface improvements. There is not a similar evaluation and rating system for non-paved

roads.

Q. What is the ongoing maintenance cost per mile for each of the road surfaces here in Eldorado,

both yearly and that which must take place at longer intervals?

Approximately \$4600 per mile is available for maintenance annually. Maintenance funds are allocated based on need/priority. They are not allocated on a per mile basis.

Q. It appears that dirt roads hold up to washboard conditions better than base course, although dirt roads tend to be muddy with ruts during snow melt or heavy rains. The rutting also appears to be isolated to low areas with poor drainage. Is it possible for additional dirt to be added to the low areas, graded & compacted to improve them? Has the Division explored the idea of better drainage/ditches in the low areas?

Robert explained that the road crews do what they can with available resources to address areas of

poor drainage that are causing rutting or poor road conditions. He requested that the Road Committee provide him with a list of drainage related trouble spots. Mr. Martinez cautioned that in

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some situations due to the original lay out of the road and/or soil type that some drainage problems

cannot be fixed without major re-engineering and improvements to the entire road. Herrada Road for example.

Q. The wash boarding of the base course roads seems to be an issue of traffic speed and the grading of them only fills in the low spots with crushed stone. Has the Division explored scarifying, watering & compacting to eliminate/reduce the wash boarding? Has the Division explored the use of a different base course gradation, one with a higher fine content to help with self-compaction?

The County doesn't have the fiscal resources to do a complete job of scarifying/watering/compacting

to maintain base course surface roads. County crews do try to take advantage of wetter surface conditions following rain to grade. The County's bid specification for base course aggregate conforms to the Federal highway standard for unpaved roads. The specification calls for 9-16% of

the material to pass through No. 2 sieve (i.e. 200 openings per square inch).

Q. What would be necessary to restore our gravel roads to their original condition?

There is some question about how much design and engineering went in to the roads in Eldorado as

they were built originally. But lack of funding is the biggest obstacle to any road improvements. Many of the roads now experience higher traffic volumes than when was originally built due to changes in driving habits, increase in home deliveries, etc... The County's standard for prioritizing

road improvements is based on traffic counts. Roads with 200+ vehicle trips per day should be upgraded to a hardened surface such as chip seal. Roads with 600+ vehicle trips per day should be

upgraded to an asphalt surface.

Q. What maintenance projects over and above routine grading are scheduled for Eldorado roads this summer?

Avenida Amistad from Highway 285 (first entrance) to the 3 way stop at Avenida del Monte Alto is scheduled for a 2 inch asphalt overlay treatment.

Q. Is the County currently testing or considering any alternative road hardening products?

No. Funding is limited for product testing. Past product tests have met with negative results and numerous complaints so careful consideration should be given to future testing.

Q. What Eldorado Road projects are in the current Infrastructure Capital Improvement Plan (ICIP)?

The 2018 - 2022 ICIP includes the following Eldorado road related projects.

- Balsa Road Paving - \$480,000
- Road and Trail Improvements in Eldorado - \$250,000

Q. Overview of the ICIP process

The ICIP is developed through the following avenues of public input:

- Town hall and community meetings, citizen committees such as the Road Advisory Committee and in the future the new Capital Improvements Advisory Committee.
- Board of County Commissioners bi-monthly meetings and Commissioners' individual meetings with constituents.

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- A County-wide survey conducted in 2010 ranked citizen priorities in this order: (1) Roads, (2) Water supply, and (3) Parks and recreation services.

- Constituent interaction with County staff and suggestions received via the County web site.

The process the County uses for prioritizing ICIP projects is:

- The County Department of Public Works maintains a Master List of potential Capital Projects gathered from the public input process discussed above. Currently the Master List contains over 87 projects totaling over \$139 million.

- The County Commission works with County staff each year to prioritize capital requests as part of

the County's ICIP submission to the NM Department of Finance and Administration (DFA). The County's submission is due annually by September 30 in order to be considered for capital outlay

funding by the NM Legislature and Governor as part of DFA's Infrastructure Capital Improvement

Plan (ICIP).

Q. Discussion of Eldorado road improvement priorities

Robert reiterated that the County values the input of the Road Committee on the priorities for improvement of Eldorado roads. The Road Committee will continue to provide that input to the County on at least an annual basis in advance of the ICIP preparation. The current top three priorities for improvement are:

- Avenida Amistad
- Avenida Buena Ventura

- Balsa Road.

A copy of the Balsa and Captive Road Resident Survey results was shared with Robert.

Q. What is the timeline for chip sealing of Ave Amistad & Ave Buena Ventura?

By way of background, funding from the 2012 General Obligation Bond fund was designated for paving of Ave Amistad and Ave Buena Ventura. However the funding was diverted to cover the higher than planned cost to pave Herrada Road. Since then Capital Outlay Funding bills in 2014 and

2015 for road improvements within Eldorado have been designated for upgrading both roads to a

chip seal surface. Work is planned for the summer of 2017.

Meeting was adjourned at approximately 5:00 p.m.