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BICYCLE AND PEDESTRIAN
ADVISORY COMMITTEE
FEBRUARY 11, 2021
5:30 PM
VIRTUAL MEETING

1. **CALL TO ORDER**

2. **ROLL CALL**

Members Present:

Chair Michael Garcia
Member Yolanda Eisenstein
Member Bruce Finger
Member Sid Redner
Member Yvette Serrano
Member Khal Spencer
Member Sky Tallman (arrived at 5:44 pm)
Member Judith Gabriele

Members Excused:

Member Rob Morlino

Others Attending:

Romella Glorioso-Moss, Projects Administrator

3. **APPROVAL OF AGENDA**

MOTION: Member Eisenstein moved, seconded by Member Spencer, to approve the Agenda as presented.



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VOTE: The motion was approved on the following Roll Call vote:

For: Chair Garcia, Member Eisenstein, Member Finger, Member Gabriele, Member Redner, Member Serrano, Member Spencer

Against: None

4. APPROVAL OF MINUTES

a. January 14, 2021

Member Spencer moved, seconded by Member Eisenstein, to approve the minutes of January 14, 2021 as amended.

MOTION: Corrections made by Member Spencer: Page 7, Para 1, Line 3 – strike out 3rd sentence “If you go over to Palace they are worn out and practically invisible”. This sentence is not correct.

VOTE: The motion was on the following Roll Call vote:

For: Chair Garcia, Member Eisenstein, Member Finger, Member Gabriele, Member Redner, Member Serrano, Member Spencer

Against: None

5. COMMUNICATIONS FROM THE FLOOR



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6. COMMUNICATIONS FROM OTHER AGENCIES

- a. Santa Fe Metropolitan Planning Organization, Erick Aune, AICP, SFMPO Officer

Mr. Erick Aune, SFMPO Officer reported that the City of Santa Fe has been approached by 3 companies willing to put out a pilot project for electric scooters. He sent a memo to Councilor Garcia on some of the background on the 2019 resolution then worked with their Consultants on basically a white paper about e-scooters. Public Works (PW) is interested on doing a pilot project. So what he did is drafted a Request for Expression of Interest (RFEI). It's a lengthy document which details the City's desire with moving forward with a pilot project. It includes all the criteria, legal stipulations and expectations and shared it with Romella and Regina (PW Department Director). Since this technology is very new, there is really no process to inform the City how to do this. SFMPO would be happy to support the City if the City decides to move forward with a pilot project. City wants to do this in conjunction with the Multi-modal Transportation Transition Study and see the benefit of doing this over an 18-month period. He asked the Committee how would they want to get involved.

QUESTIONS/COMMENTS:

Member Eisenstein: First of all, I would think the Committee would like to be involved. What is an RFEI? Is this what e-scooters companies are completing and we are going to review or is it going to someone else?

Mr. Aune: This is different from an RFP. The City does not put a dime. The services will be provided to the City. The RFEI will be evaluated by a Review Team which may be composed of some members of this Committee or Staff or whoever evaluates the proposal based on detailed criteria stipulated in the RFEI. If a company or multiple companies are chosen then the City would enter into a contract process. And again this is different because this is not a contract where the City is spending money and this may not be a contract but probably an Agreement or an MOU.



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Member Eisenstein: What's your time-frame on doing this?

Mr. Aune: It depends on what the City wants to do. PW wants to do something relatively quickly and it's beyond my jurisdiction so I just want to let you know and probably PW Staff will take the lead.

Member Eisenstein: My thoughts about it is definitely our Committee should review the RFEI. It sort of falls into our bailiwick.

Mr. Aune: Excellent point. I would concur. So I'll keep you updated and Councilor Garcia if you want to give directions great; if not we will figure it out and if the City is not interested it's fine. We just want to know what the next steps are.

Member Gabriele: I'm wondering where the data around the safety of scooters and conversation around that and has it already occurred because it seems that the City is actually interested in hearing these proposals; and what impacts scooters have on the community? When does it happen; has it already happened; where do we fit in? And I agree with Yolanda that it seems we should be part of conversation for sure.

Mr. Aune: Yes Mr. Chair, Members of the Committee. In essence that is what the RFEI is about. The pilot project then becomes the data collection – take your time frame – 6 months, 12 months, 18 months – the pilot project becomes the petri dish of data analysis and the understanding of the relationship between City and companies. It's a great time as pilot projects to make tweaks and adjust; to fit what works well for the City and company as it progresses. So the RFEI requires company a high level of communication and data transfer.

Member Gabriele: It occurs to me that with the pilot project and the data that the data is good that it is specifically for Santa Fe. Is the horse already out of the barn at that point? In other words do people, even though they know it's a pilot project they would say, "Oh, we've got scooters here. This is a done deal." Is it appropriate at all to look at the data from other communities and combine it with our specific community data?

Mr. Aune: Mr Chair, I guess it depends on the level of details. What kind of data will you be interested in? What I do know based on 2 or 3 companies is that they are more than willing to share some of the exclusive programs they



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have in some of the communities. And I think it's already in the RFEI – that they do share information with equivalent programs – that the City has an opportunity to call San Antonio, TX and ask what are the pitfalls we should avoid. I hope I answered your question.

Member Gabriele: Yes, you have. Thank you.

Member Spencer: We are a lay advisory committee to the Governing Body. Who are we going to interact with questions/ goals and who in the City is the Subject Matter Expert on safety and on engineering design how these are operating on the roads and what street laws should apply? What safety regulations are we imposing on these companies on products/e-scooters they are using. Definitely, we should have a role in looking at what the City is asking; what companies are offering, who we work with, so that we get professional advice to the Governing Body.

Mr. Aune: Mr. Chair, Members of the Committee that is an interesting question. As I said before, this is a novel, new approach. The City Code and so forth are silent as it is didn't contemplate this could happen. The technology is so new that towns and municipalities are catching up in that time frame. And again, that it is the heart of the RFEI – analyze and provide data – including tracking. There will be Public Works Staff and SFMPO that will facilitate that communication going forward.

Member Spencer: For e.g. roads maintenance – roads that may be perfectly good for cars but not for bicycles and e-scooters that may result to a crash; so how do we look at new vehicles and physics interact on what we normally consider as infrastructure. So these are questions I worry about that are on top of my head.

Member Tallman: I'm thinking that bringing in a scooter co. it may be an opportunity to offset some of the City's vehicle fleet with an agreement to use scooters for in-town trips. Santa Fe has a commitment to try to become carbon neutral by 2050 and having scooter fleet may be part of the agreement made with the City so that City workers could have some sort of access. It could make City workers and decision makers out on scooters so when they make decisions what the problems are, when does it need to



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happen, what the benefits are, decisions will be made by the users and not only by the people who receive complaints.

Mr. Aune: Duly noted. I don't see why it would be an unreasonable request in the RFEI.

Member Tallman: And it could save City money potentially by maintaining a smaller vehicle fleet.

Member Eisenstein: Who are the three companies? I know Bird is one of them.

Mr. Aune: Blue Duck

Ms. Yngveh: White Fox

Staff Liaison: Point of clarification Mr. Chair. Is the request from Member Eisenstein only to review the RFEI and not to be a member of the Evaluation Committee?

Member Eisenstein: May be member or part at every level – review the RFEI and what are we asking because this really falls under our purview so I would like us to be part of every level. I'm happy to take the lead and work with Erick and share it with the Committee. May be the Law and Policy will work on this and report back to the full Committee.

Chair Garcia: I'll jump in on this. With the review panel, we could not assign the entire subcommittee to review whatever proposals for this RFEI. We will have to identify an individual – hypothetically – if we as a Committee identified you as an individual to move forward, then you do it. It just depends on the process; it may be a confidential process; it may need to be confidential while the RFEI is being reviewed. I think that it is where we will need to understand the parameters. I'm 100% in support of your recommendation of BPAC being involved with the process but I think what might be best is since this interests you maybe schedule a time for you and Erick and I would be more than happy to participate in that call to explore the opportunity then we can bring that back to the committee and determine how that role might be and move forward appropriately.



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Member Eisenstein: Okay, that will be good; your suggestion Councilor Garcia how to move forward.

Chair Garcia: Erick, I'll be happy to connect with you. We want to ensure that as we hope for BPAC be involved with this process we want to ensure that if there are any steps to be dig that it is done. Thank you for bringing this up and if there are any immediate issues don't hesitate to reach out to me.

Mr. Aune: I appreciate that.

Member Spencer: I just want to say I concur with this discussion and I am glad that Member Eisenstein would like to be involved in this process because I think we need a member in that Committee.

b. Melissa McDonald, Parks Division Director

Thank you Mr. Chair. Romella mentioned to me that you all had some questions for me so I just want to introduce myself and I'm always available to answer any questions and thank you so much for your interest.

7. DISCUSSION AND POSSIBLE ACTION ITEMS

- a. Request for a bicycle/pedestrian easement off of East Zia Road (Gary Oakley, District 2 Constituent).

Mr. Oakley: I'm a bike rider. I commute on a bike and a big advocate for biking, trails. I approached Erick a year or so ago with an idea I had of preserving a trail that exists already where Zia Road ends. If you are on Zia Rd. at Old Pecos Highway and you drive East on Zia, it goes thru a neighborhood and dead ends at this trail and at the other end of the trail, Zia Rd. continues past the Girl's School, Albertson's and Walgreens. It's a dirt path that has been there for at least 15 or 20 years if not longer that people used regularly for walking and biking and it seems to me that it would be very important corridor to connect neighborhoods. For instance, I ride to Zia and I ride that trail and it connects me to bike paths that connect to the High School and elsewhere. It also allows neighbors to get to Albertsons, Walgreens, Zia Stn. so if that is blocked-off it causes a log jam for a lot of outdoor perspective. A couple of years ago, it always had no signage. You could just ride thru there but a couple of years back, the property was divided



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into 2 properties so currently, there is no sign when you head West but there is a sign on the East side that says, "No Trespassing". I guess my question to you all and my hope would be that somehow a trail can be constructed there since it's been a trail for so long and I just thought I'll bring it up to the Committee.

Chair Garcia: Thank you Mr. Oakley for bringing it up to our attention.

Member Redner: I just want to say that actually I brought up the same issue at BTAC meeting about 3 years ago. I strongly support having a trail at both sides of Zia Rd but I was told at the time that when the lot was divided there was a neighbor who did not want people going thru this property. So apparently, this missing part of the trail is private property and the person who owns it is not very happy for people to use the trail. I personally just don't want to accept it but I'm very grateful that you brought it up again. But I think it's such an obvious thing to connect the bike trails. The Public good is much more than someone having a few bicycles going by an empty lot on someone's private property. I would like to strongly support that we push this. I'm done. Thank you.

Member Tallman: I think Mr. Oakley that's a very important point and I think there's a larger issue than just connecting Zia and Zia because in many places in Santa Fe there are many informal trails that people use that get blocked off when lots are developed. I think the City should look at a sort of City-wide approach to how to address these informal trails and maintain their use going forward. And maybe require to do something British Law when there's an established path, how to protect them as access lanes. There's one where I live; the River Trail goes over the bridge kind of cross Canada neighborhood and there's a new house built there that looks like half of access down to Canada neighborhood lose access to the trail. And just makes less useful for pedestrian because you have to go 1,000 ft or more out of your way in order to access the neighborhood. So it's like a "limited-access" trail which is less useful for the community. I support Mr. Oakley's specific comment and I think we need to address the issue as City-wide approach.

Mr. Oakley: There's a couple of things that I'm familiar with that might apply here. One is the law that Mr. Tallman is talking about. There is a law in NM



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that if the trail is used for 10 years people can claim it as their own or claim the ROW. I don't know if that will apply here. I talked with a lawyer about it and she said there can be rights to that trail if it's been used long enough. Secondly, she also told me you can get people to sign waivers that release themselves to liability if people continue to use the trail. And finally, I used to live in Boulder, CO and the same issue came up. The City bought the property for sale and constructed the trail.

Member Gabriele: I really am supportive of this issue, connectivity, ROW. I feel like what you said Sky could relate to doing an assessment of the trails in town and I personally want to go for the Zia and neighborhood over to part of that town and felt that I didn't have an easy access. So I feel like this is something for us to look at especially the Policy Group and the issue of connecting these neighborhoods is really crucial and I'd love for us to weigh in and figure out how could we support somebody's effort.

Member Spencer: I support the idea and Sky made a good point that we need to look at a city-wide policy perspective in terms of preserving these trails/cut-throughs. ---- Ellen, a long-time bicycle advocate and a member of the League of American Bicyclists in Massachusetts looked at the use of these cut-throughs and trails when areas have gone to arterials and cul-de-sac development because these two things provide very direct routes to people on foot and on bicycles and also help people on foot and on bicycles to avoid arterials that can be very busy and high-speed. I'm just looking on the Google map that I hope everyone can see. I hope it's the right place; it's the W Zia and E Zia with Rio Arroyo Chamiso Road in-between. And that's a no-brainer so if there's a way to get easement there to negotiate with the landowners and to do that directly, there is an arroyo there just located some 100 ft away. I don't know what the status of that is. But, that looks like a really critical example of putting something like this into play. And the City guarantees that those sort of connections for people on foot and on bicycles can move forward. So I don't know if we need a motion or is this just a part of a discussion but perhaps if you want a motion, someone should make it. Thank you.

Staff Liaison: Mr. Chair, if I may speak. A motion could be made to add this in BPAC's Strategic Work Plan 2021-2022 and work with SFMPO in updating



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the Bicycle and Pedestrian Master Plan so this issue doesn't remain an issue for next year or following years.

Mr. Aune: Mr. Chair, Members of the Committee, if I can add some value to that comment. The Bicycle Master Plan 2019 fully contemplates the project. The MPO is fully aware of this for multiple years. I can provide a little more context. A former BTAC member Paul Cooley was the champion of this project as well. Hannah, Leah and myself after speaking with Mr. Oakley last year actually biked it and traversed it to look at the scenario compared as to the value of that connection be of short but substantial. I also did a review of the legal to reference what Sky was speaking to the legal elements, was that unfortunately, during the subdivision process, the way the plat was entitled was an action for the landowner ... first of all it fully recognized the trail easement but unfortunately, there was not an option for the landowner in dispute here to opt out and say, no in the future which is not. So, there's a legal component and I agree with Mr. Oakley that a prescriptive right definitely from an attorney but I think an attorney can argue that for 7 years this is a well-detailed and an even signed way. So the challenge is this. When I first brought this up to the City's attention, Public Works was in transition. Leroy Pacheco was retiring, Sarah Anderson was new. She subsequently left the City and now a lot rest with Romella which I appreciate all the work. So what would it take? It would take for you to negotiate with the landowner, someone need to do due diligence around the legal issue and then consider a project. So there's some simplicity in that it takes a lot of time and effort. That's all.

Chair Garcia: Very helpful. Thank you so much Mr. Aune.

Member Tallman: If the landowner dispute becomes costlier and unsurmountable problem, there's an arroyo right next to it and maybe the City could use an easement along the arroyo to develop a trail. Even if that particular route gets blocked-off we can work on an alternative that is nearby. I think that will be just an equivalent.

Member Spencer: That was the arroyo I mentioned a few minutes ago. It looks like on the East side it's about 300 ft N of the existing trail and the arroyo circuits to the South and it's about 200 ft N of W Zia on the west side. So it's not that far out of the way. It's a matter of land war over nature with the



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landowner or finding out what is the environmental law for putting a bike trail next to an arroyo. In Albuquerque, they use diversion channels for bike trails and we did the same thing in Honolulu and it could be an option that could work in this case if other things are insurmountable. I leave that to land use attorneys. Thank you.

Staff Liaison: Mr. Chair, can we get the opinion of Ms. McDonald who is the Parks Division Director and who worked in Trails Division for a long time.

Chair Garcia: Yes, absolutely. Ms. McDonald, any guidance or advice you might be able to provide to the Committee?

Ms. McDonald: Thank you, Chairman. I'm also the River and Watershed Manager so I'm interested in this conversation. I do want to say that the arroyo is in what we call 2nd phase of development. And typically, when we do improvements in arroyo we can put in trails there so I will go back and look at that area more closely. Right now, the funds are not available to do that so you may want to look at other options first. But, I'll see what options you might have and report back.

Chair Garcia: Thank you, Ms. McDonald. Any clarification we may need from Ms. McDonald? Is there any action we would like to take on this particular agenda item?

Member Tallman: I think we need some more information or answers to questions raised tonight before we should take action.

Chair Garcia: Ok, any other comments? Hearing none, Mr. Oakley, thank you so much for bringing up this issue to our attention. Please do feel free to attend any future meetings. We want to involve you in the process.

Mr. Oakley: Can I just make a final comment then I'll sign off. Thank you. This is an impressive group and I appreciate you inviting me. The last thing I'd like to say is, it has been on the map for a long time and is on Google map so that trail is really substantial so I think we need to keep it in mind. And hopefully, that would help us get some kind of easement. And finally, the property has been divided again. The house on the East side that has a big lot in front of it has been subdivided so it could entail 3 different property



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owners. It might be something we need to act on fairly soon. Thank you everybody.

Chair Garcia: Than you Mr. Oakley for taking the time for bringing up this issue to our attention and joining us tonight. I would advise, as you heard, we might be bringing this agenda item again to our next meeting in March so please feel free to attend that meeting as well.

b. Discussion on Roads Repavement (Sid Redner, BPAC Member)

Member Redner: I don't want to be a broken record and I also want to be quick. I'm still concerned with the condition of Buckman Road between the City limits and where it to I forgot the name of the street. It is absolutely in horrible condition. One thing I did notice in the past is the far south side of Santa Fe Trail which was in much better condition than Buckman Road got repaved. So I don't want to be talking to just Committee Members or to myself. How do we engage the people who makes decisions in repaving the roads? Who makes this decisions because if a road that are in a better shape get repaved but roads that are much more used and in worse condition does not get repaved; who makes these decisions? How can we make rational decisions so the road in bad condition move to top of the list? So I'm kind of actually angry about it. If we can't repave the whole street there's a section of about 200 yards that is absolutely atrocious. And for a couple of thousand bucks you can save a lot of people's wheels [car/bicycles] and possibly lives. I like to get this on top of the list.

Staff Liaison: I think it was at our September or October meeting that Member Redner brought up this issue. I spoke with our Department Director, Ms. Regina Wheeler, at our Staff meeting and she asked one of the Project Administrators to cost the repavement and I reported back the following month/meeting that we will find the funding to repave Buckman Rd. What happens in June/July; so these repavement projects are not under Roadway and Trails which you are an Advisory Committee. Repavement of roads is under Streets Division. What happens sometime in June or July is that Streets Division prioritizes all repavement projects. However, Streets Division is under Public Works. So we get our funding for repaving roads sometime in June/July so before that time, I will bring up again this issue with the Department Director so she could weigh in which roads we need to prioritize



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for repavement. Also, good news is that our new Division Director for Engineering Division has started this past Monday. So when Streets Division prioritizes repavement projects, usually the Engineering Division Director weighs in. So we have now a voice but I'm just asking a little bit more patience from this Committee. Our Department Director said we will find the funding to repave Buckman Road.

Member Redner: Thank you.

Member Spencer: Also, the other road that is pretty much a basket case is Paseo de las Vistas which is another road in that area. I brought this up with the City about a year ago because it destroyed one of the wheels of my car. I was told that basically, the street is beyond repair ... like a mill and overlay which is much more expensive so we are looking at least in that case digging it up and replave it which is not an easy job. I think Buckman is in a better shape.

- c. Proposed Trail Projects for Consideration of City GRT Bond Funding or Other Local Funding Sources (Erick Aune, SFMPO Officer)

Mr. Aune: First of all A) is a commitment of the implementation of 2019 Bicycle Master Plan and the opportunities for the City to just do that. There is an understanding that the Public Works Department in the forthcoming months will be considering projects for a gross receipt tax bond (GRT). Knowing that having a plan in-placed. What Leah, Hannah and myself did a pretty substantive evaluation of Phase A projects of the Bicycle Master Plan for contemplation of implementation and that includes cost estimate as well as details about the project. So we looked at couple of lenses. The first lens is looking at it in equitable manner at City Council District so each project has representation from each District. Another aspect is what would maximize travel connectivity and enhance the entire network and I think that was borne out of the process of creating Phases A, B, C projects. So, we are trying to honor that so in anticipation of future funding obviously not promised and the 3rd part of this is that this Committee in the past has done an exceptional job of reviewing said projects for consideration for previous bond funding. And then submitting your recommendation to the General Council as well as to the City Staff to move forward. So there is a lot of merit to your consideration for said projects. We are not saying that these are the ones. Secondly, as it



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relates Mr. Oakley's presentation tonight especially brings forth that particular projects which may be considered too. What I like with Mr. Oakley's presentation is it comes with a solution. It comes with a pragmatic and practical solution not overly emotional presentation. There's merit to that and I want to champion his cause. Because there's such thought process went to it. So perhaps in your consideration of these projects this maybe the time. This is my recommendation to be not to do a project but may be fund a preliminary engineering report that would detail the logistics of the project. In that would have to be a legal discovery of the rights of the landowners as well as the rights of the City to move forward. And in negotiation and design it may be discovered that the landowner are willing to allow that trail occur with some constraints. That is the ultimate and really cool outcome of such negotiation. But it takes somebody to do that work. So compounding what Romella said to bring this and other projects to your Strategic Plan really brings merit to that plan would be my recommendation for the next step.

Member Tallman: Erick, thank you for putting this together ... also Leah and Hannah. I was really excited to see this in the packet. With Midtown Campus Trail, if it would be possible to add a little tiny bit to the scope which is to knock down a piece of the wall in the NW corner of the campus so that pedestrian can have connectivity parallel to Cerrillos. That will make another huge improvement in the connectivity.

Mr. Aune: Mr. Chair, Member Sky Tallman, Leah & Hannah have sledge hammers and over the weekend they will be doing that. So you can just check-off that to the list. But seriously, duly noted.

Chair Garcia: Are there any actions you may want to take on this item? Do we need to take an action on this item, Romella?

Staff Liaison: I think so, Mr. Chair. A motion like to request the Governing Body through Public Works to float a bond ... Mr. Aune, the bond we floated for \$20M was 10 years ago? Am I correct? So how much bond do you want? \$5M?

Member Tallman: Is this a Transportation Bond or specific to trails?

Staff Liaison: I think specific to trails.



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Mr. Aune: Mr. Chair, Romella. My conversations with Regina, it's \$20M GRT bond that will encompass facilities, roadways, etc. and that Regina is willing to add trails projects to the over-all if you want to call it a portfolio. And quite frankly, that conversation was about \$2-3M and her willingness at the the time. I don't think it would be unreasonable for this Committee to suggest up to \$5M to include some additional funds to the analysis of the Zia project and make that recommendation to the City. Thank you.

Member Tallman: Erick, point of clarification. That is \$5M over 5 years or 2 years. How long does the funding period?

Mr. Aune: Mr. Chair, Member Tallman. My knowledge of the GRT bond is somewhat limited. So, I don't know the answer to that. I know its multiple years because it takes quite some time to actually implement a project. My estimation would be 3-5 years.

Staff Liaison: So this funding will be part of the Legislative funding. We usually have 10 years to finish a project. If we finish the funding for e.g. \$5 M in 5 years then we can float another bond. It depends on the project we want to do and how fast we finish the project.

Member Tallman: Yes, these projects are for \$4M so if we ask \$5M then it would be ... thing is how long until it will be ready?

Chair Garcia: Okay, any other comments/ questions?

Member Tallman: I want to make a motion to request Public Works to issue a bond for \$6M.

Member Spencer: Second

Chair Garcia: Discussion on the motion.

Mr. Aune: Mr. Chair, Members of the Committee: I think it would be advantageous to include in that motion the rationale of the motion. Your Strategic Plan will include this. And the reasoning is this. Public Works Director Wheeler really believes in that Strategic Plan as a tool to move things forward. That is all. Thank you.

Member Tallman: I withdraw my motion.



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Member Spencer: Second.

MOTION: Member Tallman moved, seconded by Member Spencer, to recommend to put out a bond for \$6M for the implementation of the Strategic Plan including the 4 projects mentioned here.

VOTE: The motion was on the following Roll Call vote:

For: Chair Garcia, Member Eisenstein, Member Finger, Member Gabriele, Member Redner, Member Serrano, Member Spencer, Member Tallman,

Against: None

- d. 2021 Strategic Work Plan Implementation (Yolanda Eisenstein, Law & Policy Sub-committee Chair)

Member Eisenstein: Law and Policy Subcommittee will work on Strategic Action #1, #11 and #10.

Member Spencer: Promotion, Education and Programming Subcommittee will work Strategic Action #8.

- e. Crash Maps Demonstration (Hannah Burnham, SFMPO Planning Technician)

8. SUBCOMMITTEE COMMUNICATIONS

- a. Law & Policy (Yolanda Eisenstein, Chair)



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There are 4 bills that her sub-committee is watching: House Bills #58 (tax credit for e-bikes); #270 (self-driving car); #258 (State Parks Division) and State Bill #20 Transportation Fund.

b. Planning & Funding (Sky Tallman, Chair)

c. Promotion, Education & Programming (Khalil Spencer, Chair)

9. MATTERS FROM STAFF

A. Acequia Trail from Rufina to San Felipe Cooperative Project Agreement – Design

B. BPAC Resolution Re-establishing Bicycle and Trail Advisory Committee

C. BPAC Website Development

10. MATTERS FROM THE COMMITTEE

11. MATTERS FROM THE CHAIR

12. **NEXT MEETING: Thursday, March 11, 2021**

13. **ADJOURN**

Romella glorioso-Moss

Michael Lian

Liaison

Chair

03/14/2021